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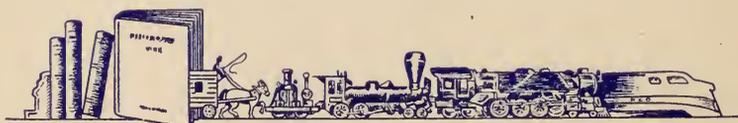
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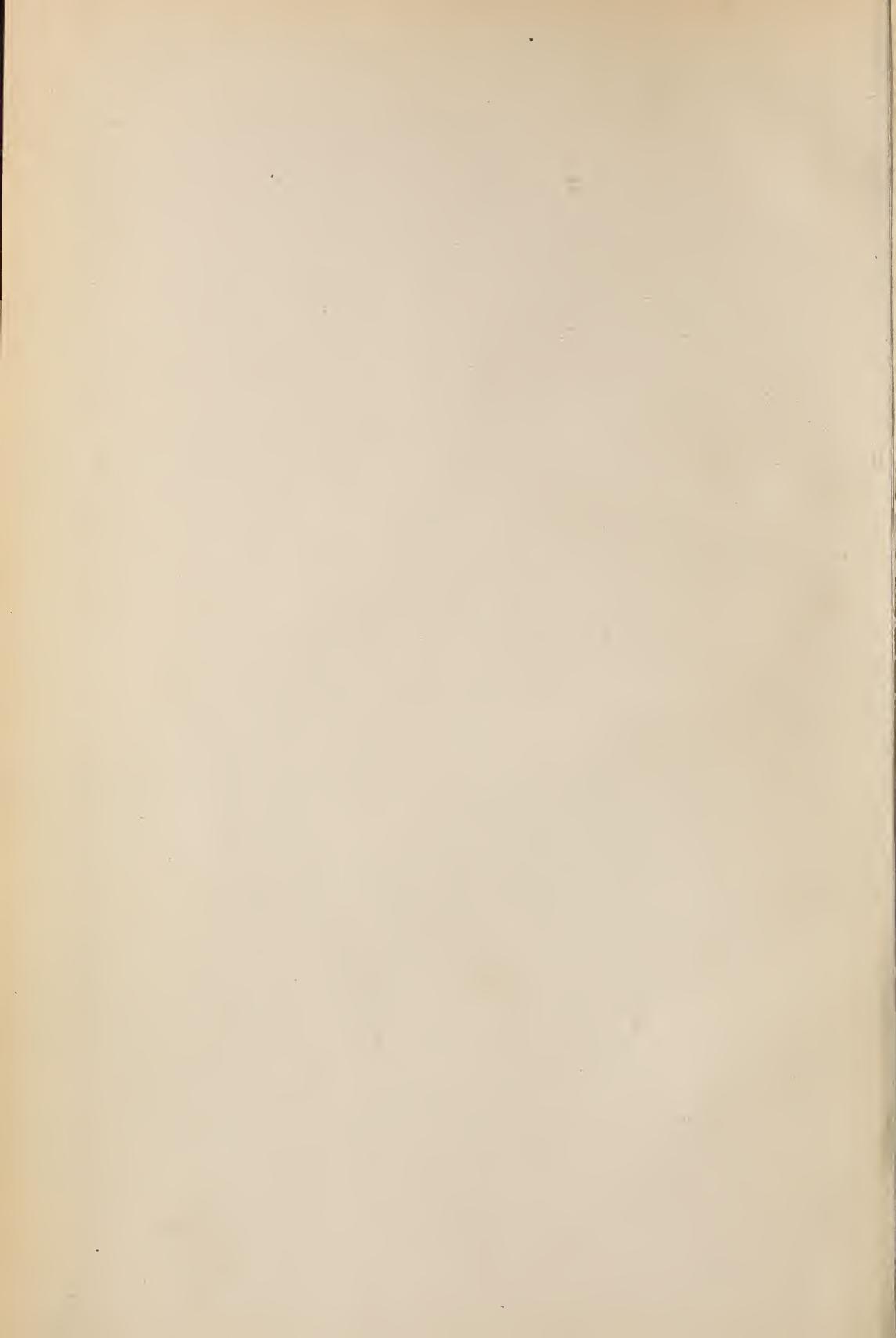


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SAFE AND FIRST

BALTIMORE AND OHIO
EMPLOYEES MAGAZINE



OCTOBER, 1913.



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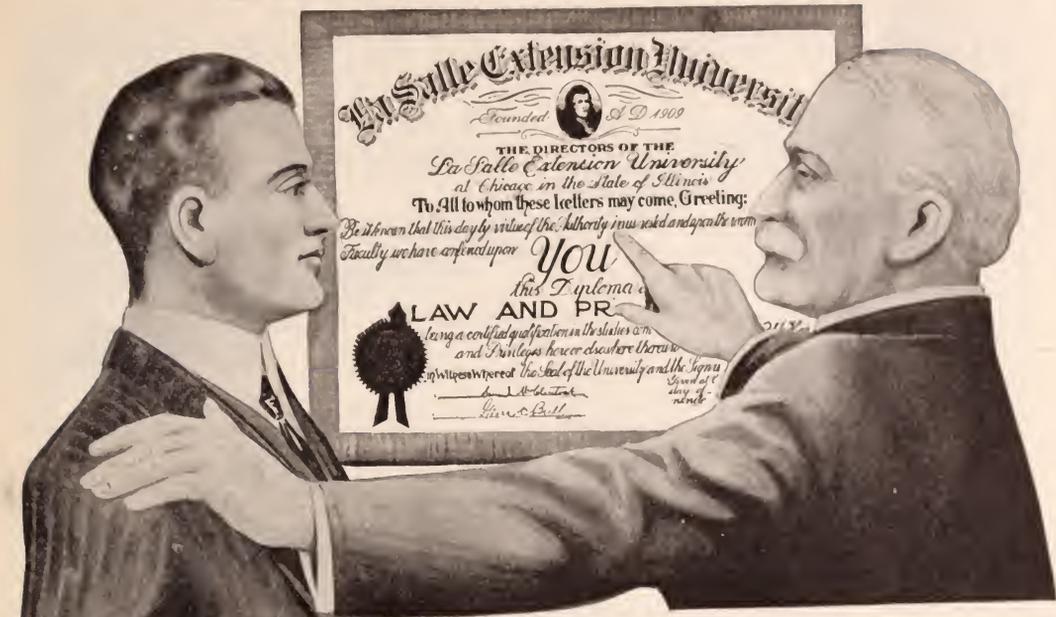


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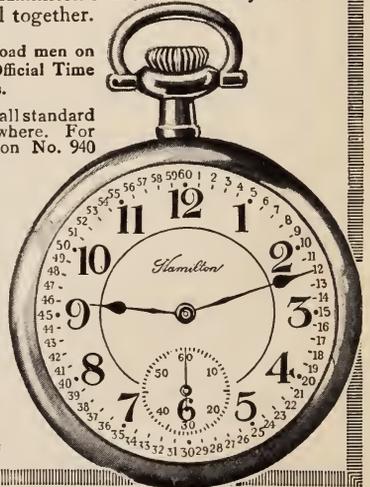
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 2

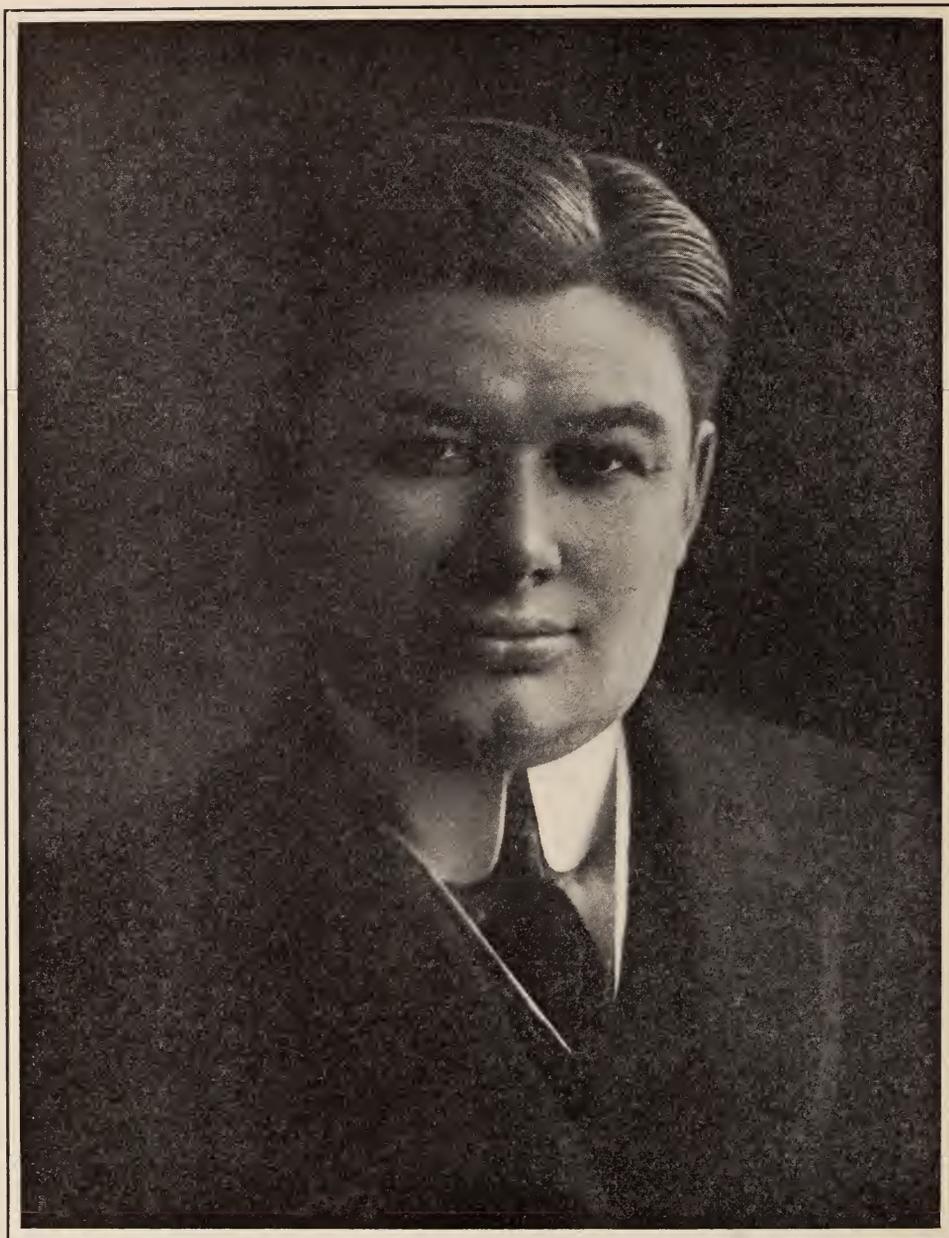
BALTIMORE, OCTOBER, 1913

Number 1

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



A.W. Thompson

Third Vice-President and Chief Operating Officer

EXTRACTS FROM ADDRESS DELIVERED BY MR.
DANIEL WILLARD AT STAFF MEETING OF THE
OFFICERS OF THE OPERATING, TRANSPORTATION,
ENGINEERING AND MECHANICAL DEPARTMENTS OF THE
BALTIMORE & OHIO RAILROAD
SYSTEM, HELD AT DEER
PARK, SEPTEMBER 22, '13

Mr. Chairman and fellow officers of the Baltimore & Ohio Railroad: When we were here in this room a little more than three years ago, I had just recently reentered the Baltimore & Ohio service, after an absence of about eight years, and while I suppose I knew personally at that time a majority of the men who were present, I have no doubt that you looked upon me then very much as a stranger, and were naturally more or less curious to know what I would say about the future policy of this Company so far as it might be affected by my influence. Since then, I think you will admit that we have had three most strenuous years. When we consider the changing attitude of the public toward the railroads, with all that it implies; the work that we have begun and finished, and the demands that have been made upon the operating officers to move a very heavy business during the reconstruction period; and finally the problems connected with a most disastrous flood, I think I am justified in saying that we have just been through three of the most strenuous years in the history of the Baltimore & Ohio Railroad.

Mr. Thompson has said that today we will have but one conference, and I believe I am expected to be the chief attraction. In order to better emphasize my point of view concerning our official relations as they should exist, I am going to exercise my prerogative, and, regardless

of the title which you may have at home, I officially appoint all present, Assistants to the President. Whatever else you may be, you are today all Assistants to the President of the Baltimore & Ohio Railroad, and while it will be necessary for you to resume, when you go back home, the title you brought here, you will, nevertheless, retain the title of Brevet-Assistant to the President, which, of course, as you know, means very little in authority, and nothing as regards salary.

I have not tried to arrange a speech, because it does not seem to me that this is an occasion for anything of that kind. I had thought rather to talk along informally of what we have been doing and of the things which together we hope to do as co-employees of the Baltimore and Ohio Railroad Company.

One other thought which Mr. Thompson mentioned should be extremely gratifying to us all. I refer to what he said about the comparatively few changes in the official roster since last we met, and I hope we may be able to retrospect in a similar way when we meet here again next summer.

Three years ago I told you, in a general way, what we *hoped* to do. We were just getting started at that time, as you know, and while in the aggregate, all of the men here know all about all the work which has since been done, many of the

individuals know only about that particular part of it with which they had to do.

There has been authorized and spent for improvements upon the property since we were here three years ago, approximately \$40,000,000, and there is \$10,000,000 more authorized and some of it is now in the process of expenditure. It is unfortunate that conditions at the present time have made it necessary to refrain from starting about \$4,000,000 of work which has been authorized by the Board. I shall later on explain what the conditions are which seem to make such a policy necessary at the present time. We have, however, actually in the process of expenditure, some six or seven million dollars; the largest undertaking, of course, being the Magnolia improvement on the Cumberland Division, which alone will cost about \$6,000,000.

Those of you whose work has to do with the Cumberland Division have had an exceptionally hard proposition to deal with. You may have heard of the problem of trying to put a quart in a pint cup, and that has certainly been the task on the Cumberland Division during the last three years. In fact, that particular part of the system ever since I have known anything about it, has presented one of the hardest transportation problems I have ever seen or known on any railroad with which I am acquainted.

During the period mentioned we have built in round figures 100 miles of new double track, probably 50 miles of third track, much of it in the mountains, and 6 miles of fourth track. We have removed 5 small tunnels and have built several new ones. We now have a double track continuously from Philadelphia to Chicago, with the exception of about thirty-two miles on the Chicago Division, and when we lay the rails on the grading that has already been fin-

ished, there will only be twenty-three miles of single track left, and that will be protected by electric automatic lock and block.

You may be interested in knowing that the Chicago Division, upon which we have spent a great deal of money in the last few years, is now second only, in volume of traffic handled, to the Cumberland Division. The Cumberland Division has about fourteen million tons per mile of road a year, and the Chicago Division has between five and six million. The extent to which we may develop our business on the main line from Chicago to New York will depend very greatly upon the efficiency of our operations.

In addition to the \$40,000,000 which has been spent for the improvement of the property, we have received or, with completion of deliveries still on order, will receive new equipment costing upwards of \$47,000,000. The total sum, therefore, which we are spending on the property and for the purchase of new equipment, represents nearly \$90,000,000 in the three years.

Now, of course, with an improved plant we ought to do more business than before, and we ought also to do it better, and if it were not for the fact that we are able to do more business today than formerly, and in some respects do it better and more economically, we would not have been able to satisfy the requirements necessary to maintain our credit.

Three years ago the Baltimore & Ohio Railroad earned its fixed charges and taxes, paid a 6 per cent. dividend on the Common Stock, and had over \$4,000,000 surplus. Let me state that to you again: At the end of the fiscal year, June 30, 1910, the Baltimore & Ohio had earned its fixed charges and taxes, paid a dividend of 6 per cent. on its common stock, the same volume of Common Stock which we have today, and had between four and

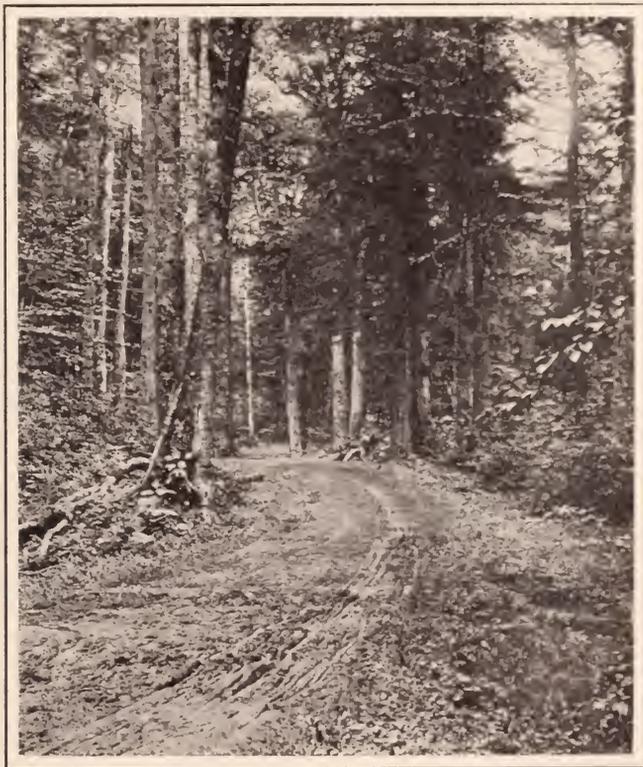
a quarter and four and a half million dollars surplus.

Since that time certain things have happened, and I will tell you what effect they have had on the financial condition of the Company and you will then understand better what our problem is. Since I became President in January, 1910, the wage increases granted have amounted to an average of nearly \$3,000,000 a year, and over \$4,750,000 for the last year. If today we were paying the same wages to all men with the same working conditions in effect in 1910, it would mean that our pay roll would be \$4,750,000 less than it is. That in itself is sufficient to more than wipe out the surplus which we had in 1910 after paying dividends, so that if we had earned during the last fiscal year the same amount as in 1910, and had been operating on the same basis as in that year, we would have been obliged either to decrease our dividends or to effect economies, which would have been unwise, or at least undesirable. That \$4,750,000 does not include any possible increase which

may be granted to the conductors and brakemen by arbitration now in motion.

Our taxes since 1909 have increased already over \$700,000 a year, and with the increase that will come from the Income Tax and the other adjustments that will be made during this present fiscal year, will, no doubt, be \$1,000,000 more than three years ago. Interest charges on the \$90,000,000 that have been spent on the property, on a conservative basis will

be \$4,000,000 more, which makes altogether \$9,750,000 more that we will have to pay out each year before we can pay dividends on our stock, than was the case in 1910. There are also other items that increase our expenditures. Ties are more expensive today than they were three years ago. Our fuel bill last year was



DEER PARK SCENE

"This is the forest primeval, the murmuring pines and the hemlocks"

\$700,000 more than it was in 1909, because of the increased price of coal. So, including the increased interest charges on new capital, it is safe to say that during the present fiscal year we must provide, in some manner, about \$10,000,000 more than we did three years ago, before we can pay anything on the stock. "Well," some have said, "that is all right, just cut out the dividends." That has actually been suggested in certain quar-

ters, but I doubt if it would be said or even seriously thought of in such a gathering as this. The fact that we were able to get \$90,000,000 to spend on the property in the last three years meant first of all that we had good credit. In order to get any money at all we must have credit, and in order to have credit we must meet our engagements and be able to inspire confidence in the people who have money to lend.

In many of the States there are laws to the effect that there must be a certain relation in volume between the capital stock and the mortgage debts of a railroad company. I believe it is the law now in Massachusetts that the bonded indebtedness shall not exceed twice the amount of the capital stock,—the ratio varies in the different States—so that we could not go on indefinitely borrowing money and giving mortgages on the property, because after a while, our mortgages would be so much greater in volume than our capital stock that the securities issued could not be used as legal investments by savings banks, insurance companies and other large concerns, and in order to give legal and satisfactory standing to our mortgage bonds, we must have a certain proportion of stock outstanding all the time. We cannot sell our stock unless people believe in us, and people will not believe in us unless we keep our promises, and will not buy our stock unless they believe it is going to be a better investment than anything else which may be offered at the same time. The last census report shows that a much larger profit was derived from money invested in manufactures and in farm lands, than upon money invested in railroads, and when people can make more money out of factories and agricultural investments than they can out of railroads, it is safe to assume that they will not invest in railroads. You would not do it; I would not do it.

Now, every man in this room is interested in the credit of the Baltimore & Ohio Railroad. I have spoken of this at much length because I want you to thoroughly understand the problem that is before us all the time. When I am asked to authorize a large expenditure, I must first think where will the money come from to pay for it, and second, will the results justify the expenditure? Will this new improvement which we want to make earn as much return upon its cost as we are obliged to pay for the money? Will we come out even? If it costs us 6 or 7 per cent. to get money and we can only earn four or five per cent., manifestly we had better not make the improvement.

While we have spent \$90,000,000 on this property since we were here three years ago, I have in my office today a statement prepared by the Chief Engineer, after careful consideration with other members of the staff, showing that in the next five or ten years we could spend to advantage \$225,000,000 more. We will not be able to do that, but on a conservative basis, we ought to spend not less than \$15,000,000 a year for the next five years, and that will be \$75,000,000, which in itself is a very large sum of money. Now, the problem again appears, where will we get the money?

This last year the Company earned from operations \$103,330,000, and after paying all these increased expenditures which I have referred to, had a surplus, after paying 6 per cent. on the common stock, of one million eight hundred and fifty thousand dollars. Now, that is altogether too small a surplus for such a large operation as we are carrying on. We should have, with that volume of business, six or eight million dollars left after paying our dividends.

It is the present policy of the Baltimore & Ohio Company to put any surplus earnings which it may have after paying

6 per cent. dividends, back into the property in the way of improvements.

We spent \$75,000 at Cumberland two or three years ago overhauling the passenger station. We spent the same amount of money at Camden Station. We did not earn any more money because of those improvements. We satisfied a pressing demand of the public. Now, we should be able to make such improvements out of our surplus each

sharp reductions in those charges,—if you are, I want you to remember that we are doing it because it is forced upon us in an emergency. No one is more anxious to spend money liberally upon maintenance than I am. No one is more anxious than I to see our engines, cars and roadway in good condition.

We are seeking at the present time to obtain an increase in freight rates. When we tried to raise our rates three years ago,



DEER PARK SCENE

"For us the grassy slopes, the country's airiness"

year after paying our interest and taxes and dividends, but we cannot do that, as things are at the present time.

I do not want to urge any reduction in the maintenance of equipment and the maintenance of way expenditures; I want to see more new rails laid and more new stations erected. I want the Baltimore & Ohio Railroad to be safe, and comfortable to ride over, so that it can furnish a regular and satisfactory service, a road of which every one of us can be proud.

Now, should it come about—as it may—that you gentlemen will be asked to reduce your maintenance expenditures, and you may be called upon to make very

we were told by the Interstate Commerce Commission that they did not think we needed more money at that time, and they said that, even if we did need more money, other business was also bad, and that it was not the proper time to increase our rates.

The Commission in effect said also, "You have not gone about it in the right way, because you propose to increase some of your rates 10 or 15 per cent., whereas you have not increased other rates at all."

Now, we think that today we can show that we need the money, because we have had these increased wages, taxes, fixed

charges and higher prices in material to meet, while at the same time our rates have been going down instead of up. Our rate per ton per mile this year was five and six-tenths mills. The year before it was five and eight-tenths mills.

In the second place, there never has been a time when the railroads were doing so much business as they are today. Therefore, we think we have two points with which we can go to the Commission: we need the money, and times are now good. The Commission said before that the Companies did not seek the increase in the right way, so this time, instead of advancing some rates only, we propose to advance all rates 5 per cent., leaving the relation between rates undisturbed.

The Interstate Commerce Commission is frequently criticised as being hostile to the railroads, and it is sometimes said that they will decide in any event against the railroads and in favor of the people. I do not believe that. I know the members of the Commission personally. I know they are honest, fair minded and intelligent men, and I believe that when we go before them this time and fairly and frankly state our case, they will see our necessities and grant our request.

Now, what will happen if I am mistaken, if we do not obtain the increase in rates? So far as the Baltimore & Ohio Company is concerned, we will not start any new work of importance until we are in a better financial position than we are at the present time. As I have already stated, we may have a million and a half surplus next year. That we will spend on the property, if we have it, but that is all we will spend for improvements. Going from an expenditure of \$90,000,000 in three years, or \$30,000,000 in one year, down to \$1,500,000 a year is a big drop.

We have been spending a considerable sum of money each year on our passenger coaches for the purpose of keeping them

varnished and clean and in creditable condition. A passenger coach will be just as safe if it is not varnished each year. True, it will not look as well, but it will be quite as safe. All our stations have been painted in the last few years. We can get along without painting them again for some time. They will be perfectly safe; they will answer every purpose, but they will not look as well. We can get along with perfect safety and give good service without putting down one new rail or one yard of ballast during the next twelve months. Our road will be just as safe as it is now, although it may not be as smooth. We will certainly do all we can, but we will not spend anything for improvements except such as are necessary for the safety of our service. We would not, in any event, permit anything to happen which would interfere with the safety of our operation.

If your personal expenses were increased and your income went down, you would do exactly as we are doing. If you owned your house and your expenses and taxes were greater this year and your wages no higher, and perhaps lower, you would very likely let your house go another year without painting it. If you wanted to build a new fence around your farm and you had not sufficient funds with which to do it, you would probably let the old fence stand. Every man in this room today is just as vitally interested in maintaining the credit of the Baltimore & Ohio Railroad Company as I am, because it is absolutely essential for our future welfare. I have told you in a general way what we have done, and also what we would like to do. I am now going to talk about some other matters that affect all of us, and particularly about our relations to the public.

It is generally recognized today that railroads are semi-public institutions charged with certain public duties to per-

form, and the public will insist that we serve it safely and satisfactorily whether we make anything while doing so or not, but it is to be assumed that the public will be fair enough in the end to give us a fair and reasonable return for the service we render. Now, if railroads are semi-public institutions, you and I and every one of us are semi-public servants charged with certain duties to the public, and the

who have been discharged for cause, and they press matters so hard that officers sometimes yield against their better judgment. Practices are allowed to go on that should not be permitted for a moment. For that reason I admit that the labor union at times makes it more difficult to preserve discipline. But it does not make it impossible. I have no sympathy with the officer who says "I cannot maintain dis-



DON'T ADJUST KNUCKLE WHEN CARS ARE COMING TOGETHER. MR. WILLARD HAS SAID HE WOULD RATHER HAVE CARS BUMP ANY NUMBER OF TIMES THAN TO HAVE THIS PRACTICE CONTINUED

first duty that we owe to the public is safety. We must give the public safe and satisfactory service, and in order to do so, there must be an efficient operating organization. There must be thorough discipline. Discipline must be fair, but it must be strict. If discipline is not strict and well maintained, we cannot successfully operate a railroad. It has been contended by some that the labor organization has destroyed discipline. I have never been willing to admit that. I believe that labor organizations sometimes mistakenly press matters too far. They seek to get men reinstated, for instance,

discipline because of the labor unions." Labor unions are here to stay, but whether there are labor unions or not, we must have discipline and safe operation, no matter how difficult the problem may be. No officer of this Company shall say that he cannot maintain discipline or operate his trains safely because of labor unions. He must maintain strict discipline and he must be fair, and if he does that he will be sustained and supported to the utmost limit. I have no reason to believe that on the Baltimore & Ohio Railroad there is any general disposition on the part of the train and engine men to oppose good dis-

cipline. We are running our trains over the mountains and over divisions that are frequently obscured by fogs, and I think upon the whole, we are doing so with much success, and that would certainly not be the case unless the men in charge of our trains were careful and alert, and fully alive at all times to the importance of obeying the rules. I speak at length upon this subject because it is much in the public mind at the present time, and I want every man in this room to know exactly what the policy of this Company is in that connection.

It has sometimes been said that in the past this Company made contracts with its employes and then did not live up to them. Anyone who has talked with me about it knows that the policy of the Company at the present time is that when we make schedules we will try to make them as satisfactory to both parties as possible, but having once subscribed to the terms of the contract, it must absolutely be lived up to in every respect. If we carry out that policy, then we are entitled to the honest, intelligent and loyal service of our employes. We have a right to expect it, and my experience is that we will get it, but we cannot expect to get it on any other basis. That is the policy of the Baltimore & Ohio Railroad. The men in its employ are to be treated fairly, but they will be expected to do a good day's work for a good day's pay. I am willing to stand on that platform.

When I was in the Baltimore & Ohio service before, I had frequent occasion to notice the evils growing out of the custom—not the policy, but the custom—of partisan associations. I found one thing much in evidence here that I never found to the same extent on any other railroad. I found Cowen men, Murray men, Underwood men, Fitzgerald men, etc., but there was not much said about Baltimore & Ohio men. There were too many differ-

ent cliques among the men in the Baltimore & Ohio service. That is why, today, I appoint you all, Assistants to the President, and by doing so I wish to wipe out or supersede every other allegiance you may have. You are all Baltimore & Ohio men, not Thompson men, or Galloway men, or Bankard men or Willard men, but Baltimore & Ohio men. So far as I am concerned, every man in this room is my man and is on my staff, and every officer of this railroad is my officer. If he was appointed before I came here, I accepted him when I came, and if he has been appointed since I came here, his appointment had my approval. Every officer and employe of this Company is my man today and all are Baltimore & Ohio employes, whatever else they may be. Let us try to operate this railroad and carry on its affairs in such a way that we would prefer to have it said that we are of the Baltimore & Ohio rather than Smith, Jones or Brown men. We should all be proud of our connection with the Baltimore & Ohio Railroad.

There are two more subjects of which I want to speak. I can hardly separate them. They are economy and efficiency.

Three years ago when we were having our rate hearing, a distinguished lawyer, Mr. Brandeis, stated at the hearing that he believed, as a result of his inquiries, that the railroads could save \$1,000,000 a day in their operation, and he said if they did, it would not be necessary to raise their rates. That statement was immediately taken up by the public, and it has been drilled into us from every direction ever since, and notwithstanding the fact that nine hundred days have passed, they still say we can save \$1,000,000 a day. Well, perhaps we can. I will tell you some of the things, however, that we have done, and what we have saved.

You will remember what I said to you three years ago about what you might, in

my opinion, do in the way of increased train load. I think I said that you could get your train load up to 500 tons. Last month, for the system, it was 680. I am more than gratified by your achievement. It is true you have larger engines and better facilities, but the larger engines and the better facilities in themselves do not account for all that has been done in the way of increased train load. The

year ending June 30, 1910, the Baltimore & Ohio Railroad moved twelve and a half billion tons one mile. The freight train mileage in 1910 amounted to 27,000,000 miles; this year the freight train miles were 23,000,000. If our train load this year had been the same as it was three years ago, we would have been obliged to run 9,000,000 more train miles than we did run, in order to move the increased busi-



DEER PARK SCENE

“Pleasant the sun
When first on this delightful land he spreads
His orient beams on herb, tree, fruit and flower”

Cumberland Division grades are just the same today as they were three years ago. I think at that time the average train load on that division for a given month was 589. It has since gone over 940 tons. On the east end I think the record is 1115, and on the west end, under Kelly, it has gone up to 656. On the Cleveland Division the record is now 1034, and on the whole main line district over 730 per month.

What has been the effect of that increased train load? During the fiscal

ness, and at an average cost of approximately 50 cents per mile, it would have cost \$4,500,000 more to operate the Baltimore & Ohio Railroad last year than it did cost, and it would have left us with a deficit of nearly \$3,000,000 after paying dividends.

I believe there is not another instance in the United States where the men in the operating department have a similar record of accomplishment in the same length of time—where a body of men, many of whose faces I look into now, by their efforts

and ability and attention to business, have been able to save their employers \$4,500,000 a year. And, on behalf of the Baltimore & Ohio Company, I want to thank every man here for what he has done in that connection.

That, gentlemen, is one of the larger economies, but there is a great deal to be done along less important lines. We realized three years ago, however, that the greatest immediate economy for this Company was to be found in the increase in the train load. We knew that the train load was too low. We investigated the matter and then went ahead to correct it.

I do not think we have exhausted the possible economy in the use of fuel. I do not think we have exhausted the possible economy in the use of materials generally. I have thought that we permitted too much money to be tied up in scrap along various portions of the line. Our scrap sales run into millions of dollars a year. The sum is so large that we cannot afford to permit material of that kind to lie around, first because we need the money, and secondly because it subjects every one of us to proper and just criticism.

Last spring the Baltimore & Ohio Railroad sustained the greatest damage in its history by the flood in the central West. We estimated it would cost from two and one-half to three million dollars to repair the damage. I think the estimates of the engineers on the ground were well upwards of \$4,000,000, but we reduced their estimate to something within \$3,000,000. I am inclined to think now that we were wrong and that the amount should have been between \$3,500,000 and \$4,000,000. In addition to that we lost possibly \$2,000,000 in business. Our officers and men met that condition in a most satisfactory manner. It is not too much to say that the officers of this Company, and prob-

ably many of the men in the ranks, if it were known, did work at that time which was really eventful in the way of quick repairs and meeting difficult situations. The road was restored to operating condition within such a short time as to meet all reasonable expectations. The Company lost something over a mile of steel bridges; it had over 400 miles of track under water at one time, and our reports show over 179 miles of track washed out, and 3,000 miles of road out of service at one time. Our expenses were going right along; we had to provide \$135,000 a day to meet our pay roll. We had unusual expenses in addition to that. We ran trains over other lines and did everything to restore our service as quickly as possible. Notwithstanding all the obstacles with which we had to contend, we were able to come out of the year with our full dividend earned and a small surplus. This should also be a matter of pride to all Baltimore & Ohio employes. I wish to assure you again of my appreciation of your loyal support and to congratulate you upon your accomplishment during the last three years.

It is possible for the men in this room by lack of attention and indifferent service to cost the Baltimore & Ohio Railroad \$5,000,000 in loss of business in the next twelve months, and I believe it is also possible by your personal attention and intelligent efforts to increase our business a similar amount in the same time. The progress we make depends largely upon the character of the team work we do. When I was a subordinate officer, things would sometimes unexpectedly happen, and I often hesitated and wondered what action my superior officers would want me to take. Perhaps I did not act at all, although I could have done the right thing if I had only known what was wanted. Now, I want every man who has anything to do with this railroad

to know the policies, the standards and the ideas of the management just as well as I do, so that in case of emergency, he will know what to do. The doing of things nearly all the time right, instead of much of the time wrong, will have a very great influence upon our results. I would much rather have you do something and do it wrong occasionally than not to do anything. Of course, you must be right most of the time. Otherwise it will appear that you are in the wrong business, but that is just as true of me. It is true of the captain of every ship; it is true of every general in the army, it is true of every man in an executive position.

Finally, I wish to explain to you before I close, my ideal concerning the future of the Baltimore & Ohio Railroad, because we must have an ideal if we expect to make any real and consistent progress.

I want to see this railroad so managed, maintained and operated that those who travel will prefer our line because they feel confident of a safe and comfortable journey. I want to see our freight service brought to such a standard as to fully meet the reasonable expectations and requirements of our shippers. Nothing will do more to increase our business, and consequently our earnings, than regularity of freight service. I want the Baltimore & Ohio Railroad to so serve the communities depending upon it for transportation, that

they will look upon us as their friend and partner—a partner in fact, whose welfare is so closely related to theirs that one cannot permanently prosper without the other. I want the employees also to feel that the Company is their friend and may be depended upon to treat them fairly and considerately at all times, and I want those who hold our securities to feel—and justly so—confidence in our management, and be willing to respond when necessary to our requests for new capital. Such is my ideal. However, it will be absolutely impossible for me to realize it unless you also make it yours, and even then it will be impossible of attainment unless we have the hearty and loyal cooperation of the many thousands of employes who under your general direction, constitute the industrial army of the Baltimore & Ohio.

The ideal I have outlined is high, and the task it involves is great, but that simply makes the problem all the more interesting. Speaking for myself, I would continue to strive for it even though I had to do so alone, but I am not alone. I feel confident that I shall have not only your support, but I also believe we will have the hearty cooperation of our great army of loyal employes, and if I am right in this belief, we will succeed. Let us all strive to realize the ideal I have outlined. Let us make it the "Baltimore & Ohio Way."

A GOOD railway man is one who is always on the job. This implies vigilance, alertness, politeness and intelligence.

He avoids accidents by keeping his eyes open and taking no chances.

He earns the good will of the public for himself and for his company by treating his passengers with courtesy and politeness.

He safeguards the interests of the company by putting brains into his work and by grasping every opportunity to push the business of the company.

There's room at the top for good railway men.

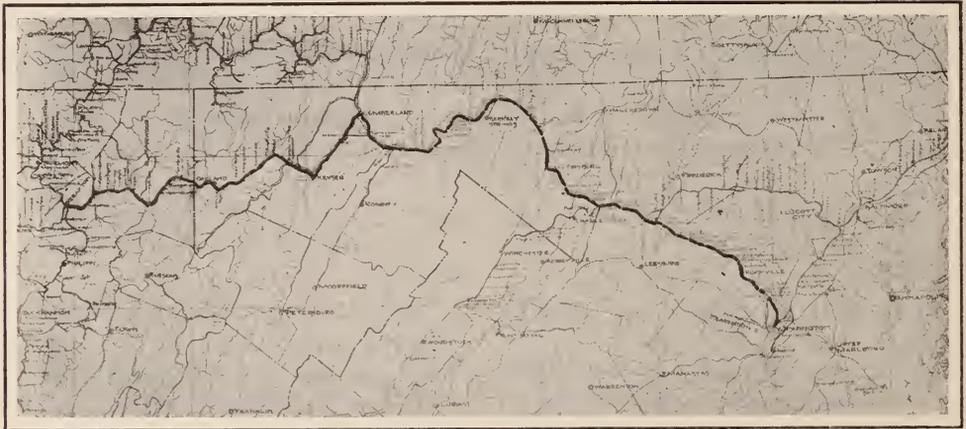
Think it over!

—From *New York State Railways, Utica-Syracuse Lines*

RECORD NON-STOP RUN MADE BY BALTIMORE & OHIO SPECIAL

ON September 19th, the Company was called upon very suddenly to handle a special train carrying Mr. George W. Stevens, President of the

Chesapeake & Ohio R. R., Mr. Frank A. Vanderlip, President of the National City Bank of New York, Ex-Senator Watson of West Virginia, Mr. Frank Trumbull, Chairman of the Boards of the Chesapeake & Ohio and of the Missouri, Kansas & Texas R. R., Mr. J. H. Wheelright, President of the Consolidation Coal Co., Third Vice-President Thompson and General Manager Galloway. The management is very much pleased with the manner in which the service was performed and with the favorable comments from those in the party.



ROUTE OF SPECIAL TRAIN, SEPTEMBER 19, GRAFTON TO WASHINGTON

Chesapeake & Ohio R. R., Mr. Frank A. Vanderlip, President of the National City Bank of New York, Ex-Senator Watson of West Virginia, Mr. Frank Trumbull, Chairman of the Boards of the Chesapeake & Ohio and of the Missouri, Kansas & Texas R. R., Mr. J. H. Wheelright, President of the Consolidation Coal Co., Third Vice-President Thompson and General Manager Galloway. The management is very much pleased with the manner in which the service was performed and with the favorable comments from those in the party.

The preceding night's run from Huntington to Fairmont was scheduled and handled so well that the men who made that part of the trip had a very com-

fortable ride, notwithstanding the fact that this section of the road usually makes a hard trip on account of the tunnels, bridges, etc.

The notable feature in connection with the daylight trip from Fairmont to Washington was the fact that the train was operated without a stop from Grafton to Cumberland and from Cumberland to Washington; and those on the train, all of whom have traveled widely and have spent most of their lives in railroad service, stated that it was one of the most extraordinary and at the same time satisfactory runs they had ever seen. The Company takes just pride in such a performance and appreciates the efforts of the officers and employes who brought such credit to the road. In view of the fact that the notice was very short and that little time was allowed for preparation, it is especially pleasing to obtain such results.

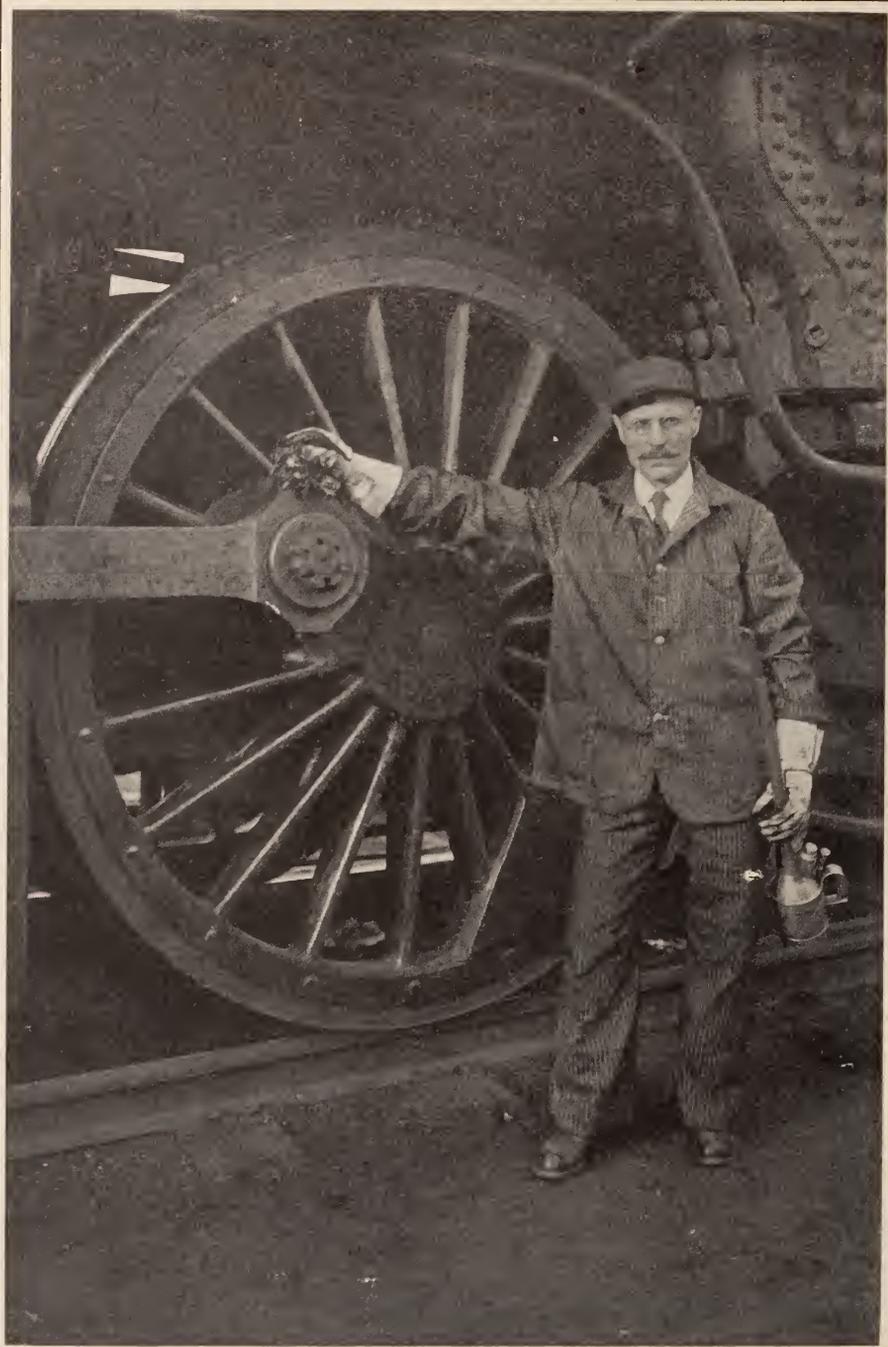
There follows a statement showing the time of the train at the more important points, with the time on the run, time between stations and the average miles per hour. The most notable feature of the run is the remarkable uniformity of average speed between stations as shown in this table.

DETAIL OF RUN FAIRMONT TO BALTIMORE, SEPTEMBER, 19, 1913

Point	Left	Arrived	Miles	Time	Miles per Hour
Fairmont	10.38 am				
Grafton	11.22 am	11.15 am	22.0	37 mins.	35.64
Thornton	11.34 am		5.5	12 mins.	27.48
West End	11.59 am		12.9	25 mins.	31.03
Rowlesburg	12.14 am		7.4	15 mins.	29.50
Terra Alta	12.46 am		12.3	32 mins.	23.08
Oakland	1.00 pm		10.5	14 mins.	45.00
Altamont	1.14 pm		8.7	14 mins.	37.11
Piedmont	1.46 pm		14.5	32 mins.	27.27
Keyser	1.53 pm		5.0	7 mins.	42.86
Cumberland		2.29 pm	23.5	36 mins.	37.50
Total Time	3.51 mins.		122.3	3.44 mins.	31.86
Time on Run	3.44 mins.				32.73
Cumberland	2.32 pm	2.29 pm			
Green Spring	2.57 pm		14.2	25 mins.	33.96
Hancock	3.26 pm		41.0	59 mins.	41.86
Martinsburg	4.25 pm		23.1	29 mins.	46.74
Weverton	4.54 pm		22.4	29 mins.	46.15
Washington Jct.	5.11 pm		10.0	17 mins.	35.29
Washington		6.14 pm	43.2	1.03 mins.	41.38
Total Time	3.45 mins.		153.9	3.42 mins.	40.91
Time on Run	3.42 mins.				41.86
Grand Total Time	7.36 mins.		276.2	7.26 mins.	36.36
Grand Total on Run	7.26 mins.				37.11

It is the wish of the Company to compliment and thank heartily every employe who assisted in any way to bring about this splendid performance. The names of the division officers and of the men in the crews handling this train are as follows:

Points between	Engine No.	Engineer	Fireman	Conductor	Dispatcher	Officials Accompanying
Fairmont to Grafton	2007	J. K. Cabel	H. H. Hauley	S. G. Fletcher	R. A. Murphy	J. M. Scott
Grafton to Cumberland	2148	A. W. Stanbagan	E. D. Calhoun	J. P. Burns	W. M. Rickey	J. W. Kelly M. A. Carney
Cumberland to Sleepy Creek	2168	L. Krimmelbein	J. W. Simmons	J. Koontz	G. K. Seibert J. C. Kennedy	J. W. Kelly O. H. Hobbs L. J. Wilmoth
Sleepy Creek to Brunswick	2168	L. Krimmelbein	J. W. Simmons	J. Koontz	D. P. Cabbage C. A. Feeser	E. C. Shipley
Brunswick to Washington Jct.	2168	L. Krimmelbein	J. W. Simmons	J. Koontz	H. Hambleton	J. W. Kelly O. H. Hobbs L. J. Wilmoth E. C. Shipley
Washington Jct. to Washington, D. C.	2168	L. Krimmelbein	J. W. Simmons	J. Koontz	H. Hambleton	O. H. Hobbs E. C. Shipley L. J. Wilmoth



ENGINEER KRIMMELBEIN

After record run from Grafton to Washington, September 19

HOW ENGINEER KRIMMELBEIN MADE HIS RECORD RUN



THOSE engineers at Riverside will say 'there's that d— Dutchman who got his picture printed in the magazine.' * * * * *

I had been trying for five days to get in touch with Engineer Krimmelbein. I had written him three letters, asking him to come to my office so that we could get his photograph. Finally I had enlisted the services of his Divisional Superintendent in my efforts to reach him. On his eventual appearance, therefore, I was not altogether surprised when he greeted me with the sentence which starts this article. And if any who read this think that he is a publicity seeker, take my word for it that it is harder to get him to talk than it is to make time when the thermometer hits zero.

Mr. Krimmelbein is an unusually modest man. He shook hands with me laconically, sat down in the proffered chair and gazed out of the window as I tried to interest him in my proposition. I leaned forward with the assurance of a cub reporter, and said:

"Mr. Krimmelbein, you made a remarkable run the other day from Fairmont to Washington. Did you know that it created quite a sensation among the officials on the train?"

His face failed to light up with the enthusiasm I had expected, and as at the question, he deigned a studied appraisal of my person, thinking I had not been forceful or clear enough, I blundered on—

"Yes, you see, er—ah, you see, there were some big men with you, Mr. Van-

derlip, President of the National City Bank of New York, Mr. Trumbull, Ex-Senator Watson," and I ran on through the list bringing up quite breathlessly with the names of our own Mr. Thompson and Mr. Galloway. Surely, thought I, this will impress him. And it did, though not in the way I expected, for after a pause, brief but pregnant with meaning, he looked at me impatiently and said:

"What do you want with me?"

Realizing by that time that he was not appreciating my vocal fireworks I responded bluntly:

"We want your picture in your—"

Here he interrupted with the crushing reply which starts this article and a very positive:

"I don't want my picture in the magazine."

"But, Mr. Krimmelbein", I urged, "your comrades know you would be the last man in the world to want your picture published. We've got to print the record of the trip and we need your photograph to go with it."

By this time an inspiration cut short my blundering. I had been studying his face with the hope of finding an answer to my problem. Like a flash it came to me in a sudden recognition of the striking similarity between him and another German mechanic I know—the man who built the motor which won the first Vanderbilt cup race; a careful, thorough, brilliant but undemonstrative engineer, who would talk pistons and cams, make and break or jump spark ignition with you for hours, but who hadn't a word to say about his own accomplishments. So I changed my tactics abruptly and said inquiringly:

"They tell me your engine was in splendid condition for the trip?" This challenged his interest and pride immediately and he replied:

"No, that is not exactly right. It had to be in good shape to make the run, but if it had been in perfect condition, I could have gone right into Baltimore without taking on water. You see, its the same with engines as with enginemen. They're never just right when they're new, and its only by constant study and experimenting that you can get and keep them up to the standard. Take me, for example—a fireman from 1887 to 1889 and an engineer with our road ever since—yet it wasn't until four or five years ago that I got into my present stride.

" 'Why?' " you ask. I can't tell exactly. Probably the greatest efficiency comes to different men at different times in their lives. It took fifteen years of theoretical study and practical experience for me. Don't let any one tell you that theory without experience, or *vice versa*, makes a finished engineman. It takes both. And it takes a continual study of both to keep him a finished engineman."

Here Mr. Krimmelbein's eyes lit up with enthusiasm as he continued quietly:

"In my opinion, some men are not adapted as well as others to their work. You, for instance, may think you are cut out for your job. But a year from now you may not think so. Its this way with enginemen. They've got to get into the spirit of their work to make the highest success of it. And sometimes this spirit does not come until after years of study and experimenting. Then it hits you all of a sudden, and you know your hard work of preparation has been worth while.

"You want me to tell you how I made what the officials are kind enough to call a remarkable run? That is impossible. You could not understand even if you had been in the cab with me. When I am at

the throttle I am a part of my engine. I feel what it feels, hear what it says, and try to adapt my movements to every changed condition. An engine is just like a great big race horse. When its right, you can drive it to the limit, but if you're wise, you won't, for no machine, human, animal or mechanical, can go the very limit without a strain that will tell in the long run. Men talk about driving engines, but to get the best results, you've got to coax them. It doesn't take any skill to open up and let'er go, but it *does* to make good while holding down a bit, and its a lot more satisfying, too. Then you feel that you've done something worth while.

"In one way it seems harder to make time today than it used to. Years ago we had rules against excessive speed, but they wern't enforced as they are now. If you were late from any cause whatsoever, practically the only speed limit for the train was the speed limit of the engine and the engineer's judgment. And as he was under great pressure to hold to his schedule, naturally his judgment was not always good. Now there's a check on all enginemen in the speed tapes which go to the general offices for inspection, and we have to keep down to the limits ordered. But with the Pacifics and other big engines on the road now, there is really no need for excessive speed on down grades and level stretches, for there is a surplus of power almost always at hand which makes the up grades as easy to take as the down.

"Furthermore, we know that Mr. Willard and the other officials will not stand for the exceeding of our present sensible speed limits. If we are late, and can't get in on time without breaking a speed rule, we know that we have to get in late. The enforcing of these rules is one of the best things the Company has ever done. It saves life and limb, makes us work to-

gether to make the best averages possible, is easier on your nerves, and saves a lot of wear and tear on rolling stock and track. If there was anything remarkable about our run the other day, it was that in making a good general average, we did not reach our speed limit at any time. Curves were taken slowly, the hills easily and the whole run was a comfortable one. We made on easy stretches to help us on hard ones.

"From Cumberland to Green Spring, on account of track conditions we had to run on reduced speed. Then I knew just what we'd have to do to make Washington on time. And I was planning all the while just how fast to travel over the various stretches. I would be a poor one not to know every foot of that route. You've got to know this to get the best results. Then there are a hundred other things to consider—not consciously, of course, for they come to you like second nature. Next to your engine the grades are the most important things. It isn't the up grades only—for by careful handling you can save enough on a down hill run to help you over the next incline without wasting a pound of steam. Then you've got to figure on cutting out for curves at the right time, on saving your air in breaking, on friction—"

"Friction"—I broke in, "what friction do you mean? Certainly not air friction!"

"Yes, air friction. It may sound foolish to you, but if you stuck your head out of the cab when you're trying to make time and the wind is coming twenty-five miles an hour the other way, you'd know pretty well what I mean. This condition has to be met and there is only one best way of doing it. And the best way is possible only through constant watchfulness and study.

"When I step into my engine cab, usually nothing is on my mind except the schedule and a natural anxiety about holding it. And it makes no difference what kind of a schedule it is, regular or special, my whole thought is on the working of the engine and the run. If I had had a light load of empties the other day and had been asked to make the same time, exactly the same kind of a run would have been made. Perhaps you know that while we were on that trip my wife was desperately ill, about to undergo a dangerous operation, in fact. With this worry and the natural strain of the trip, I was keyed up pretty high. Of course, an engineman is always under a certain amount of strain. He may not think it. It's just unconscious. But it's there just the same whenever he gets his hand on the throttle and no matter what he is hauling. He is always determined to get the best work out of his engine."

As Mr. Krimmelbein got up to leave, I hinted that a ride in the cab with him from Cumberland to Baltimore would please me more than anything I could think of.

"Well," he replied as we shook hands cordially, "if you get the necessary permission, I'll take you. But remember that you'll have to side track your questions. A cab is no place for an interview. Furthermore, you've already gotten more out of me than I even expected to tell you."

THE TRAIN

By Frank E. Hill

Through the pale sky of early night
 Shadowy, sinuous,
 With one inquiring eye of light
 Steadily luminous,
 Over the trestle, past star on star,
 It hurries on,
 Calls like a friend that shouts afar,
 And so is gone.

—The October American Magazine.





OCTOBER

Where is she now, my Indian maid,
 October, of the laughing eyes?
 She met me in the woodland shade,
 Gaudy with red and yellow dyes.
 Light foot, we trod the leafy floor,
 Light hand, adept in forest lore,
 That rustled crisp beneath our tread;
 She plucked from out their fragrant bed
 The spicy beads of wintergreen,
 Whose scarlet corals nestled there;
 And showed me shyly, where to glean
 (Though hidden deep, with jealous care)

The chattering squirrel's nutty hoard.
 We blew the thistle's feathery floss,
 And once unearthed old Winter's sword,
 Half buried 'neath the soft brown moss.
 And, then one day, her brilliant dyes
 Of red and gold began to fade;
 The laughter died within her eyes,
 And she grew sad, my nut-brown maid;
 In vain I coaxed her back to play,
 My little comrade, laggard grown;
 Before I knew, she fled away,
 And left me in the woods, alone!

Pauline Frances Kemp, in Leslie's.

THE DEER PARK MEETING

A SUMMARY OF THE TWO DAYS' PROCEEDINGS



THE spacious reception room of the Deer Park Hotel was a busy place on Monday morning, September 22nd. Some of the Baltimore and Ohio men, who had arrived the night before, were sitting and standing around in small groups, chatting about their early railroad days or discussing the possibilities of the two days' convention before them. Others dropped in at intervals as the specials or regular trains deposited them on the beautiful grounds in front of the hotel. There was much handshaking and interchange of greetings. Old-timers were surrounded by the younger men on their staffs and held informal receptions. Several of the officers and their assistants were on the job early with a cheery "good morning" and a "glad to see you" for every one who could get near them. Here and there was one but recently come with the road, usually a young man—lost in the maze of new faces; and with him, perhaps, a veteran introducing him to the other old boys at the rate of about ten a minute and succeeding in confusing him completely.

The open hearths at either end of the room were popular places with the new arrivals—for the morning was cold and grate fires take the chill off men's bodies the while they are warming their souls. The swinging doors of the dining room beckoned an invitation to come and enjoy the hospitality inside. Bell boys piled bag after bag in front of the clerk's desk. Uniformed messengers distributed important little envelopes with the non-

chalance born of experience, and the steady "click click" of the instruments came from the telegraph office in one corner of the room.

When nine o'clock came, a quick transformation had taken place. The meeting room in the south wing of the hotel was the official assembly hall, and as Third Vice-President Thompson, the presiding officer, with his staff grouped about him in the front of the room, called the meeting to order, only the subdued murmur of expectancy could be heard.

Mr. Thompson's opening remarks were brief and to the point.

"Railroad conditions have changed radically since our last meeting held here three years ago. Greater efficiency in operation has been obtained on the Baltimore and Ohio during the interim, but we are face to face with new and engrossing problems. This convention was called for the purpose of discussing ways and means of solving them, for the making of plans for increased efficiency, and that we may all get to know each other better.

"It is a significant fact, to my mind, probably not having quite a parallel in railroad history, that most of the officers in the Operating Department who were present at the meeting in 1910, are here with us today. That is one of the policies our President outlined to us three years ago. I believe we are all very grateful for that.

"Another thing upon which we can be congratulated is the fact that, notwithstanding the President's many duties today, in the physical valuation of railroads and in the question of rates, he has come here and given up his time for the purpose of getting better acquainted with

all operating officers, that he is personally acquainted with the officers of the various departments, knows their ability, and how well they are filling their positions with the Company. That cannot be generally said of railroads today, I believe. He certainly needs no introduction. Gentlemen, Mr. Willard.”*

Some of us had never heard Mr. Willard speak, a few had never seen him, and as he rose from his seat in the front row to acknowledge Mr. Thompson's brief introduction, great interest was manifested in the man himself. Through the mind of every person in the room flashed the thought “from track laborer to president,” and the query “how did he achieve such undeniable success.” The answer came quickly.

Three short steps took the President from his seat to the front of the speaker's table. After a quick bow to his fellow officers, he faced about and flashed a glance over the assemblage. Then his head dropped forward slightly and for the fraction of a minute his eyes were riveted on the floor. Was he hesitating about how to tell his story most forcibly to his fellows? Did he determine in that brief moment upon the final outline of his speech? Perhaps; but if that instant's hesitation meant temporary indecision, all traces of it vanished as he raised his head and with engaging smile, launched into the exhaustive talk which every man in the room soon realized was nothing short of epoch making for the Baltimore and Ohio Railroad.

Of medium stature, spare and wiry, straight as an arrow and poised, it is perhaps in the flash of his wide-seeing eyes that we get best the physical revelation of the mind and soul beneath.

With nervous energy balanced by deliberate judgment, with the clearness of

the logician minus the verbiage of the pedant, with an orderliness of procedure peculiar to the seasoned debater, with sharp enunciation and penetrating but well modulated voice, President Willard's profound mind reveals itself in words of one syllable. The opposite of oratorical in his style, his gestures few but telling, his command of language large and of uncommon clarity, with the exactness of a great lawyer and the vision of a prophet, he carried those two hundred and fifty hard thinking, practical and experienced railroad men with him for the better part of two hours by the sheer strength of his intellect and the earnestness of his appeal.

To attempt a summary of his speech would be like cutting a movement from a beautiful symphony or blotting a figure from a painted masterpiece. Every paragraph was directed to the central theme that “increased efficiency is the only sure solution of the railroad problem.” He painted a striking picture of the present railroad situation, showed how wonderful economies had been obtained since he came with the road—how greater economies in the same and other directions are attainable in the future. His illustrations were singularly illuminating, his fund of information amazing, his analysis of future developments absolutely convincing. He referred to notes but once during his speech, and then only to impress with the exactness of a few important figures; never once did he deviate from his logical outline; no superfluities marred the strength of his argument; and from first to last he talked like a comrade to his fellow workers without resorting to a single familiarity, or abating one jot the pervasive impression that here was a man eminently qualified to plan, to lead, to direct—the very personification of the present great railroad problem—and its solution.

* Mr. Willard's speech starts on page 5 of this issue.

It is hard to conceive of any human being who could have left that room without a firm determination to work harder and more intelligently for the Company. And if time lacked for extended congratulations from every man present, Mr. Willard could not help but feel that there was a sincerity of purpose stamped on the faces, and a warmth of grip in the hands of those whom he greeted, which promises a large measure of success to the road.

When Mr. Willard had concluded, Mr. Thompson said:

"On the way to this meeting, Mr. Willard said to me that he had not prepared his speech and that he just wanted to talk to the men; that if there were any parts of our system or policy which we wanted to know about and which he had not explained, would we kindly ask him and he would explain them to us. He wants every one to know what he has to do and what part of the work he wants us to do. Is there any one who can think of anything to ask?"

"Let me say just one word, then. In speaking before Mr. Willard addressed you, I touched lightly on the thought that many of us who were here in 1910 are here today. It strikes me very forcibly now, after his talk, that inasmuch as the President has placed so much confidence in us, there is no better way to show our appreciation when we leave Deer Park than by working for and obtaining those results for which he asked." (Great applause.)

Mr. Thompson then declared a recess for the afternoon, and after a splendid dinner, each man followed his own inclinations. Some took cross country walks through the beautiful Deer Park section, others measured their skill at bowling or billiards, or their prowess in the swimming tank.

Railroad men never showed their proverbial modesty more openly than at the

social hour after tea. They were too busy discussing old times, present times, future prospects or what not, to worry themselves with formal entertainment. The room was hung with smoke wreaths, the fires burned brightly, good cheer was there in abundance and everybody enjoyed themselves as the humor struck them.

The sun shone warm on the morrow. Good breakfasts, cigars and old companionships warmed soul and body. And it was a crowd of keen railroaders that gathered for the second day's session.

As a presiding officer, Mr. Thompson is a huge success. Brevity, clearness, incisive questions, pointed comments and withal a kindly humor are his. What more could one ask of a chairman!

In opening the meeting he said:

"The program for today will include a number of short talks and papers read by various officers of the Baltimore and Ohio Railroad. And we also want to bring about a friendly discussion.

"I spoke yesterday of a matter that seemed vital to me, as well as to you gentlemen, namely, that so many of the men who were here in 1910, were here again yesterday to meet and hear our President address us. That means a great deal. I wish I were an orator so that I could impress you in possibly a better way with my idea about the matter. I know a few things now that I did not know three years ago, and I appreciate what our President has done for the employes of the Baltimore & Ohio Railroad.

"After making a trip over the road, Mr. Willard decided in his good, fair way, that the employes of the Baltimore & Ohio were well worth giving a chance. The result is that today we have gone along three years with him. The changes have been very few, except that a great many of us have received promotions.

"In order to show our appreciation of the confidence which he has placed in us,



DEER PARK MEETING, SEPTEMBER 22ND AND 23RD

President WILLARD is in the center on bottom step. On his right are Third Vice-President THOMPSON and Real Estate Agent J. D. MCCUBBIN, Jr.; on his left, General Manager C. W. GALLOWAY, General Manager W. C. LOBBE and Chief Engineer F. L. STARR; behind them, CHARLES SELDEN, Superintendent of Telegraph and F. H. CLARK, General Superintendent of Motive Power

I think the least we can do is to think seriously of what he has said about the situation and to work hard to bring about the result which he is anxious to attain, and, in fact, which he must attain. If in the next few years we bring about the results and reach the standard set by the President, I am sure all of us will be repaid for the hard work and, if necessary, for the burning of midnight oil.

"Thirty years ago last month, a young man came into the service of the Baltimore & Ohio Railroad, I am told—I was not here then—in short pants and wearing a smile. Today he has outgrown the short pants, but he still has the smile, and when I mentioned to him last week that I wanted him to make an address, he asked me along what lines. I said, 'well, anything that is on your mind.' He said, 'oh, are you going to have a week's meeting?' (Laughter.) I refer to our General Manager of the Eastern Lines, Mr. C. W. Galloway."*

Notwithstanding Mr. Galloway's suggestion that he could talk for a week, he brought his recommendations to us in a short, forceful speech. His criticisms were straight from the shoulder, but constructive. He spoke of a number of conditions needing improvement, and suggested means for remedying them. Among the more important subjects mentioned were the following:

"We need better passenger train performance. We are trying to make a record of on time performances with Nos. 5 and 6. For a number of days we succeed. Then something goes wrong, usually something avoidable, and our record is broken. Local passenger service is not what it should be either.

"Our handling of fast freights has not been good of late. This causes a loss of business and the consequent necessity of

giving service to low character freight which it does not merit. Very often engines are not ready when trains are ready and *vice versa*. Think of the loss in overtime from this alone. Calls for additional power have often been found unnecessary. The power stands unused when it could be working elsewhere. We are operating now with more cars than we need, yet calls for more cars come in continually, sometimes when they would only cause congestion.

"Recommendations for changes or improvements should be examined very carefully before being submitted. Don't send in half-baked opinions to be shot full of holes. Furthermore, if your power is inadequate, it won't help to throw up your hands and confess to this condition. Find out why it is in poor condition. *See that your lubricating facilities are evenly distributed, etc.*

"The little things are small by themselves but they are very large in the aggregate. You pick them up and carry them around and they get bigger and bigger until they overpower everyone.

"There is one thing that I am sure you can do upon your return to your offices that will help very much to bring about the results we desire and that is to see that your supervision is right and adequate. If it is not, then you have the proper officers with whom you can take it up. You can get advice. If you have not sufficient advice on any subject, you know where you can get it." (Applause.)

In introducing Chief Engineer Stuart, Mr. Thompson said:

"Three years ago this month I thought the Engineering and Construction Department of the Baltimore & Ohio Railroad or of any other railroad. It is important, but I do not think it is of as much importance as I thought it was at that time. Our Chief Engineer, Mr. Stuart, is with

*The Deer Park speeches will be printed in full in forthcoming issues.

us today, and I want him to talk on the 'necessary evils' as he expressed them to me. He believes some people think *he* is a necessary evil on our railroad, and he thinks that he is not getting a fair show." (Laughter and applause.)

Mr. Stuart went into the present and pending engineering operations on the road in detail, and outlined plans for future development. He also touched in an illuminating manner upon the necessity for a satisfactory solution of the grade crossing problem by the railroads and the people. He concluded with a fine inspirational note on "enthusiasm" and what it would accomplish in bringing about the great results for which we are striving.

As Mr. Thompson led up to the next speaker, it was quite evident from the smiles on the faces of those present that one of the most popular men on the road was about to be called upon, and Mr. Loree was then introduced.

Mr. Loree told us about conditions on the Cincinnati, Hamilton and Dayton, and took everybody into his confidence in his characteristically quiet manner. His emphasis on the importance of our Cincinnati, Hamilton and Dayton work was convincing and his outline of the ramifications of the Southwestern lines clear.

Mr. Thompson continued:

"In following out some difficult situations, the President has to be represented in different parts of the country. He cannot possibly go to all places where matters from his office need attention, and it is necessary, therefore, that he be represented in such a way as to leave the most favorable impression possible.

"For this work he has Mr. Campbell, and I hope that you all will do everything you can to help him in his duties. I have known Mr. Campbell for over twelve years and I am sure that he has no ax to grind

other than for the best interests of the Baltimore and Ohio." (Applause.)

It is good to see Mr. Campbell. Tall and dignified, with iron gray hair and mustache and clean cut features; he has a splendid bearing. And when he begins to speak, his manner and voice complete the conviction that he is every inch a gentleman, singularly adapted to and well able to carry the burden of his work. There was a quiet intensity in his delivery which was strongly indicative of his devotion to the interests of the Company.

Mr. Campbell pleaded for a larger responsiveness on the part of his fellow employes to the interests of the traveling public. This point impressed as few others did during the convention. His illustrations of some of his own experiences in traveling as a private person on the Baltimore and Ohio, of some of his investigations made in connection with big freight accounts, etc., showing convincingly the incalculable value to the road of a little personal attention, just a word, perhaps, from employe to patron. His concluding paragraphs are quoted in full:

"I am very much gratified to be here today and to have met so many of you with whom we are all associated. I am glad to renew my acquaintance with some of the older men like Mr. Spurrier, Mr. Johnson and Mr. Finney. I am also glad to meet the new men who are coming up on the Baltimore and Ohio.

"I want to express my appreciation of the policy adopted by our Company in taking care of the older men who have seen years of faithful service on this road and are still retained but are relieved of some of the heavy burden." (Applause.)

The next speaker, Mr. E. H. Bankard, purchasing agent, outlined the causes of the enormous amount of stock we have to carry at all times, and suggested how, through intelligent cooperation, the quantity can be reduced. He said that we are

paying \$2500.00 per day in interest alone on the money tied up in stock on hand. When you consider the enormous business which must be done to cover such charges, the necessity for holding down purchases is at once apparent. He also enlarged upon the cost of storage, deterioration and depreciation, and urged a careful supervision of all purchasing requi-

other railroad in New York City. We have locations on both rivers and our freight is transferred in the same manner as it is on other lines.

"It would not be surprising to me if, in talking to shippers in the West, some of our employes would minimize our facilities in New York. But we are doing some great things there, and Mr. Bent,

AVERAGE AGE AND AVERAGE LENGTH OF SERVICE
VARIOUS CLASSES OF EMPLOYEES IN ACTIVE SERVICE ON BALTIMORE & OHIO AND
BALTIMORE & OHIO SOUTHWESTERN, JANUARY 31st, 1913

CLASS OF EMPLOYMENT	AVERAGE AGE	AVERAGE LENGTH OF SERVICE—AS				AVERAGE LENGTH TOTAL SERVICE
		Fireman	Engineer	Brakeman	Conductor	
Engineers.....	41 yrs. 3 mo.	5 yrs. 3 mo.	12 yrs. 2 mo.	.....	.....	17 yrs. 5 mo.
Firemen.....	28 yrs. 11 mo.	4 yrs. 6 mo.	.....	.....	.....	4 yrs. 6 mo.
Conductors.....	42 yrs. 5 mo.	.....	.....	5 yrs. 11 mo.	12 yrs. 7 mo.	18 yrs. 6 mo.
Brakemen.....	31 yrs. 2 mo.	.....	.....	6 yrs. 3 mo.	.....	6 yrs. 3 mo.

OFFICE ASSISTANT THIRD VICE-PRESIDENT
(Employment Bureau).

October 3rd, 1913.

THE TABLE ABOVE IS INTERESTING IN VIEW OF WHAT BOTH MR. WILLARD AND MR. THOMPSON SAID AT THE DEER PARK MEETING IN REGARD TO THE LENGTH OF SERVICE OF THE MEN THERE.

sitions to the end that economy may obtain in this important part of our work.

Mr. Thompson then took up the question of our New York terminal facilities and said in part:

"Some of our patrons in the West seem to be in doubt as to whether the Baltimore & Ohio runs into New York. It is true that we have no two or three million dollar passenger terminal there, but we are there and there to stay.

"We have our freight terminals so situated that they are as favorable as any

the Vice-President of the Staten Island Lines, is here and will tell you about them."

Mr. Bent's presentation of the New York situation was most comprehensive. Of particular interest were his statements in regard to the overwhelming importance of New York as a railroad and shipping center, the improvements now under way looking toward the more expeditious handling of water shipments, the developments, past and future, on our Staten Island properties and the efforts now

being made to develop the South Brooklyn waterfront into a city owned terminal for the joint use of the roads entering New York. It is hoped that we will be able to present Mr. Bent's speech in the November issue of the magazine.

When Mr. Bent concluded, Mr. Thompson said:

"There is an office in the Baltimore & Ohio Railroad Central Building which is to my mind one of the most important offices on the railroad. That office can do a great deal of good, but it is badly handicapped. It needs the help of every man sitting in this room. The man who fills that office is very much in the position of being up in a balloon looking down on the Baltimore & Ohio Railroad System. He sees that we have too many cars in this place and not enough in another place, and when the General Manager gives him instructions to move cars from one point to another—as occurs daily—and the general superintendent sends out a message to carry out such instructions in regard to the movement of the cars, those instructions *must* be carried out.

"I think that too often one of the division officers feels that it is up to him to protect his particular division. I have in mind one instance in Pittsburgh, where I was with Mr. Galloway, and when, by moving some cars from Pittsburgh to Connellsville that night and also by moving some cars from Connellsville to New Castle at the same time, it was possible to fill two orders. It happened, however, that the cars did not get away quickly enough. The Baltimore & Ohio Railroad is a checkerboard, you might say, and the General Managers, in manipulating their equipment and instructing the men what to do with the equipment, are moving their checkers from one spot to another.

"Now, just one word in this connection, and then I want to ask Mr. Riley to talk

to you more in detail. During the last month we have had in quite a few places a car shortage. It might be well for you to remember that in August almost \$9,500,000 was earned. That is more than was earned in any month before by the Baltimore & Ohio Railroad. There were on an average per day 15,000 more cars on the Baltimore & Ohio than in any previous month in the history of the Company. Last October it was possible to earn a little over \$9,000,000 with 15,000 less cars on the railroad. Now, 15,000 cars, if they are all foreign cars, at 45 cents a day is a big sum of money, and the problem is a big one. By cooperating and carrying out instructions, the saving is almost unlimited. Let us assume that the man on each and every division of this road was a man with ability equal to that of our President. What would be the result? Of course, we cannot hope for that, but we can get as near to it as is possible by each and every man becoming thoroughly familiar with his duties, being a good soldier and, when he is instructed to do something, carrying out those instructions. Mr. Riley will now talk to you on 'Car Efficiency.'"

It would be impossible to sum up briefly Mr. Riley's remarks, for he went into convincing detail and used many illustrations. That his study of his subject has been exhaustive and that his speech had been prepared with great care and thoroughness was apparent from the comments heard after the morning session. His remarks will be given complete in a future issue. Suffice it to say here that it is largely through the work under Mr. Riley's supervision, namely economy of car movement, that the Company expects to increase its operating efficiency during the next few years.

In concluding the morning session, Mr. Thompson stated that he wished to

emphasize particularly three points, namely:

1. Carry out instructions rigidly.
2. Cooperate with all departments of the road, and particularly with the public.
3. Keep down supplies on hand to a minimum.

If food for thought had been provided in abundance at the morning session, food

clouds, and keen, bracing air—to scale a hill or find the end of a road or path in the beautiful Deer Park country.

Two-thirty saw everybody assembled in the convention room, ready for the afternoon's work. Mr. Thompson called the meeting to order and with mock seriousness began:

"I received a wire at lunch time which

20000M

Form 444. 3-24-12.

THE BALTIMORE AND OHIO SYSTEM.

TELEGRAM.

THE BALTIMORE AND OHIO RAILROAD CO.
THE BALTIMORE AND OHIO SOUTHWESTERN RAILROAD CO.

THE CINCINNATI HAMILTON & DAYTON RY. CO.
THE STATEN ISLAND LINES

BE BRIEF.

Telegrams filed by the President, the Vice-President, General Counsel or the General Manager, must be transmitted as follows: 1st—By wire as addressed. 2nd—By wire AT ONCE to sender's home office, adding the word "Duplicate" after name of the person addressed. 3rd—Original by mail to sender's home office. Telegrams for delivery to officers on trains must be enclosed in small No. 6 envelope (boarded) properly sealed.

Baltimore, Md., September 23rd, 1913.

52-55 GO.X.S.

A.W.T.

C.W.G.

J.R.K. - Deer Park

Loaded and received from connections yesterday 10774 commercial and 575 company freight, total 11348 cars. This is record loading. Best previous record September 15th, when 11142 cars were loaded and received from connections.

C.C.R.

10:10 A.M.

TELEGRAM WITH WHICH MR. THOMPSON GREETED THE DEER PARK CONFEREES ON THE AFTERNOON OF THE SECOND DAY.

for the inner man was supplied in equal abundance and variety at the noon meal. And for most of us digestion did not have long to wait on appetite.

After the cigars had been passed around, many adjourned to the hospitable reception hall, and discussed the proceedings of the forenoon, or enjoyed the warmth of the open fireplaces. Others sought the quiet of the writing rooms with picture postals or newspapers. A few took advantage of the gorgeous weather—it was an ideal September day with a steel blue sky back of billows of rolling

concerned me very much. After the talks we have had, we thought that we would go back home and make a better job of railroading. I am just advised that while we were here yesterday the road showed the heaviest loading in its history in one day, the total, including loads received from connections, being 11,348 cars. (Applause.)

"Since our meeting here three years ago, we have increased our equipment considerably. We have added over 600 locomotives, all of them being of the heavy class, a number of them the Mallet

type, and over 18,000 freight cars. To design and follow up details in the construction of over 600 locomotives and 18,000 freight cars has meant much detail work for the Motive Power Department. I would like Mr. Clark to tell us of his problem." (Applause.)

After making some interesting comparisons on the cost of keeping motive



C. L. FRENCH

Recently promoted to Assistant General Superintendent of the Pittsburgh System

power in satisfactory condition, Mr. Clark developed two striking points. First that for the addition of safety appliances alone to our equipment, the Company is now spending \$40,000 per month; secondly, that one of the chief causes of increased cost is the scarcity of labor. He pleaded for a better understanding between foremen and their men as the one way in which individual length of service and efficiency can be increased.

Mr. Thompson took up the thought here and continued:

"There is spent on the Baltimore & Ohio each year from \$12,500,000 to \$13,000,000 in keeping up track, buildings and property, and from time to time we are confronted with requests for additional amounts. There is such a big field here that one's mind cannot help but turn to the question of saving.

"Assuming that Mr. Stimson or Mr. Dick could work out different methods by which they could take a ten hour day and increase the amount of work that a man does by 2% or 12 minutes, what a great saving this would mean! If a frog lasts about six years—as it usually does—suppose we could increase the life of that frog by keeping the bolts tight, and keep it in the track a two per cent. longer time than we do now. That would mean that we would extend the life of that frog about 1.4 months. Except in the cases where frogs break, it seems that this could be done. Applying that principle to all maintenance of way expenditures, we would say to Mr. Stimson: 'You can get two per cent. more in the way of efficiency and that will mean \$240,000 a year.' I imagine that thought may startle Mr. Stimson, but I will ask him to tell you what he thinks of this problem.

Mr. Stimson showed how his department is making big savings in numerous ways; by getting ballast cheaper through better contracts; by laying 113 feet of rail per man per day this year as against 82 feet last year, and laying it better than ever before; by making our own frogs and switches, etc.

It was apparent to everybody that Mr. Stimson is a firm believer in modern efficiency methods, the bonus system for stimulating interest in the work, etc., as a means to reduce costs. Great results along this line may be expected from the Maintenance of Way Department.

It had been expected that Mr. Dick would follow Mr. Stimson, but as their

work is along similar lines, the limited amount of time left for the conference made it necessary to postpone his paper until next year when, as Mr. Thompson said, "he will be the first speaker on the program."

In introducing the next subject of Loss and Damage, the Chairman read a report submitted to Mr. Willard by Major Pangborn, which showed a decided increase in outgo for these non-productive by-products of railroading. And this condition exists notwithstanding the fact that the Company has spent large sums in Safety devices, supervision of train handling and general precautionary measures. Mr. Coon was then called upon to go into this important subject in detail.

He mentioned three principal causes for loss and damage, namely: damage caused by rough handling of trains; damage caused by rough handling on platforms, in warehouses, etc.; and loss occurring through mistakes in shipment, theft, etc. His analysis of conditions was very thorough and he illustrated every point and suggestion with actual occurrences which had come under his own observation. The keynote of his recommendation is summed up in his concluding paragraph:

"If we have your interest and enthusiasm in this work, we can succeed. We cannot succeed without your help. As I said before, if there is a title to my article, that title is, "We Need Your Help," and I cannot emphasize it too strongly. I know every Superintendent on the Baltimore & Ohio Railroad personally, and I think I know every Trainmaster. I know most of the Assistant Train Masters. Knowing their ability and the way they will help, I am positive this bureau will get that help and that we will cut that loss and damage item next year almost in half. We need your

help and I am sure we are going to get it." (Applause.)

"Safety First" was the next subject taken up, and Mr. Thompson frankly expressed his disappointment at the comparatively poor progress made in this work since its inauguration. In replying to Mr. Thompson, Mr. Boyd, Assistant Counsel, developed the following facts conclusively:

First, admitting that progress in Safety work has not been all it should be, if analyzed carefully the figures show that a considerably smaller percentage of employes are now being killed and injured than before the work started.



O. L. EATON

Recently promoted to Superintendent at Connellsville

Secondly, that we have had to contend with a much larger number of inexperienced employes this year than ever before, greatly increasing the difficulty of Safety work.

Third, that the Divisional officers are largely to blame for the slow progress, through their failure to give adequate cooperation. Illustrating this point, Mr. Boyd said:

"The easiest thing we have been able to get in this safety work has been instructions, and the hardest thing has been to get instructions carried out. The third Vice-President, for instance, instructed the Divisional Superintendents to act as Chairmen of the Committees and, together with the other Divisional officers, to attend the monthly meetings. The minutes show that in August only six Superintendents, two Master Mechanics, one Division Engineer and five Assistant Engineers attended the twenty-one or two committee meetings."

Fourth, that where the Mechanical Departments had put in within reasonable time recommended safety devices, gratifying decreases in accidents were shown; that where they had not cooperated promptly, the conditions are still bad.

Fifth, that although it had been conclusively proved that 90% or over of injuries are due to the carelessness of employes, this in itself is a reflection upon the discipline of the Divisional Officers.

After admitting that there are obstacles which prevent the fullest cooperation of the Division men in this work, Mr. Boyd maintained that if we are to carry out our promises to our employes, we must have this cooperation, and suggested several tentative plans now before the officers of the Company, which, if adopted, will ensure it.

As Mr. Thompson introduced Mr. Kearney, the Superintendent of Transportation, he called him a "crank on cars," and when Mr. Kearney finished his speech everybody was quite agreed as to the appropriateness of the title.

For his arguments showed a tremendous amount of investigation and study looking to more efficient car handling. One of his most interesting points demonstrated that if we can raise our average car mileage to 29 miles per day, a full half mile less than our best day's record, we can save a million and a half in car operation alone during the present fiscal year.

As the hour was then getting late Mr. Thompson said:

"For the remaining portion of the afternoon there are several gentlemen from whom we would like to hear and I am compelled to ask them to limit their talks to three minutes each. There is one of the assistants to the President present. He has something on his mind. In speaking to one of the officers the other day, I said that this particular man had a great many troubles, and he replied, 'What! that man has less trouble in his face than anyone I know.' I refer to Mr. J. D. McCubbin, Jr." (Applause.)

Mr. McCubbin *ought* to wear a smile and be happy, for he knows how to make others happy. He talked less than a minute, but said what he wanted to and put a big dent in the memories of everyone who heard him. And if any man present ever breathes any information he may have about real estate transactions the Company contemplates, it won't be because he has forgotten Mr. McCubbin's request.

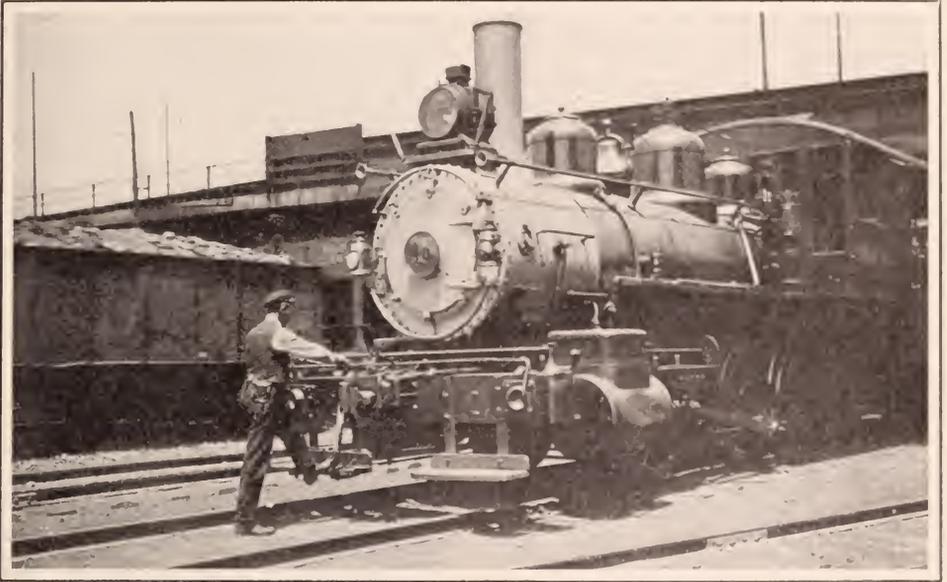
In introducing the next speaker, the Chairman remarked:

"You have seen the advertisement 'Before and After Taking.' There are several of our officers here who are in the same position. I have one man in mind who is on the general manager's staff and who was on the road showing the men 'how to do it.' That was before taking. He has since been promoted. I call on Mr. Begien."

Forced to put his ideas in tabloid form on account of the time limit of three minutes, Mr. Begien said so much during the first sixty seconds that, thinking his time was up, he was about to resume his seat when assured by the Chairman that he still had "two minutes to go." A quarter of an hour afterward, when he

one reason for his success. Mr. Begien has 'sticktoitiveness' in abundance.

Preparatory to introducing Major Pangborn as the last speaker Mr. Thompson emphasized the four points developed during the afternoon most essential to remember, to study, to improve upon, namely:



AT THE DEER PARK MEETING, MR. BOYD STATED THAT OVER 90% OF ALL RAILROAD EMPLOYE FATALITIES ARE DUE TO PRACTICES LIKE THE ONE HERE ILLUSTRATED. THEY CAN BE ELIMINATED ONLY BY OBEYING THE RULES

again turned to the smiling Chairman, a voice from the crowd cried—"go ahead Begien,"—and go ahead Begien did! The timekeeper either had a stop watch or forgot his job.

Not a man in the room, however, regretted the fact that the speaker was given the opportunity of going thoroughly into his topic of "Train load as Viewed from the General Office and on Line of Road." His was indeed a masterful study of this important subject, and fully justified Mr. Begien's appellation of "the Student of the Road." Incidentally the manner of his speech illustrated strikingly

1. Loss and Damage cost \$11,000 per day in 1913, compared to \$5,700 per day in 1910.

2. One employe loses his life every other day on the Baltimore & Ohio Railroad.

3. In 1910 there were forty accidents on the road per day; in 1913 there have been fifty-two per day.

4. The importance of car service economy and efficiency.

Mr. Thompson then continued:

"One of the assistants to the President, who is with us today, has been on the Baltimore & Ohio Railroad a number of years, and I am going to ask him to sum

up what could be gathered from this meeting in the past two days. Gentlemen, Major Pangborn." (Applause.)

The keynote of Major Pangborn's remarks was the "efficiency of personal service," and its tremendous importance in accomplishing the results so much desired on the road. "Service between employe and the public, between foreman and laborer, between divisional officers and their men, between executives and all employes; not alone a technical service enforced by the rules," said the speaker, "but a real human sympathy carried down through the ranks to the most lowly man on the road."

When Major Pangborn had concluded his inspirational talk, Mr. Thompson said:

"Before adjourning the meeting there are a few remarks which I desire to make, and which may seem worthy of serious consideration:

"First. The President's address yesterday, and the talks today, are to be passed along to other employes who have not been as fortunate as we, in hearing them. The seventy thousand employes on the Baltimore & Ohio will hear of this meeting through the two hundred and thirty or more employes before me today. Each of you two hundred and thirty men will talk to ten men, which means twenty-three hundred; each of the twenty-three hundred will speak to ten additional men, making twenty-three thousand, and each of the twenty-three thousand will talk to three more, making nearly seventy thousand men. Now, one word: Boost the Baltimore & Ohio Railroad. Do not admit, or even think, that we are not capable of doing as well as is done by other railroads. While we may not have the money at hand to make all of the improvements we would like to, there are many things that can be done without the expenditure of money. Hard work on

the part of all, together with courtesy and cheerfulness, will do them.

"In the past few years I have had an opportunity to meet many other railway men, and I want to say to you now that we have just as good a line of officers and employes in the Operating Department of the Baltimore & Ohio Railroad, from the General Managers down, as they have on any other railroad that I know of, and I am firmly of the belief that we have as good as any railroad in the United States. And we are *confident* that we have the ablest and fairest President. (Applause.)

"I believe that if we follow out the policy laid down by Mr. Willard yesterday, we will have the very best staff of officers and line of employes, and the best managed railroad in the United States. His standards and ideals are high. If we follow them, great results will be produced, and we will all participate in the reward.

"Just one word on loyalty. We ought to have the loyalty that was referred to by our President yesterday, and I am sure that if each of us considers his suggestions seriously and follows them, he *will* have that loyalty which means so much to any railroad, and which will be a great asset to the Baltimore & Ohio. Do not let any employe speak disparagingly of any other employe. In talking to any person on the outside, or to any other railroad men, boost Baltimore & Ohio men.

"If you know of any fellow employe who is not making good, talk to him, or talk to his superior officer. Do not talk about him on the outside. We want to see all of you men back here at succeeding Deer Park meetings, and it is my hope that we will have one again next Spring.

"Our attitude towards our fellow employes should be such that if someone sticks a pin in one of them in Chicago, a fellow employe in Baltimore will hear of it and holler. (Laughter and applause.)

"Mr. Willard has placed his confidence in you and in me. It means a great deal to all of us, and the railroad on which we are employed. Remember that his final decision three years ago was that he would take the men on the Baltimore & Ohio and produce the results that were necessary to bring the property where it is today. While we may not have suc-

efficiency and earn over one hundred million dollars per year. To a large extent the results desired have been brought about. I particularly want to call your attention to these matters to show the confidence he has placed in us. Are we going to break that confidence? I know how you would answer that question, and I will answer it for you. No, we are not going to break that confidence. All of us, working together, will bring about the results which our President desires." (Applause.)

* * * * *

Had you happened in at any time during the Deer Park meeting, you would have been struck forcibly by the undivided attention paid to the speeches. Had you lingered a while and heard the plain facts stated, you would have marvelled at the total absence of invidious criticism and comparison. Had you stayed through the entire two days' conference, sifted the proceedings in your own mind and made a summary, perhaps it would have been this:

"Every speaker knew what he was talking about. That is **KNOWLEDGE**. Every speaker seemed to think that his was the most important subject. That is **ENTHUSIASM**. And every speaker (Mr. Galloway in obeying orders unreservedly, Mr. Campbell in our intercourse with the public, Mr. Bankard in holding down expenditures, Mr. Coon in better supervision, Mr. Boyd in the carrying out of recommendations—to mention but a few) said that what he needed most was **COOPERATION**."

KNOWLEDGE, ENTHUSIASM, CO-OPERATION,—these three,—and **DETERMINATION** was stamped upon the faces of every man there.

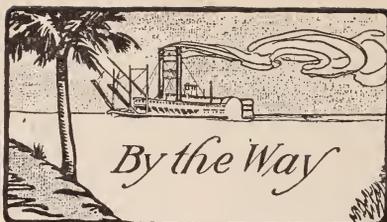
Now for **ACTION!**



W. M. HAVER

Recently made a Supervisor of Transportation
at Baltimore

ceeded to the fullest extent of his anticipation, the fact that we are here now means a great deal, and the further fact that, after making his decision, he arranged to finance a loan of the one hundred million dollars, which have been spent on the property, means much. In other words, he wagered one hundred million dollars that the officers in this room would be able, with such an expenditure, to bring the road to a higher state of



PARLEZ VOUS FRANCAIS

ONE of my very good friends is exactly four feet nine inches tall and weighs an even hundred pounds. But what he lacks in physique he makes up in mental prowess and vigor of spirit. A professor of languages, with a knowledge of many different tongues, he can travel more comfortably than most people in almost any part of the world. And he gives the following account of the only time during his life at which he was unable to make himself understood.

"I was traveling with a friend in a sparsely settled section of Arabia, and while studying the customs in the hamlets through which we were passing, one fine forenoon found that I had lost him. Up to that time, with my knowledge of Hebrew, we had been able to talk intelligently with at least one person in each of the villages we visited. But in this particular place, after trying to communicate with various people in at least a dozen different languages, I resigned myself to the unpleasant situation, and sitting down on a rock in the center of the village, was soon surrounded by a crowd of curious men, women and children. Many of them tried to make me understand their queer jargon, but to no avail. Finally one of the leaders stepped forward, smiled encouragingly, and with a friendly tap on my shoulder, pointed significantly up the road and raced away at break-neck speed. A murmur of approval came from the strange folks about

me and I felt that I was about to be relieved from the embarrassing predicament.

"Within five minutes after his departure my voluntary messenger was seen running from the direction in which he had gone. With him was a companion. The crowd opened up as the two approached, and after preliminary salaams, the newcomer said to me excitedly, "parlez vous Francais." French sounded mighty good to me and I thanked him, and hastened to assure him that I *did* speak French and to ask for some necessary directions in order to continue on my way. But at the first question which I propounded, the stranger's expression changed to a blank, stupid stare, and I found out to my mortification that he had already told me all the French he knew."

"FOR" or "TO"

When fusees were first sent out for use on the road, an order accompanied them and read, 'Fusees shall be used *for* passenger trains only.' The morning following the posting of this order an old engineman who had always run freight engines, came into his divisional office and asked for a supply of the fusees. The road foreman explained that, as he was a freight engineman, he would have no use for them, but the engineman persisted in his request, and finally laying a copy of the rule before his superior, he pointed out the phrase, "*for* passenger trains only," and then said, "don't you see that

I will have to have the fuseses to stop passenger trains." The misunderstanding led to the recalling of the original order with its equivocal meaning and the substitution of a new order reading "fuseses will be supplied to passenger trains only."

DIPLOMACY

There were seven thousand people in the big auditorium, waiting for the concert to begin, when the musical director stepped to the front of the stage and pleasantly requested the two or three hundred women present, who were wearing hats, to remove them. He had done the same thing at least a dozen times during the season, and the program, a copy of which was given to every person present, had printed across the top in boldface type, "Ladies are requested to remove their hats."

Over half of the offenders complied. A few, utterly oblivious of the rights of their neighbors, still made no move. The director waited a minute or two longer and then said:

"In such an assemblage, I should be unkind indeed to question the motives of the women who continue to keep their hats on, and who are apparently indifferent to the rights of the people behind them. In their cases, I am sure that the spirit is willing, and we can only suppose that the flesh must be weak."

In less than a minute every head-gear had been removed, not a woman present being willing by her inaction to credit

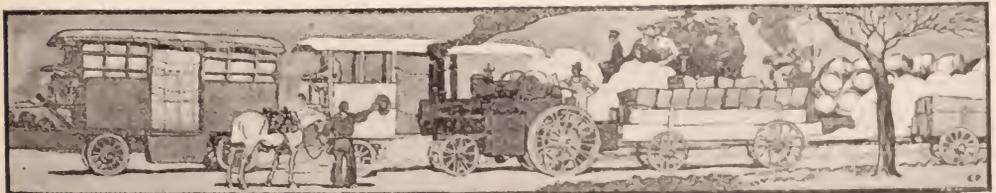
the suggestion that she was trying to hide a bald spot or an inadequate head of hair.

Sometimes where courteous diplomacy fails, pointed sarcasm does the business.

Anybody living in the section covered by this particular conductor's run would smile at the mere mention of his name. He has seen twelve years of service with his company, and usually has charge of a big local which makes three hour morning and afternoon trips. I saw him first just after his train had been made up at one of the terminals a half hour before it started, and it was a pleasure to watch him in action. No question from a passenger seemed so foolish as to elicit anything but an intelligent reply; no person with whom he came in contact too insignificant to receive his courteous attention.

The brakeman told me afterwards something of the man and his methods. He had grown up in the community in which he started working for the road, and every local traveler knew and confided in him. In fact, it was a common occurrence for the ticket offices along his route to receive inquiries as to whether or not he would make his regular run, and if the reply was in the affirmative, some invalid elderly person or mahap a baby would be put in his hands for safe keeping.

He is not merely the representative of the road in that vicinity: he *is* the road. What the public thinks of him determines the public's attitude toward the railroad. Can you imagine the value of such an employe to his company?





BALTIMORE AND OHIO EMPLOYES MAGAZINE

ROBERT M. VAN SANT, *Editor*

HERBERT D. STITT, GEORGE B. LUCKEY, *Staff Artists*

THE EFFICIENCY OF HUMAN SERVICE

Major Pangborn's happy expression, "the efficiency of human service," struck the keynote of all that was said and done at the Deer Park Conference. From the closing words of Mr. Willard's address—when he stated in effect that all things can be accomplished if all employes will work loyally with him toward that end—through every speech, ran the same dominant thought "give us cooperation—united service, and we will give you results."

Service is the watch-word of the business world today. Glance over your newspaper or magazine and see what emphasis all advertisers are putting upon it. Note how important the motor car manufacturers make it; or the sellers of labor saving devices or the makers of fountain pens or the paint men. Our good friends the cereal people go so far in service as to offer us predigested foods. All department stores of note hammer home the service idea. They provide guides for your convenience, rest rooms for your comfort, musicals for your entertainment. And they spend thousands of dollars to tell you about these things. Service—service—service—everybody is selling the same thing, and emphasizing it as they never have before.

We have nothing to sell except service. If we fail in this, we are bankrupt. But we are not going to fail. We are going to make our passengers know that we appreciate their patronage. We are going to make the traveling public think of "Baltimore and Ohio," and "Safe Travel" as synonymous terms. We are going to interest them in our road so much that they will be unconscious agents bringing us new friends and traffic. We are going to keep their faith in us firm, by making every minute they spend with us as safe, comfortable and enjoyable as we can.

The attitude of a well known railroad man of the past generation was, according to his own confession, "the public be damned." When the present Secretary of the Treasury bored his tunnels under the Hudson he coined the new phrase "the public be pleased." And this slogan, with the service back of it, made such an impression upon his patrons that when he needed money several years ago to meet his obligations, he raised his rates materially, and, strange as it may seem, the public paid them almost without a murmur.

Human service is the watchword of the day. Good engines—smooth road bed—clean cars—all these and thousands of other things necessary to railroad operation are important. But the best engines break—all mechanical factors are liable to fail, and human service is the only sure thing to bank on. A delay can be made positively enjoyable to a passenger by an intelligent, cheerful employe. A rough stretch on the road can always be smoothed out with a word or a smile. No man on our road is too big or too humble to contribute something toward the efficiency of our service. Let us individually and together work to make Baltimore and Ohio service the standard by which others will be judged.

GET THE HABIT

THIS THING of getting up in the world is largely a matter of habit and of systematic ways of going about it.

If you once get into the habit of succeeding in some reasonable and useful way for which you are adapted, you are pretty apt to keep on succeeding, but once you get into the habit of failing, you keep on failing.

Don't underestimate yourself—that's a bad fault of some men, and they are always men who have not succeeded; but don't go to the other extreme—find your limitations.

There are two qualities needful to success—originality and nerve. You may have other good qualities that are desirable and helpful, but cultivate originality and then put the originality to work with initiative, if you want to succeed.

The world bestows its big prizes for initiative. Initiative may be described as doing the right thing without being told.

A man's life is about what he himself makes it.

Adapted from Saturday Evening Post

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 AUGUST

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Wellston	\$21,309	\$ 7,603	*\$13,374	*\$14,038
Ohio River ...	12,348	14,982		
Illinois.....	10,103		16,145	
Indiana.....	9,661	9,462	7,448	
Toledo.....	8,127	8,773		
Ohio.....		8,034		*28,713
Shenandoah.....			*410	*4,254
Indianapolis..			31,916	
New Castle ..				38,995
Connellsville..				18,538

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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, 1913

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$3 235.75	\$ 984.38	\$13,827.35	\$ 2,505.76
Baltimore...	3,510.94	1,343.57	5,438.44	2,845.26
Cumberland..	2,895.63	1,253.39	1,769.84	1,894.41
Shenandoah .	2,249.85	*410.65	*4,254.10	3,804.77
Monongah....	2,421.25	1,973.28	12,384.58	2,745.64
Wheeling....	2,717.63	2,716.19	1,873.22	2,516.95
Ohio River ..	14,982.84	6,087.22	12,690.60	12,348.37
Cleveland....	4,368.19	2,799.46	8,550.53	4,000.98
Newark.....	2,702.41	2,186.47	7,489.53	2,996.86
Connellsville.	6,267.17	3,527.63	18,538.30	6,475.87
Pittsburgh...	4,711.14	2,282.78	14,204.91	3,962.28
New Castle..	4,882.66	3,757.58	38,995.20	5,575.44
Chicago.....	2,703.80	666.35	3,640.36	1,585.47
Ohio.....	8,034.46	3,909.09	*28,713.15	8,023.50
Indiana.....	9,462.17	7,448.06	13,141.80	9,661.00
Illinois.....	5,983.18	16,145.40	14,217.28	10,103.24
Toledo.....	8,773.38	6,532.83	10,100.74	8,127.49
Wellston....	7,603.65	*13,374.45	*14,038.20	21,309.98
Indianapolis..	3,835.77	31,916.45	11,397.50	7,436.12
Average.....	4,083.15	2,236.61	6,640.79	3,598.73

* Indicates no accidents.

SAFETY MEETING IN RICHMOND

On Monday evening, September 15th, the Richmond Railroad Club held a safety meeting in Murphy's Hotel, Richmond, Va. There were between two and three hundred men present, representing the various railroads which run into Richmond. The speech of the evening was given by Mr. J. W. Coon, and it made a profound impression upon all present. Mr. John Hair, of our safety committee, also spoke, and several of the members of the club added interesting remarks on the subject of safety.

When the meeting was adjourned at 10.30, the members and their guests enjoyed a splendid supper which had been provided by the club. It was a very successful meeting from every standpoint, and it is an assured fact that the forward position of the Baltimore and Ohio Railroad in safety work is now well known to most of the men connected with the large railroad interests centering in Richmond.





SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

While acting as conductor on extra freight west engine 4115, July 16th, G. W. Charshee, in going up Loreley Hill, and in watching train from caboose, discovered car making smoke. When unable to get quick signal to head and stop train, he put air on from rear end and upon investigation, found company car No. 21346 hanging very low at one end, with both bolts broken off truck box on front end and truck broken down. The interest and quick action displayed by Mr. Charshee in this case is to be highly commended, as it probably prevented an accident.

While acting as brakeman on extra freight east engine 4136, July 8th, stopping at Loreley to fix hot box, Brakeman Rucker looked over train and discovered arch bar broken on Number 39355. He is to be commended for his alertness and interest in the matter, as it probably averted a serious accident.

WHEELING DIVISION

On September 6th Isaac Matheny, Section Foreman east of Glover Gap, noticed flange broken on J. C. & C. Co. car 1072, and telephoned to tower to have train examined. Conductor I. P. Boyce looked over train and found 18 inches of flange broken off, a very lucky find before going over the hills.

On August 28th, as Teamster J. L. Lemley was going to stables about six o'clock in the morning he found broken rail about one mile west of Glover Gap. He called section foreman who lives near

by and the latter protected it until repaired.

On August 27th, Vaine McGlumphy, about twelve years of age, found broken switch point at Hundred, W. Va. He notified the agent who looked after it until track men could be called.

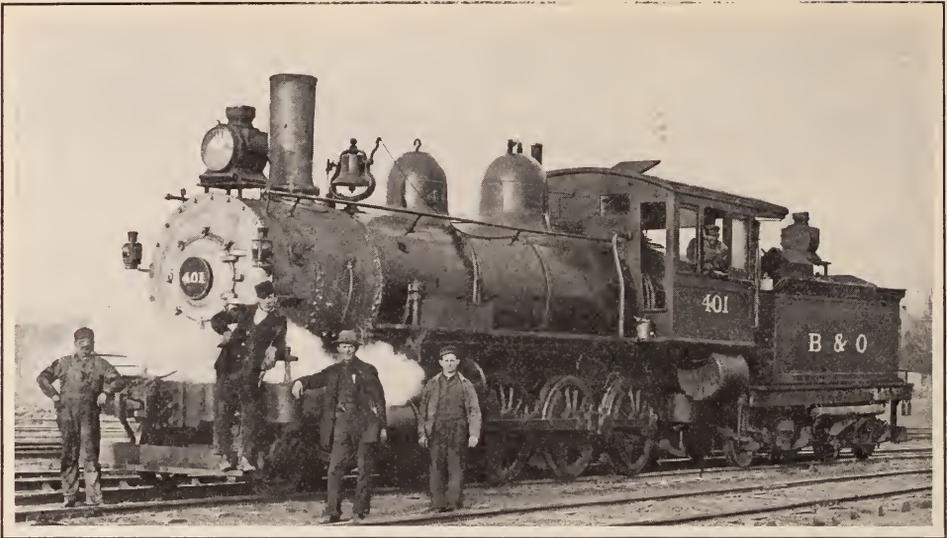
On August 28th, as train 98 was taking coal at West Fairmont shaft, Conductor G. E. Gatewood found a car truck broken down and one pair of wheels off the rails, and set car off in Barnestown siding.

Express Messenger C. A. Shroyer on train 12, noticed a disturbance under the front end of his car, stopped train at 48th Street, Wheeling, and found tank brake of engine down.

On September 8th, Joseph Kimble, twelve years of age, found a badly broken rail east of Soles tunnel. Not knowing how to flag trains he called a nearby hunter who flagged No. 3 and no doubt prevented a disastrous accident. The hunter was a Newark Division Brakeman.

CLEVELAND DIVISION

On August 30th, Brakeman W. B. Griffin discovered a broken rail on the engine track at Lorain, Ohio, about twenty car lengths west of the 17th Ave. Yard. This rail was broken off about two and a half feet. It was quite dark at the time Mr. Griffin discovered this broken rail, and he is to be commended for his watchfulness in this particular case. Proper notation has been made on his service record and appropriate letter sent him by Superintendent Lechliden.



LOCOMOTIVE NO. 401 PRIOR TO THE FLOOD AT WASHINGTON, IND.
Engineer Tooley stands with his elbow on bumper beam

Brakeman H. Nelson while on extra engine 4150 pulling out of Tenth Avenue Yard, Lorain, Ohio, discovered ten inches of flange broken off of wheel of car B. & O. 129718. Mr. Nelson is to be commended for his watchfulness and Superintendent Lechluder has written him an appropriate letter.

NEWARK DIVISION

Committeeman Claytor made report that on July 10th, when train No. 203 stopped at Waterford on the O. & L. K. Branch, Brakeman E. M. Staley went back to flag. There was a light engine standing on siding which had leaked sufficient steam to start engine out of siding. Engineer on 203 had called in the flagman, but Mr. Staley noticed the engine moving out of siding and discovering there was no one on the engine, ran and caught engine and stopped her after she had gotten out on main track, and thus prevented an accident.

On July 12th, Supervisor S. Frease was riding on caboose of eastbound freight train 32 and discovered piece of wheel

flange lying on track just west of Quaker City. This train was stopped and examined, and he also notified conductor of 1st 32, which was on siding at Eldon, to examine train, and when broken wheel was not found on these trains Mr. Frease notified



BLUE HOLE

The morning after Engine No. 401 sank, which resulted in the drowning of four employes

the dispatcher, who instructed crew on train No. 28 at Lamira and No. 89 at New Concord to examine trains. The broken wheel was found in train 89 at New Concord.

On September 11th, Conductor William Milbaugh, on westbound freight train 2d 27, engine 2698, noticed that there was apparently something wrong

with the west switch of eastbound siding at Toboso, and requested the dispatcher to notify crew on passenger train No. 16 to stop and examine switch before passing over it. Upon examining the switch it



BLUE HOLE TRESTLE, ILLINOIS DIVISION,
with pile driver getting into action

was found that a rod had evidently been dragging from some car which caught switch rod, springing the switch points. The action of Conductor Milbaugh probably prevented an accident.

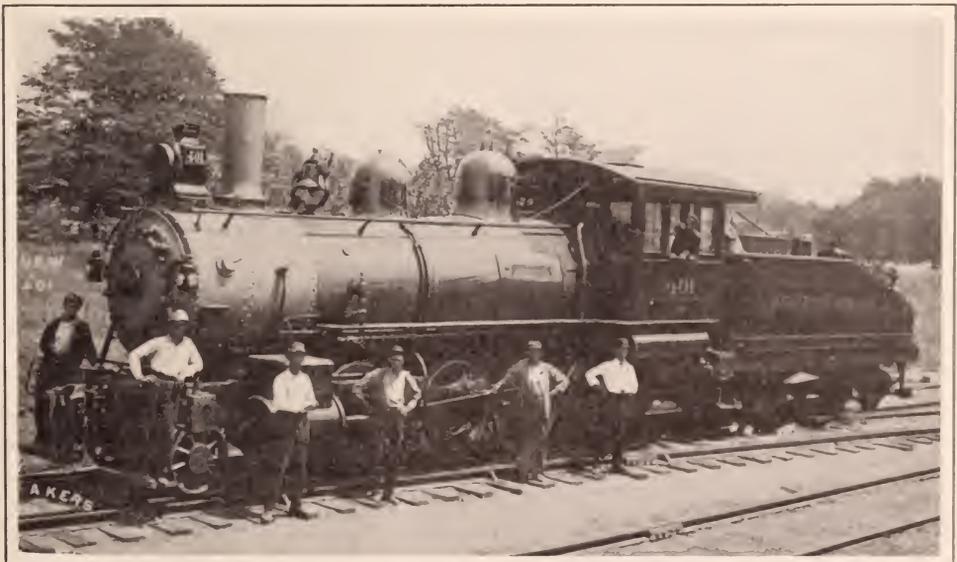
On the morning of October 8th, a piece of broken flange, 12 inches in length, was found along track near Belleville, Ohio, a short time after the passage of train No. 95 westbound. After this was reported,

the train was stopped at Alta, Ohio, and train crew instructed to inspect their train for the broken wheel. This was done, but nothing wrong was discovered.

As the same train was passing Plymouth, Ohio, later on, Operator Wm. B. Anderson noticed the defective wheel from tower window, and had the train stopped at the next telegraph station where the car was set out.

While "Bill" modestly disclaims any title to praise in this case, his many friends are united in giving him credit for having "both eyes open." The Management and Division officers are commending him for his watchfulness and prompt action.

Conductor Milbaugh, in charge of train 2nd 35, September 11th, passing the west switch of the eastbound siding at Toboso, noticed something wrong with this switch, and on arriving at first telegraph office, instructed the operator in charge to notify all trains to look out for same, and also the section men. In addition he gave engineer of passenger train No. 16 a message to look out for



ENGINE No. 401, AFTER BEING REBUILT AT THE WASHINGTON, IND., SHOPS
General Yard Master Stafford is on the extreme right with Engineer Tooley next to him

this switch, No. 16 being the first train that was to use this track after train 2nd 35. The section men found that a truck rod which had fallen from some car had been dragged through this switch and the point of the switch was standing partly open. Conductor Milbaugh's prompt action in this case is highly appreciated, and he has been awarded a merit entry on this service record.

On September 20th, Conductor W. Christner, in charge of the Somerset coal train, engines 2864 and 2794, while passing Adams noticed a badly broken rail in No. 2 track. A prompt report was made to the train dispatcher, who had repairs made.

CONNELLSVILLE DIVISION

On August 15th, while train of engine 2807 was passing Glencoe, Pa., Trackman Allen Bittner discovered part of the flange broken out of a wheel on the rear car in the train. His prompt report of the matter resulted in the train being stopped at Williams, where the car was set off.

On August 3rd, Conductor R. W. Frazee of the S. & C. Branch, noticed four feet broken out of rail in the east-bound track at Adams. He notified the section foreman, who made repairs.

On July 31st, Engineer W. Bracken of Somerset discovered a piece of flange broken out of a wheel on engine 1283. The engine was placed in the shop for repairs. This defect would no doubt have resulted in an accident had the engine been permitted to remain in service in this condition.

On July 25th, while extra east engine 2677 was pulling by the telegraph office at Mt. Savage Junction, Trackman Raymond Devare noticed a piece of flange broken out of wheel on a car in the train.

He immediately notified the operator, who stopped train and had the car switched out.

On July 14th, trackman John M. Peck of Bidwell, Pa., while east on a freight train discovered piece broken out of rail in westbound track. He alighted from the train and flagged passenger train westbound, 2nd No. 47, which was due at that point at the time. His prompt action on this occasion is commendable and the Superintendent takes this opportunity of expressing his appreciation.

On August 19th, after trackman Albert Moon of Bidwell, Pa., had retired for the night he heard a noise from a passing train as though it was running over a broken rail. A thorough inspection of the track developed a badly broken rail and angle bar. Mr. Moon immediately called out the section foreman and his men and assisted in applying a new rail.

On September 12th, Engineer M. E. Connelly, while in charge of train No. 90, engine 2831, felt his engine pass over a rough place in the track about one-fourth mile east of Hoblitzell, Pa. He stopped the train and notified the train crew, who discovered a broken rail in track on side next to westbound track. The section foreman was notified and a flagman sent back to protect the broken rail until repairs were made. Engineer Connelly's thoughtfulness no doubt averted a serious accident as train No. 94 and a stock train were following train No. 90.

On September 20th, while train of extra east engine 2804 was passing just west of Southampton, Trackwalker W. H. Bittner noticed Number 125046, under load of coal, in the train with a broken flange. The train was stopped, and it was found that 36 inches of flange had broken out of one of the wheels. The

car was switched out and placed on the siding at Foley. Bittner's watchfulness doubtless averted a serious accident as the car was derailed when being set off on the siding.

PITTSBURGH DIVISION

On the 12th of August, just east of Ellrod Tower, Brakeman Molyneaux saw fire flying about four car lengths ahead and upon investigation discovered a brake rigging down. He immediately signaled to the engineer and the train was stopped and repairs made. Brakeman Molyneaux is to be commended.

Brakeman J. J. McIntyre of a Glenwood crew was at the switch leading from 36th Street Yard waiting for extra 2600 to pass so that the drag could be gotten out of the yard. After extra 2600 stopped, he was looking around the train and discovered about 18 inches of flange broken out of the front wheel under Number 44893, loaded with coal. He immediately notified the conductor of extra 2600 and the car was set off at Willow Grove. Brakeman McIntyre is to be commended for his alertness.

On August 30th, while extra east 1613-1699 was passing office at Bertha, Operator J. F. Sweeney noticed a brake beam dragging and dropped block to stop position and flagged train, train being delayed eighteen minutes. Mr. Sweeney is to be commended for his prompt action.

NEW CASTLE DIVISION

At 12.30 P. M., September 28th, train No. 54 was flagged one mile west of DeForest Junction by M. H. Stienbeck, of Niles Avenue, Warren, Ohio, who had found a broken rail 60 feet east of the Power House switch. Conductor M. L. Greer of this train advises that

this was a very bad break which would undoubtedly have caused considerable damage to property. Mr. Stienbeck had flag protection out both ways to avoid the possibility of any train being derailed. Mr. Stienbeck's action is very much appreciated by the officials of the New Castle Division, and Superintendent Temple has written him a letter thanking him for his interest.

On September 9th, Conductor Crill on train No. 8 wired Superintendent Temple that his flagman, Robert Mikesell, had noticed something on the first bridge west of Youngstown Depot which did not look good to him. The section men were sent to that point and they found a broken rail. Mr. Mikesell's watchfulness and Mr. Crill's prompt report probably avoided an accident on this river bridge, and the New Castle Division officials wish to thank them both through the columns of the magazine.

On September 26th, Flagman Dye on extra west engine 4089, while passing extra east 4080 at Hereford, Ohio, noticed a rod about four feet long projecting from the north side of 4080's train near the head end. The dispatcher was notified and he advised the crew of 4080. This action prevented trouble with the train. Much trouble can be avoided and expense saved when the men on the line keep their eyes open, and we are glad to say that Mr. Dye, as well as the rest of the employes, are wideawake. Their actions are appreciated by the Company very much.

INDIANA DIVISION

Crossing Watchman E. Fisher, who is always thinking of SAFETY FIRST, noticed a brakebeam on fast moving No. 23 dragging on the rail, and signaled Engineer Swanson. The latter brought the train to a stop just in time to avert

what might have caused a very serious wreck and injury of many passengers on the platform.

ILLINOIS DIVISION

Mr. Hunt called attention to incident which occurred on the morning of September 13. Yard Foreman H. E. Robinson and Switchman Steve Effing,

working in the Shops Yard, found a piece of wheel about thirteen inches in length lying along side the track. Thinking the car might still be in the yard, they kept a sharp lookout for a car with a broken wheel, finally discovering a broken wheel under M. K. & T. 60095 in train No. 98 as that train was pulling out of the yard. The train was stopped, car set out and necessary repairs made.



EXHAUSTS

DEFINED

Tommy—What's a settlement worker, dad?

Dad—One who finds the silver lining to the other fellow's clouds.—*From Judge*

HIGHER MATHEMATICS

"Dad, you're pretty good at mathematics, ain't you?" asked the hope (and despair) of the family.

"I—I used to be," confessed old Bill Payne, scenting danger.

"Well, where a side track and a main track join they form an angle, don't they?"

"Yes?"

"Well, if a wreck should tear up the track right there, would it be a rectangle?"

—*Kansas City Star.*

HE WONDERED

"I dunnuh how-come," ruefully mused shuckless old Brother Soggy. "I dess nach'ly kain't make out 'bout dis: I owns eight dogs—keen, able-bodied var-mints as ever yo' seed, sah!—and yit, bless goddness! I kain't keep de wolf fum de do', no way I kin figger!"—*Judge.*

George had finished a term in the county jail. When the sheriff let him out, he said:

"Well, George, where are you going this time?"

"I doan' know, boss, whar I's goin', but I's goin' so far from dis heah jail dat it's goin' take nine dollahs to sen' me a postal card."—*Everybody's Magazine.*

"Bobby," said the lady in the street car, severely, "why don't you get up and give your seat to your father? Doesn't it pain you to see him reaching for the strap?"

"Not in a car," said Bobby. "It does at home."—*Ladies' Home Journal.*

"The cashier's always dozing during business hours. I wonder you don't fire him."

"Not on your life. He could never sleep like that if he didn't have a clear conscience."

NOT EVEN TO SAVE HER SOUL.

Rector—"I have missed you from the church services since you received your uncle's legacy. You surely cannot mean to desert our fold?"

Mrs. Ships Inne—"Why I'm simply obliged to, Mr. Surplis! I love the church, but now that I have my gowns from Paris, I can't get down on my knees to save my soul!"—*Judge.*

Baseball Captain—"You shouldn't be so hard on the boys. They played very well. The game was lost through just one error."

Manager—"Yes, so was Paradise."—*Boston Transcript.*

AN INNOCENT THIEF.

An old darkey was summoned before the judge for stealing a chicken. He was on hand early, and before the case was called, the judge, observing his presence, asked his name.

"Myname is Johnsing, yo' honah," said the darkey.

"Are you the defendant in this case?" inquired the judge.

"No, sah," replied the darkey. "I'se got a lawyer to do my defendin'; I'se the gentleman who stole de chickens.—*Credit Lost.*

THE BRIGHT SIDE.

"It is said that more than one person has been killed by kissing."

"Yes; but isn't it great stuff if you live through it?"—*Judge.*

A small boy who was enjoying his first trip to the country stood for several minutes watching a large windmill in the vicinity of the barn. Finally he ventured. "Gee, mister, you've got a fine electric fan for your pigs."

"Susannah," asked the preacher, when it came her turn to answer the usual question in such cases, "do you take this man to be your wedded husband, for better or for worse—"

"Jes'as he is, pahson," she interrupted, "jes'as he is. Ef he gets any better, Ah'll know de good Lawd's gwine take him, an' if he gets any wusser, w'y Ah'll ten' to him myself."

Once upon a time an Irishman was walking through a lonely cemetery and stopped before an imposing looking monument bearing the following inscription: "Though Dead I Still Live."

Pat reflected soberly for a moment and then said, "Well, if Oi was dead, begorra, Oi'd own up to it?"

HANDICAPPED.

An old man who had led a sinful life was dying and his wife sent for a nearby preacher to pray for him.

The preacher spent some time praying and talking, and finally the old man said. "What do you want me to do, Parson?"

"Renounce the devil, renounce the devil," replied the preacher.

"Well, but Parson," protested the dying man, "I ain't in a position to make any enemies."



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

GENERAL OFFICE

S. D. Hammett, Clerk in the Stock Room of the Assistant General Passenger Agent's Office, after a vacation lasting all summer, has started active work in St. Andrew's P. E. Gymnasium. He is training very hard to make some of the regulars of the Basket Ball Team hustle for their positions.

Charles Weibek, of the Freight Claim Department, was elected manager of the Idlewild Foot-Ball Team. Best wishes for a good season, Charles.

Bill Kellogg, of the Passenger Department, while playing in a double header with the strong Magnolias recently, made five hits in seven trips to the bat, two of them going for three sacks. He scored six runs, is credited with a stolen base, and played an errorless game in the field.

Speaking of old baseball players makes one think of the days when Buck Herzog and Bill Kellogg formed the best part of the strong infield of the Baltimore and Ohio Athletic Association. Although Kellogg did not make baseball his profession, he was offered a contract by Manager McGraw, but owing to some agreement Bill had with the Dallas Club of the Texas League, he could not accept.

M. B. Wild, Statistician to the President, is seriously ill from typhoid fever at the Williamsport General Hospital at Williamsport, Pa. He was stricken while on his vacation at Eaglesmere, Pa. Mrs. Wild reports that he is gaining strength slowly.

The opening of the seventh season of the Baltimore & Ohio Central Duck Pin League showed a three game victory for the Office of the Auditor Coal and Coke Receipts.

Although this is the first year this office has put a team in the race, warning is hereby given to all those with dreams of having a cinch with this "five," that they had better beware, because such persons are going to get left.

If past performances may be used as a criterion, we are due to finish the season with the rest of the teams following, because WE'VE GOT THE GOODS.

Look 'em over, boys: McCahan, Brannock and Pritchard—of last year's winners, McCahan finishing first in the league last year and fourth in the News Tournament, to say nothing of the promising recruits, Magness, Smith, Shinnamon and Pund.

C. L. French, Superintendent of the Connellsville Division with headquarters at Connellsville, Pa., was promoted to Assistant General Superintendent of the Pittsburgh system, with headquarters at Pittsburgh. O. L. Eaton, Assistant Superintendent of the Connellsville Division, with headquarters at Somerset, Pa., and in charge of the Somerset and Cambria line from Rockwood to Johnstown, became Superintendent at Connellsville. S. C. Wolfersberger, Supervisor of Transportation of the Pittsburgh System, was appointed Assistant Superintendent at Somerset.

All of the officials concerned in the changes are Baltimore and Ohio men who have spent their railroad careers with the company, the promotion, therefore, being in line with the

policy of the road of filling vacancies by advancing men within the ranks.

The funeral of Ebenezer T. White, Assistant Superintendent of Motive Power of the Baltimore and Ohio Railroad, who died after an attack of apoplexy on September 26, took place on the Sunday afternoon following from his residence, 1815 W. Baltimore Street. Rev. W. A. Price, of the Church of the Covenant, conducted the services. The interment was in Druid Ridge Cemetery.

Honorary pallbearers were officials of the Baltimore and Ohio Railroad Company and others who had been associated with him in railway work. Among them were President Daniel Willard, George F. Randolph, George F. Shriver, A. W. Thompson, F. H. Clark, C. W. Galloway, S. R. Carr, A. P. Prendergast, F. E. Blaser, O. H. Hobbs, O. C. Cromwell and J. B. Onderdonk.

Writing on increasing freight car performance and handling railroad equipment so far as to secure the greatest efficiency with the use of the least number of cars, C. C. Riley, General Superintendent of Transportation of the Baltimore and Ohio System, contributes an article to the current issues of *The Railway Age Gazette* in which he outlines the plans which his company has adopted to accomplish such results. Mr. Riley brings out the interesting fact to railroad officials, that by a careful study of its traffic requirements and the scientific handling and loading of its equipment, the Baltimore and Ohio lines were enabled to effect a saving of 65,000 freight cars during the six months ended March 31, and thus the road was able to pass through a very heavy traffic period with practically no loss of business requiring box car equipment.

A meeting of the passenger representatives of the Baltimore and Ohio Railroad was held at the Fort Pitt Hotel, Pittsburgh, Pa., Thursday, October 9th. In the call for the meeting it was requested that suggestions in regard to the making of winter schedules, on our dining car and sleeping car service, or any other matter pertaining to passenger transportation, would be welcomed and discussed.

Much to the satisfaction of the athletic interests of the City of Baltimore, Henry Elphinstone, Clerk of the Claim Accounting Bureau, and king of the long distance men, formerly with the Cross Country Club, has now started a course of study at Milton University, and in the future will represent them on the track and road. Henry is taking a night course to prepare himself for the University of Maryland.

Bill Kellogg, of the passenger department, was a caller the other day, and has signified his intention to play in-door baseball with the Magnolias, who were Champions of the Baltimore In-door Baseball League last year. He also stated that the team was in hopes of getting Charles Tiemeyer, of the Drafting Room, who was one of the star boxmen for the Magnolias last year.

W. C. Pinschmidt, of the Drafting Room, also one of the officers of troop 53, of the Boy Scouts, has just returned from camp at Emory Grove, where he had his charges.

The Elkridge Country Club has secured the services of four star foot-ball players in Messrs. Roy Hubbard, of the Ticket Supply Department, who shines at centre, Lawrence Gill, of the General Baggage Agent's Office, who will play one of the ends, C. Smithton, of the Mail Room, Central Building, who will make a strong bid for one of the guard positions, and H. Chaney, Mail Room, Camden, who plays the other guard position.

SOCCKER SEASON NOW ON BOYS!

Charles Reno Purdy, of the Auditor of Passenger Receipts office, spent a week of his vacation with his uncle at Keyser, W. Va.



JOHN C. McCAHAN, ASSISTANT BAGGAGE AGENT AT CAMDEN STATION, BALTIMORE, ENTERED THE COMPANY'S SERVICE IN 1867

Two clerks of the Passenger Department, S. D. Hammett, and B. S. Dougherty, will start Sunday, October 26th, on a walk to Annapolis, from the Munsey Building, and try to break the present record of six hours held by Daniel K. Younger, one of the star distance men of Baltimore City.

Mr. and Mrs. T. A. Steeger, of the Ticket Supply Office, spent a day at the Dahlia Show, held at Cowenton, Md. Mr. Steeger stated that it was one of the finest displays he had ever seen.

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. SALISBURY.....	Asst. Terminal Agent, Pier 7, N. R.
ALFRED OSWALD.....	Foreman, Pier 22, N. R.
M. E. DEGNAN.....	Foreman, West 26th Street
TIMOTHY DINNEEN.....	Foreman, Pier 21, E. R.
C. J. TOOMEY.....	Foreman, Pier 7, N. R.
E. SHEEHY.....	Laborer, Pier 7, N. R.
LOUIS POLLY.....	Laborer, Pier 22, N. R.
FRANK COOK.....	Laborer, 26th Street
SAM GLESTA.....	Laborer, Pier 21, E. R.
J. BOITANO.....	Laborer, St. George
MIKE DE MAYO.....	Tug Dispatcher, Marine Department
C. H. KOHLER.....	Lighterage Agent
A. W. MAUL.....	Captain, Marine Department
A. BOHLEN.....	Engineer, Marine Department
JAS. HEWITT.....	Oiler, Marine Department
PATRICK MEADE.....	Fireman, Marine Department
R. MULLEN.....	Deckhand, Marine Department
T. HALVERSON.....	Captain, Marine Department
H. M. NIELSEN.....	Secretary
Geo. KABATCHNICK.....	

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. SCHAFFER.....	Road Trainman
J. R. HUFF.....	Yard Conductor
ALEX CONLEY.....	Road Foreman of Engines
G. HARTMAN.....	Fireman
E. AILEY.....	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

It was with great sorrow that all the employes on the Staten Island Lines learned of the sudden death of Engineer Melville A. Lovell on Friday morning, September 19th, 1913. Mr. Lovell had been ill for about three weeks, but was able to be up and around the day previous to his death. On this day he was in conversation with the office of the Master Mechanic and had made arrangements to go to his old home at Phillipsburg, N. J. He entered the service of the Staten Island Rapid Transit R'y, in September, 1886, and was one of the oldest engineers in service. Mr. Lovell had the distinction of running a locomotive in nearly every state in the Union during his long career as a locomotive engineer. He was a man well liked by everyone, both young and old. It was his habit to raise his cap to everyone bidding him the time of day and he always had a pleasant word for all. Besides his widow he is survived by two daughters and a brother.

Engineer Joseph Blackburn started his railroad career as a brakeman in 1878. After two years of service he went back to his trade as a cigarmaker for one year. He entered service again as a locomotive fireman and served three and one-half years, when he was promoted to engineer. Mr. Blackburn fired the first train to run from Clifton to Tompkinsville. At this time there was very little or no freight on the Island as the railroad was just begun and the majority of the business was in carrying passengers. After almost thirty-five years of faithful service Engineer Blackburn was compelled to retire owing to serious illness which prevented him from continuing in the railroad service. Mr. Blackburn was well liked by all and could always relate happenings of by-gone days.

Frank Mersereau, Clerk to Storekeeper, has left the service and taken a position with the Erie R. R. in the Train Master's Office. His place has been taken by B. Levy.

Engineer Chas. Wynans, Sr., and wife spent a pleasant vacation at Port Jervis.

J. H. Clark, Superintendent of Floating Equipment, with his family, have taken up their residence in Baltimore, Md. He still makes weekly visits to the shops at Clifton.

Engineer Wm. Eckett and his brother, Fireman Charles Eckett, took a trip to Troy, N. Y.

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. R. Duncan, Chief Clerk, and R. Mallen, Road Foreman, Ohio Division, Chillicothe, Ohio, were welcome visitors in Philadelphia, where they both enjoyed the world's series games.

C. Ratrie, Chief Clerk, Chicago Division, Garrett, Ind., accompanied by Mrs. Ratrie, passed through Philadelphia on their way to Atlantic City.

Arthur Boettger, Assistant Shop Clerk, East Side Shop, has resigned to go into business for himself. Here's success, Arthur.

F. W. Boardman has been appointed Master Mechanic of the Philadelphia Division, vice Wm. Sinnott, who has been transferred to District Superintendent of Motive Power's staff. Mr. Sinnott, accompanied by his two daughters,

Miss Marion and Miss Earlene, left last week on a pleasure trip to the Pacific Coast, and will visit friends in Albuquerque, N. M., Los Angeles and San Francisco, Cal., San Antonio, Houston and Galveston, Texas. They will be gone about a month.

It is noted with pleasure that the Baltimore Division has organized a Veteran Employees' Association on the same lines as govern the Philadelphia Division Association. About 200 members joined. We wish them all success. It is also pleasing to note that E. L. McCahan, who has been located at Riverside for a number of years, was elected president of the new association.

Miss Helen Townley our efficient second trick telephone operator, Philadelphia Exchange, has returned to duty, after a serious illness of two months with typhoid fever.

J. R. Sanford, Division Operator and Chief Train Dispatcher, has returned after a pleasant visit to his old home in Chillicothe, Ohio, Washington, Ind., and Charlestown, W. Va.

J. C. Basford, employed on this division for a number of years as locomotive engineer, was on September 1st appointed Assistant Road Foreman of Engines, Philadelphia Division.

R. H. Campbell, who has been Freight and Ticket Agent at Darby, Pa., has resigned and taken position as Clerk and Operator at Childs, Md.

G. A. Steidler, who has been Clerk at Woodlyn, Pa., for several years, has been Acting Agent at Darby, Pa.

E. O. Scott, Assistant Ticket Agent, Wilmington, Del., has been transferred to Assistant Ticket Agent, 834 Chestnut Street, Philadelphia, Pa.

C. C. Cann, Station Baggage Agent at Wilmington, Del., has been promoted to Assistant Ticket Agent, at that point.

H. W. Kennedy, Night Baggage Agent, Wilmington, Del., has been promoted to Day Baggage Agent, vice C. C. Cann, promoted.

L. C. Mills, for a number of years Yard Brakeman at Wilmington, Del., who had his foot injured some time ago, has been appointed to the position of Night Baggage Agent at that point.

Leslie Burns, Clerk at Landenberg, Pa., has been filling in as Acting Relief Agent at several points on the Philadelphia Division.

P. J. Fessenden and W. L. McClure of the Superintendent's Office have just returned from a trip over the Great Lakes.

H. S. Benedict, Time Keeper, has returned to headquarters after some weeks in the General Offices at Baltimore on special work.

H. B. Voorhees, General Superintendent of C. H. & D. R. R., was a welcome visitor at Philadelphia.

G. F. Messman, Time Clerk, Superintendent's Office, Cumberland, Md., has been visiting friends in Philadelphia.

Special mention must be made of W. A. Kosman, the Night Clerk at Bay View. When any one gets off the train by mistake he is on the job to direct them to their destination. On September 20th, an elderly lady got off the train there thinking that it was the Gay Street Station. He took her satchel and carried it for her into Highlandtown, where he placed her in charge of the street car conductor.

Bernard Ashby, Passenger Agent at Philadelphia, has returned to his post after spending several weeks at Hot Springs, Va. Mr. Ashby was troubled with neuritis and is now much improved.

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.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT,
General Foreman

DIVISIONAL SAFETY COMMITTEE

P. CONIFF	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. YEALDBALL	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. LEILICH	Manager, Printing Dept.

CAR DEPARTMENT

H. A. BEAUMONT.....	Chairman
H. H. BURNS.....	Freight Repair Track, Mt. Clare
T. H. TATUM.....	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. FRONTLING.....	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

There has fallen from our ranks a veteran in the person of H. S. Taylor, a veteran not only in the service of the road, but also in the service of his country.



H. S. TAYLOR

Mr. Taylor was better known among the employes at Mt. Clare and the men along the line of road as "Uncle Dick." At the age of 21 he enlisted as a private in Alexander's Battery during the Civil War, serving throughout the war and receiving an honorable discharge in 1866. He entered the service of the road in March of the same year.

Mr. Taylor was connected with the rod department for 47 years, the greater part of this service being rendered as foreman of this department. His regularity was an example to all of us; he was very active, and up to within a short time before his death was daily at his employment.

Uncle Dick had among his friends many who had known him for years and who esteemed him

very highly; these join with the younger generation today in extending sympathy to his family.

He was a member of the Wilson Post G. A. R. He and Joseph Peach had the distinction of designing and building the first spike machine ever made on the road. C. D. Taylor, his son, is now in the employ of the road, in No. 2 Machine Shop, Mt. Clare, as a machinist, and we sincerely hope that he will prove as valuable to the Company as his father did during his long service.

We are very much grieved to hear of the death of W. G. Roskelly, who formerly had charge of the wreck train at Mt. Clare, and who at the time of his death had charge of the wreck train at Garrett, Ind. The heartfelt sympathy of those who knew him when he was employed at Mt. Clare is extended to his relatives.

Edward H. Mattingly, Air Brake Inspector at Locust Point freight shops, has taken up duties in Johnstown, Pa., under Engineer of Tests Onderdonk, as Chief Inspector on new equipment. Mr. Mattingly will be succeeded by George F. Stiner, a Locust Point man, who is well fitted for the position.

The employes at Mt. Clare express deep grief at the death of E. T. White, and they desire to extend their heartfelt sympathy to his relatives and friends. Mr. White was well known to employes at Mt. Clare and he was liked and respected by all.

The members of the Mediator Committee wish to express their thanks to the officials of the Baltimore and Ohio Railroad for their kindness in granting us transportation for our picnic held at Brandywine Springs, September 25th, 1913. They would also like to thank Mr. Conniff and his office force for their help in making the picnic a success, and each Foreman in the Mt. Clare shops as well.

Throughout the day there were amusements for the young as well as the old, such as boat racing for the men, pie eating contests for the boys, girls and young ladies, a potato race and a gum drop contest for boys and girls, and an egg race contest for young men and ladies. The baseball game between the apprentice boys of No. 2 machine shop and a picked team of apprentice boys from other shops was won by No. 2 shop by a score of 6 to 3.

We also had a good talk by Mr. Davis on Mediation. Mr. Lecompte, representing Mr. Conniff, was the next speaker and gave a very interesting talk. This part of the entertainment was held in the Auditorium; there was music by the brass band of the Peoples R. R. of Wilmington. There was not an accident during the day to spoil the pleasure of anyone and there was a responsible party on each car to look out for "SAFETY FIRST." Many expressed regret that Mr. Conniff could not be with us, but he had special business which needed his attention.

WASHINGTON TERMINAL

Correspondent, G. H. WINSLOW,

Y. M. C. A. Secretary

The new pin especially designed for the Terminal R. R. Y. M. C. A. is causing much favorable comment among the members and many of the pins are being worn.

About forty volumes of new books for the younger members of the association have been added to the library. Among the authors are—Frank E. Kellogg, Harry Castleman, Frank Patchin, and Graham B. Forbes.

Several railroad men are taking up the study of accountancy in the Washington School of Accountancy at the Central Branch Y. M. C. A.

Two of our well-known railroad men were married recently. Mr. John Kilroy and Miss Mary Carney were married at St. Dominic's Church, and Mr. Lawrence Farley and Miss Martha Gibson at the Church of the Holy Comforter. Both couples left for the north on their wedding trips. They have the best wishes of their many friends.

Thos. F. Foltz of Pittsburgh has been appointed to fill the vacancy caused by the resignation of J. B. McIntosh, Superintendent of Light, Heat and Power. Mr. McIntosh has accepted a position in Cleveland, Ohio.

The new R. R. Y. M. C. A. tennis courts east of Union Station are among the best in the city and many close and interesting games are played by the members.



SPLENDID LOOKING GANG OF MEN EMPLOYED IN THE AXLE SHOP AT MT. CLARE, WHERE ALL WHEELS FOR USE IN THE BALTIMORE TERMINALS ARE MADE

The course includes accounting, auditing, and applied economics, law, finance and organization. The school is in charge of Director of Education, Myron Jermain Jones, who has a corps of instructors of exceptional ability to assist him in his work.

In addition to the school of accountancy the Central Branch Y. M. C. A. conducts classes in about twenty-five other subjects. These classes are open to members of the railroad department and quite a number have taken advantage of the privileges offered.

The bowlers of the R. R. Y. M. C. A. league met and reorganized for the season of 1913-1914. The alleys have been put in first class condition and an exciting season is assured. Several teams have already signified their intentions of entering the league.

Engineer Frank Chadwick, one of the most enthusiastic bowlers in Washington, expects to break one or more records this winter. He holds the high record for ten pins on the association alleys. C. L. Williams is after him and will pull down his record if possible.

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. 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
T. C. MONTIGNANI.....	Secretary Y. M. C. A.
W. F. SHAFER.....	Secretary to Superintendent

B. A. Yeager, a brakeman on the pike, who has been ill with typhoid pneumonia since March, is now able to resume his duties with the Baltimore & Ohio.

E. P. Hoffman, of Brunswick, who is employed as a hostler on the fire track, was seriously injured while at work early Tuesday morning. Another engine ran into the one on which he was working, throwing him backward to the ground. He sustained injuries of the back and head and probably internal injuries. He was taken to the Maryland University Hospital of Baltimore.

Baltimore & Ohio Engineer H. L. Butts claims the distinction of having pulled the biggest train of loaded cars ever hauled over the second division of the Baltimore & Ohio and says that the run was made "without upsetting the coffee pot or pulling a stinger out." A day or two ago he was at the throttle of engine 4235, one of the heaviest and most powerful types of freight engines used on the road, and went from Cumberland to Brunswick with 104 loaded cars. His average running time was 33 miles per hour. This run breaks the record for the number of loads pulled in one train on this division, which was also held by Engineer Butts.

W. P. Greenfield, a brakeman on the Baltimore Division of the Baltimore & Ohio Railroad met with a very painful accident recently at Boyds station, Montgomery County, on the Metropolitan Branch, when he was thrown from a car. He was on duty on the train known as the I. F. & P., No. 94, which left Brunswick at 5 o'clock that evening. At Boyds the drop bottom of a coal car came down and Mr. Greenfield in attempting to board the car while in motion, for the purpose of shutting off the brake, was thrown backwards to the ground, and dragged for a considerable distance. His right leg was badly bruised and cut below the knee.

Samuel Armstrong, a negro, was arrested at Magnolia charged with robbing a Baltimore & Ohio Railroad freight car of \$45 worth of meat and hiding it in the bushes along the track. Thomas Marshall, Baltimore & Ohio Agent at Magnolia and his clerk, James Keller, noticed the negro prowling about the car. They held him prisoner until the officers arrived.

The night following three arrests were made in that section by Lieut. B. I. Prince. One was a foreigner, Mike Kvalkie, who not only endangered the lives of his friends, who sought to pacify him, but attempted to kill himself. The two others were James and Timothy Lipscomb, negroes, father and son. Joseph was drinking on No. 18 and paid fine and costs amounting to \$13.00; Timothy was carrying a gun and received six months in jail and a fine of \$50.

Ervin Custer, 25 years old, a brakeman on the Pittsburgh Division of the Baltimore & Ohio Railroad, who was found along the tracks beyond Connellsville suffering with internal injuries, and brought to the Western Maryland Hospital Saturday morning, is reported as somewhat improved.

Jack Talliferre, the fireman, who fell through the Baltimore & Ohio bridge at McKeesport, has sufficiently recovered to be out, and has gone to his home in Washington.

E. Fred Avers, 120 Grand Avenue, a recent graduate of the local high school, recently resigned his position with Schwarzenbach & Son, to accept another at the Baltimore & Ohio freight office, also uptown.

John May, the veteran Baltimore & Ohio man, who was quite ill at the home of G. H. Keedy, on Winchester Avenue, Martinsburg, is able to be out again.

Will G. Garvey, a Baltimore & Ohio brakeman, was caught between two cars at Benwood and badly crushed on the hips and abdomen. He is a brother of Chief of Police L. C. Garvey, of Benwood, and has a wife and three children in McMechen.

On Monday evening, October 6th, the Tie Plant employes headed by Superintendent F. J. Angier and Supervisor C. W. Lane, afforded an unusual surprise to Mr. P. L. Conley and wife, of Green Spring, W. Va. Mr. Conley is the General Foreman of the Tie Treating Plant. The surprise was in honor of the marriage of Mr. and Mrs. Conley on August 22nd. The gift was a handsome four piece solid silver tea set. The evening was most pleasantly enjoyed by everyone, the entertainment being furnished by the Tie Plant Glee Club, and solos by Mr. Lane and Mr. Sparver. F. J. Angier was toastmaster.

On October 14, Clifford W. Lane, Supervisor of the Tie Treating Plant at Green Spring, W. Va., and Miss Edith Mott were united in wedlock at the home of the bride in Foxboro, Mass. After the ceremony Mr. and Mrs. Lane

will spend their honeymoon in Maine, and upon their arrival will settle in Green Spring in a bungalow especially built for the couple. There will be many pleasant surprises awaiting the bridal couple upon their return to Green Spring. The employes of the Tie Plant have some unique novelties for them.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Born to Brakeman and Mrs. J. H. Fortney, a daughter. Fireman and Mrs. Chris Lang, a daughter, and to Conductor and Mrs. Joseph Mercer, a son.

Scale Inspector and Mrs. A. J. Allen of Cumberland and Mr. and Mrs. D. S. Palmer enjoyed quite a trip, embracing Cleveland, Ohio, Toronto,

broken, face bruised, and his teeth knocked loose. The injuries, while painful, were not serious and Damon is improving steadily.

Thomas H. Russell, a resident of Brunswick, Md., and for many years a well known Baltimore and Ohio Conductor, died at the home of his daughter, Mrs. George Hassen, in this city. He came to Martinsburg to visit at the home of Engineer Hassen, and while there fell upon the porch, his head striking the floor violently. He was rendered unconscious and remained in that condition until death ensued. Mr. Russell was born in Harpers Ferry sixty-seven years ago. During the Civil War he served as a member of Company A, Third Maryland Home Brigade. He had been in the employ of the Baltimore and Ohio for many years and was well known on the Cumberland Division. He was an efficient and popular railroad man.

Charles Curtis Dailey, an employe of the frog shop, died very suddenly at his home in Frankensberrytown, a suburb of Martinsburg. Heart failure was the cause of death.

He was alone at his home when stricken and his dead body was not discovered for several hours after death. He was born and reared in Frankensberrytown and spent the greater portion of his fifty-seven years of life near his birthplace, having erected a home on a plot of ground which was formerly a part of the Dailey homestead. He entered the employ of the Baltimore and Ohio in 1880 and served in different capacities during his thirty-three years of service.

His sudden demise was a decided shock to his fellow-employes at the local shop and a feeling of profound regret came from all who knew the deceased shopman.

Charles Anderson has accepted a position in the offices of the Baltimore and Ohio at Green Spring, W. Va.

Superintendent Z. T. Brantner spent a two weeks' vacation in visiting cities in Wisconsin, Illinois and Iowa.

Assistant Road Foreman of Engines Dwiggins has moved his family from this city to Cumberland, Md., which he will make his headquarters.



SCALE INSPECTOR AND MRS. A. J. ALLEN OF CUMBERLAND, AND MR. AND MRS. D. S. PALMER

Canada, Buffalo and Niagara Falls, attending the National Industrial Exposition at Toronto and the Perry Centennial.

The accompanying photograph was taken in the park on the Canadian side, from which a fine view is obtained of the river and nearby points in Canada. Mr. Allen is widely known over the system as a scale inspector and Mr. Palmer is a tinner in the M. of W. Department. All members of the party enjoyed the trip.

Master Damon Hardy, the fourteen year old son of Conductor T. R. Hardy, was injured by being thrown from his bicycle. His nose was

SHENANDOAH DIVISION

Correspondent, J. L. MAPHS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Superintendent, Chairman
R. H. EARLE, Engineer
W. H. WINKLEY, Yard Conductor

Passenger Conductor W. F. Edwards, who recently succeeded Capt. Barley on the Eastern District, was off duty during the week of September 8th attending the marriage of his attractive niece, Miss Goldie Schoppert, of Lexington, Va. Miss Schoppert is the daughter of Engineer Charles Schoppert, who was killed

in an accident near Ellicott City a number of years ago. She has made her home with Capt. Edwards since her father's death.

Brakeman L. Carter has been on the sick list for several days. Brakeman H. C. Frye relieved him on his run.

J. E. Glenn, the popular ticket agent and operator at Harrisonburg, attended the State Firemen's convention held in Staunton during August, and was re-elected Secretary of the association. He has held this office for a number of years.

Carpenter Foreman J. Cavey and wife spent some time with their daughter in Parkersburg, W. Va.

Mrs. C. C. Hite, wife of Agent C. C. Hite, of Lexington, Va., enjoyed a trip through the middle west, visiting relatives and friends. She stopped at Omaha, Neb., Mexico, Mo., St. Louis, Grafton, Cumberland and Washington Junction. Her husband expects to join her at Omaha early in October.

E. E. Baker has been appointed agent and operator at Greenville, Va., vice J. M. Swann, promoted to the position of ticket agent and operator at Staunton, Va.

Conductor C. E. Dudrow has returned to duty after being off for some time on account of injury to his arm.

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. LETH.....Foreman Carpenter

A. T. Cline, Manager Grafton Relay, the oldest manager and operator on the Baltimore & Ohio system in active service, is spending his vacation at home. He has been with the road for over fifty-two years.

Operator J. W. Kenney spent his vacation at Atlantic City.

C. W. VanHorn, who has held the position of train master at Clarksburg for the past three years, has been made train master on the Chicago Division. We regret very much to lose Mr. VanHorn, but wish him success in his new field of duty.

J. D. Anthony, Assistant Chief Clerk in charge of Agents, Superintendent's office, has been assigned to some special work temporarily.

A. McCoy, Relief Agent, will act as Assistant Chief Clerk in charge of Agents in place of Mr. Anthony.

Ferd Price, Tonnage Clerk, is off duty on account of an attack of typhoid fever. George Ullom is working his turn.

C. W. Robertson, Engineer on 62 and 69, was off duty for several weeks on account of illness in the family.

G. C. Smith, Engineer, was off duty several weeks on account of his wife's illness. We understand that she is getting along nicely.

Mrs. Stella Jenkins and Miss Ethel Bradford, stenographers in the Superintendent's office at Grafton, spent their vacation sight-seeing at Niagara Falls, New York City and other points of interest.

Roy Leonard has accepted a position as Clerk in M. of W. Department.

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. MCCONNAUGHY.....Engineer
 H. H. HPSLEY.....General Yardmaster
 E. E. HOOVEN.....Shop Foreman
 V. B. GLASGOW.....Conductor
 J. COXON.....Engineer
 W. A. MORRIS.....Fireman
 G. ADELSBERGER.....Car Foreman
 W. H. HABERFIELD.....Machinist, Benwood

In bleeding air, Brakeman B. A. Norton slightly injured his hand and paid no attention to it. In a day or two he had to be relieved from duty on account of blood poisoning developing. Don't neglect the little things. The big ones will take care of themselves.

W. S. Byard, Car Repairman at Glover Gap, has returned to duty after three weeks' disability on account of blood poisoning in slight injury on the back of his hand. Another small matter neglected, which might have proved much more serious.

On August 28, Trackman George Barrett, while assisting in cutting a rail, was struck in the forehead by a large spawl. It imbedded itself so deeply that he had to have it cut out. On the same date L. B. Snyder of the same section sustained a very badly mashed finger in working at Glen Easton.

Wreck Master Joseph Harter of the Cameron relief train attended the ten days' Chautauqua service at Moundsville, being relieved by Wreck Master R. Lough of Benwood. This was Mr. Harter's first vacation in nine years.

Extra Passenger Conductors R. F. Pell, Ed. Kemple, W. H. Lowe and C. A. Deitz brightened up their gold buttons, put an extra shine on their shoes and got very busy during the State Fair at Wheeling, assisting the regular men in handling the excessive travel and looking after their trains.

Engineers John Hauck and Ed. Gatewood, with their families, have returned home after their summer vacations at Shepherdstown, Va., and Bradford, Pa., respectively.



THE BUTTERMILK CREW AT THE WHEELING CELEBRATION

From left to right are Mr. Ellis, Dr. Jones, Dr. Murphy, Frank Weldon and Messrs. Nichols, Wells, Spangler, Stunner, McCurren, Bradeiy, Duffy and Carpenter. All of these men have been in the Company's service for periods of from 35 to 50 years.

R. L. Straub has been appointed Agent at Cameron, W. Va., vice W. C. Nesbitt, who has gone into other business.

R. E. Parkinson, Agent at Mannington, W. Va., has been furloughed on account of ill health. His Chief Clerk, T. McNicholas, is Acting Agent during Mr. Parkinson's absence.

E. E. Hamilton, of the general offices at Baltimore, was visiting among his many Wheeling friends recently.

Road Foreman of Engines J. S. Little has returned to the Newark Division and W. F. Ross of the Newark Division has been appointed Road Foreman on the Wheeling Division. Mr. Ross was formerly Road Foreman here.

Mrs. Charles Bagley visited at Bradford, Pa.

Miss Ethel Murtaugh, daughter of the Supervisor at Glover Gap, spent three weeks with relatives at Parkersburg.

Mrs. A. G. Youst, wife of the Operator, has returned home after a brief visit with sick relatives in Chicago.

Michael Hopkins, Lamp Man at Glover Gap, went to Mount Clements, Mich., on account of his hay fever.

Engineman W. F. Thomas and wife have returned after a pleasant sojourn on the great lakes.

Conductors C. A. Deitz, E. L. (Judge) Parker, C. H. (Tug) Wilson, C. C. Cooper, Engineman Jacob Fensepost Schaffer and others—we failed to get names—spent two weeks in the wilds of Wetzel County fishing and hunting.

Another crew from Wheeling was out there also. We will not venture to recount their exploits but give below a copy of letter which describes their expectations:

"C. M. CRISWELL, Agent, Wheeling:—

Please arrange to have tank car placed on siding at Woodland, W. Va., for loading fish and be ready to have any further supply of this class of cars on hand in case of rush order. All fishermen of reputation in this vicinity, including Mr. Hipsley and myself, will be on Fish Creek between September first and fifteenth.

(Signed)

S. J. MONTGOMERY, 8-26-13."

Some enterprising man at Benwood is a candidate for special recognition in the merit roll. He stopped long enough to write "SAFETY FIRST" on a draw head lying between two tracks in the yard. The time consumed in chalking those two words on the draw head could have been honestly and honorably utilized in throwing the obstruction from the track; his merit mark should be prefixed with a large D—. We do not like to acknowledge that we have as mean a man as this on the Wheeling Division, but think each employe should receive due recognition for special effort. Is there another division on the system that can compete with us in this line? We hope not!

Shop Clerk C. D. Woodburn and P. W. Inspector A. J. Kettlewell, have returned from Niagara Falls after spending a pleasant vacation.

Storekeeper R. T. Ravenscroft spent two weeks vacation at his old homestead in Keyser, W. Va.

L. O. Miller, Clerk M. W. Office, has been transferred to the freight car department on the Cumberland Division.

Engine Inspector T. N. Martin has returned to work after attending his brother's funeral at Metz, W. Va.

Former Yard Clerk Clyde Haley has accepted a position in the Cumberland yards.

Chief Yard Clerk Harry Connors has been promoted to Night Yard Master at Bellaire.

Boilermaker H. Havercamp is off duty on account of slight injuries to his head.

General Yard Master H. Hipsley, Conductor C. Tift and others have returned from a pleas-

ant hunting and fishing outing. Their tales of large game and fish are too varied to harmonize well, however.

Car builders Adam and Fred Beltz spent a week in Cleveland.



ENGINEER J. T. OVERSTREET AND NIECE RUBY

Miss Ruby has a copy of the *Employee's Magazine* in her hand, and the plainest words she speaks are "Safety First"

Wm. Garvey, who received injuries in the yard some time ago, is improving nicely and will soon be at his post of duty again.

Air Brakeman A. E. Green and Car Repairman O. Loy recently had a glimpse of the tall buildings in New York.

F. Stack, Stenographer, spent his vacation with old friends.

Car Foreman C. Adlesberger looked over the works at Hartzel recently.

Car Inspector J. W. Kittlewell and wife are visiting at Huntington.

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

At the last meeting of the local Safety Committee, held August 20th, there was a good attendance and a very profitable session.

Among the many things reported was a very interesting fact presented by Dr. A. J. Bossyns, Relief Department Committeeman. He said that during the month only two accidents, both of a minor nature, had occurred. One was due to falling over a wire attached to a log along the track, which has since been removed, and the other was due to an engineer moving a train without signal from the proper parties.

Attention was called to the "Message from the President" to all of the employes of the Baltimore and Ohio System, published in the July issue of the magazine, which the committee present stated they had read, and which was posted on all bulletin boards, at shops, etc.

The Committee on this division would not recommend installing safety chains across baggage car doors, as it is thought that the liability of leaving these chains unhooked, hanging out of car doors and striking something, or the liability of baggageman leaning against them and falling, would be greater than the protection afforded. We think there is also very little use for these chains, as baggagemen during the warm weather generally keep doors closed to keep out the dust, cinders, etc., and in cold weather doors are kept closed to protect them from the weather.

The new train service between Parkersburg and Columbus, which became effective August 10th, according to report, is receiving words of strong commendation from the public. The new service furnishes practically a daylight ride to Chicago, with parlor car service from Zanesville to Chicago.

General Superintendent R. M. Begien of Cincinnati and Division Superintendent E. R. Scoville of Chillicothe were here for a short time on the 16th.

Assistant Electrician J. W. Buckley was recently badly injured by getting his hand caught in the engine at the power plant. He is better now, however, and will soon be back to work.

B. G. Gangweir has been promoted from the round-house office to the O. R. master mechanic's office, taking the place of Geo. R. Bryan, Distribution Clerk, who has returned to school.

Clerk D. B. Rector has returned from Richmond, Indiana, where he went to visit his brother, who was injured in the recent railroad wreck near that place. The injured man is much improved.

On September 9th, William Joseph Moran, a local engineer and a son of P. J. Moran, who is one of the local Safety Committeemen, was united in marriage to Miss Grace B. McMullen of Ellenboro. For this addition to the number of real railroad sympathizers, Mr. Moran is receiving the congratulations of his friends.

O. J. Kelley, who for the past three years has been Master Mechanic of the Baltimore and Ohio and O. R. shops, a position which he filled with splendid satisfaction to the company, has

the crew, the destruction of fifteen to twenty cars and the demolition of the track to such an extent that traffic was tied up on the road for many hours.

It was a rear end collision, the only man injured in the wreck being one of the firemen, his condition not being serious.

"Be sure you are right, then go ahead" is a pretty safe principle in railroading.

Freight business is unusually heavy, as is also the westbound passenger traffic, and is requiring extra cars on all passenger trains.

C. F. Freed, Stenographer, Superintendent's Office, has taken leave of absence to attend school during coming term.



PHOTOGRAPH OF TIME KEEPERS TAKEN ON ROOF OF CENTRAL BUILDING, BALTIMORE

Left to right, bottom row : S. T. Simmons, H. C. Nesbitt, H. C. Hayes, M. E. Mullen; middle row : E. F. Thomas, J. H. Jordan, C. Poe, B. G. Cavalier, W. J. Thatcher, H. S. Benedict, G. B. Spencer, H. H. Williamson; top row : W. F. Sacks, J. R. Boring, E. C. Fisher, C. E. Catt, A. B. Vermilion, C. H. Harker, L. M. Timberlake.

been transferred to the shops at Newark, Ohio, which are second only in importance to the Mt. Clare shops at Baltimore. Mr. Kelley assumed his new duties the first of September, but his family will not leave Parkersburg until later in the fall.

To succeed Mr. Kelley, J. B. Elliott has been called from the shops at New Castle, Pa. The best wishes of the local railroad men are with both of these men in their new positions.

A freight wreck, which might have proved fatal for many of the trainmen, occurred on the Baltimore and Ohio Southwestern between this city and Athens about midnight Friday, September 12th. It resulted in the injury of one of

M. H. Mohler, Assistant Timekeeper, and F. L. Minx, M. C. B. Clerk, are spending their vacations in Cincinnati, Ohio, and Charleston, W. Va. Mr. Mohler will stop off at Pt. Pleasant to visit a friend. We are at a loss to know who will look after Mr. Minx's affairs in the social world during his absence, as he is "some" leader in this class.

Capt. B. L. Lang has moved into his new residence on 20th Street, Parkersburg.

D. H. Kemp, Yard Brakeman, who has been on the sick list for the past several weeks, is reported much better and will soon resume duty on the "Freight House Crew."

B. C. Lewis bid in first trick at Williams-town and has taken up his new duties. He is succeeded at Cox Landing by S. L. Lewis.

C. C. South, Operator, Sistersville, has re-turned to duty after two weeks' vacation.

Extra Agent O. R. Higgins is confined to his home at Maryland, Md., with typhoid fever.

J. W. Hickman, Lineman, has just returned from an extensive trip through the East.

L. E. Haislip and family have returned from Atlantic City where they have been spending their vacation.

L. F. McCabe has accepted a position as stenographer in the Superintendent's office during Mr. Freed's absence.

M. F. Caldwell, the well known brakeman of the South End Local, is planning an extensive hunting trip. Frank says that from the present outlook he expects to bring home a carload of game.

William Johnson, our competent messenger boy, spent a few days at Ravenswood. Quite a trip for "Bill," and he made it alone.

W. V. Burk, Baggage man, has returned to duty after a two weeks vacation.

Relief Agent, H. E. Pursell, has purchased property on Park Street and is very well contented with the country life.

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. McLVAIN.....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. H. 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
- A. J. BELL.....Terminal Agent, Cleveland, Ohio

M. E. Tuttle, former Train Dispatcher at Cleveland, has been appointed Assistant Train Master with headquarters at Lorain, Ohio.

J. Fitzgerald, former Conductor, has been appointed Assistant Train Master with headquarters at Uhrichville, Ohio.

The "CS" office at Cleveland is quite a busy place these days and the Division Operator and his corps are always on the job.

J. W. Hamilton was appointed General Yard Master at Cleveland on September 10th, vice W. P. Stewart.

The Naps are not the only ones who missed winning the pennant this season, because the Baltimore & Ohio team in the City Railroad League at Cleveland also managed to lose so many games as to make the winning of the bunting impossible for them. However, they have hopes for next year.

J. A. Hack, Chief Clerk to the Superintendent, and family are now established in Cleveland and belong to the Sixth City.

Passenger Brakeman Ben Wilmot is off with a sore back. Ben says it is lumbago, but he was seen at the roller rink a few days ago, and we have our suspicions.

Yard Clerk Widle, formerly of Baltimore, has left the service to accept a position with the National Tube Co. at this point. Our best wishes go with him.

Assistant Yard Master H. H. Beard has returned from a week's vacation in Canada and Niagara. He was accompanied by his two daughters of Chesapeake Beach, Md.

Yard Master "Alabam" Cramer had to make a hurried trip to Auburn Junction a short while ago in order to keep up his good record of always reporting for work on time. Mrs. Cramer was visiting relatives at that point and "Alabam" depended upon his dog to wake him up evenings, but something went wrong with the living clock, and Mrs. C. was brought home to keep up his punctuality.

Bang! Bang! Do you hear it? What?—Guns. Big Guns, Little Guns, Great Guns.—The squirrel season is open and Shorty Brucker can't keep still and wait for his two days off. He holds the championship and hopes to retain the title. Every time a car couples hard, making a loud report, George looks heavenward expecting a squirrel to fall.

Conductor Claude Burton, who met with a serious accident some time ago and was confined at Massillon hospital, has returned home. He is doing nicely. We wish him a rapid recovery.

Yard Brakeman Broughton has returned to work after being off two months on account of an operation for appendicitis.

J. Lewis, who was hurt a few weeks ago by being knocked down and run over by a cut of cars, has gone to New York, to recuperate among his relatives.

We are glad to report Medical Examiner Stephen again on the job, he having partially recovered from an accident to his foot.

Yard Brakeman F. A. Slavin, who had his hand badly mashed a couple of weeks ago, is again on the job.

Brakeman Ford has returned to work after a visit to this home in Chicago.

Brakeman J. J. Anker is hunting a black cat that has evidently been crossing his path. If any one of the Lorain boys owns a black cat and cares anything for it, better lock it up. A

short while ago, Anker showed up with two black eyes after a bad fall. Then some school boy stood a box car up on end just to see Jack fall off and hurt his shoulder. As soon as this was repaired he started to work, and in some way bumped into a street car, which took offense and chased him across Broadway. Being in great haste, he stubbed his nose on the curb stone and sprained his ankle, having to go on relief again. We are afraid the jinks will get him if he don't watch out.

Yard Clerks Stevens and McPhearson have resigned to resume their studies at school.

Relief Clerk Justin has resigned and "Si" Seymour has been promoted to the position.

W. E. McCauley, Jr., Chief Clerk to the General Yard Master, has sold his "Chug Bike." Mac says a fellow just can't be good and get sufficient rest to attend to his work if he owns a motorcycle in Lorain, especially a tandem, as his was.

Yard Brakeman T. J. Cogburn had his hand badly mashed between couplers while switching shop cars. He is improving rapidly.

Yard Brakeman Shannon is also on relief having been unfortunate in having his arm badly mashed by being caught between cars.

We are glad to blow our own horn. 870,000 tons more coal dumped for the season of 1913, up to September 1st, than in the previous year.

Lorain has been very quiet during the past three weeks as the Lake coal season is gradually drawing to a close and our Boomers are moving to their quarters. The Rest Room at the Round House is so quiet that it is getting on Ed Cooper's nerve. Outside of a dozen fights, a few robberies and sixteen in jail all has been serene.

Passenger Brakeman Albert Murphy was struck at Lester by No. 1 and is confined to his bed with very painful bruises. We hope he will soon be on the job again.

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
DR. J. P. LAWLER.....	Medical Examiner
J. J. GIVEN.....	Special Agent

On September 24th, Albert N. Bradley, formerly Painter Foreman at the Washington Shops, was married to Mrs. Anna Brann of that city.

Mr. Bradley came to Washington at the time the shops were removed from Cochran, Ind., about 1889, and was Foreman of the Paint Department at Washington from that time until during the year 1912, when his age permitted him to retire and enjoy the privileges of the Company's Pension Feature. Since that time he has been enjoying life, occasionally coming out to the shops to visit us and to see if the work is progressing as in days gone by. To Mr. Bradley and his bride the employes of the shops, and especially those of the Paint Department with whom he was more closely associated, extend their heartiest wishes for a very happy future.

R. P. Rand, Assistant Agent at Cowden, Ill., is acting as Relief Agent at Millersville, Ill., in place of A. T. Michael, deceased, full particulars of whose death are given in another paragraph of this issue.

R. C. Wallace, Air Brake Foreman at Washington, has been transferred to the position of Night Foreman at Mill Street, Cincinnati. Mr. Wallace is a hustler and we all hope he will make good in the new position. His position as Air Brake Foreman at Washington has been filled by the appointment of Russell Davis, who has grown up in the Washington Shops and is thoroughly acquainted with the work.

J. J. McNamara, Painter Foreman at Washington is telling his friends about his trip to Canada. He has recently returned from Ottawa, where he attended the Painters' Convention from September 9th to 12th. He likes the country up there. The climate is especially fine since they have had a THAW in that section.

On Thursday, September 26th, death claimed as its victim the wife of Mr. Barthel Kempf, Mill Room Foreman at Washington. To Mr. Kempf the employes of Washington Shops extend their deepest sympathies in his bereavement.

William Graf, the efficient Road Foreman of Engines of the Illinois Division, has been transferred to the Ohio Division to a similar position. We regret very much to lose Mr. Graf as he has been a very congenial associate on this division and we all wish him the very best of success in his new field. Fred Hodapp has been appointed Road Foreman of the Illinois Division in place of Mr. Graf, coming to us from the Indiana Division where he has been an engineer.

Thelma May, infant daughter of Mr. and Mrs. Van Dowell, died at their home on East High Street September 5th. The funeral service was held at the residence, and burial was at River-view Cemetery the following Sunday.

Owing to the significance of their surnames, Al James, M. C. Whitcomb and David Riley, Passenger Conductors in charge of Nos. 4 and 55, Baltimore & Ohio Southwestern runs from Cincinnati to St. Louis and return, James Whitcomb Riley, the Hoosier Poet, has sent each of

them a copy of one of his most beautiful poems, "Out to Old Aunt Mary's," it being in facsimile of his hand writing. The book also contains his picture and card.

John Mack, a Dispatcher, was one of the first to combine the names of the three Conductors on these runs and christened the trains "The Poets' Run." The combined terms of service of the three Conductors aggregate nearly one hundred years. They greatly appreciate the books sent by Mr. Riley.

In a letter accompanying the books, the Hoosier poet sent his compliments to the entire railroad fraternity to whom, he says, he owes a great debt.

Operator Geo. Martini has been assigned 3rd trick at Csgood. His former trick at Flemings is being handled by Operator Brooks.

R. O. Huntington is Acting Agent at Dabney, C. H. Coy having resigned.

Telegraph service at Oakdale has been discontinued since the installation of electric block service from North Vernon to Cooks, omitting "Moore's Hill," which is yet handled by manual block system. Operators Vawters, McElroy and Vawters have been assigned to other offices.

Telephone service recently installed in block territory is very gratifying to road employes,



Wm. F. Adams, Machinist, on his 18 acre farm at Seymour, Indiana. Members of his individual family are marked with crosses. Mr. Adams bought this farm through the cooperation of the Relief Department.

Joseph Allen, father of Conductor Jas. Allen of this city, died recently at his home near Tunnelton, following a long illness. Mr. Allen had often visited here and had many friends both here and at his home town.

Engineer Spillman has been transferred from the Main Line to the Louisville Branch freight runs. Mr. Spillman will soon move his family to Louisville.

Passenger Engineer Herbert Durham, of the Louisville Branch runs, has been transferred to the Main Line vacancy caused by the death of Engineer Markel.

Operator Bettis is working third trick at Milan, relieving Operator Beaty, who is sick.

as this enables them to get in direct communication with Dispatcher's Office at any time, and in case of trouble a better and more detailed account can be given of what is required to clear track or remove any obstructions.

WASHINGTON, ILL.

William G. Roskelly, Wreck Master of the Indiana and Illinois Divisions, with headquarters at Washington, Ind., died of pneumonia fever at his home in Washington on September 13th, after an illness of only about a week. Mr. Roskelly was one of the Company's most loyal and trusted employes and the photographs of

the Wreck Train and equipment which appeared in an issue of this magazine some few months ago demonstrates in a measure the interest he took in his work and the manner in which he discharged the duties which devolved upon him. During the flood in this section in the latter part of March and the first half of April, Mr. Roskelly demonstrated his loyalty to the Company and its interests by the energetic efforts which he put forth in protecting the Company's interests and later in the rehabilitation work. Mr. Roskelly first entered the service of this Company at Mt. Clare Shops in 1903, and was transferred to the Southwest System in April, 1911, as Wreck Master, which position he has filled most effectively since that time. In his death we feel that we have lost one of the Company's most loyal employes and to the bereaved wife and family we extend our heartfelt sympathy.

On Tuesday, September 9th, at 1.30 p. m., A. T. Michael, Agent of this Company at Millersville, Ill., on the Springfield District, dropped dead in the yards at that station while he was checking up the yards, as was his usual custom. Mr. Michael was 72 years of age and despite his advanced years was an active and energetic employe of the Company. For thirty-one years he was this Company's Agent at Pana, Ill., having had charge of the Pana office when that part of the road was then the old Springfield and Illinois Southeastern, and holding the same position through the changes of the road to the Ohio & Mississippi, Baltimore & Ohio Southwestern and later to the Baltimore & Ohio. During the year 1908 he was transferred to the position of Agent at Millersville. In the death of Mr. Michael this Company loses one of its oldest employes in actual service and it was with deepest sorrow that we who have known him these many years learned of his departure to the great beyond.

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

C. L. Brevoort, Superintendent, Cincinnati Terminal Division, is back after a four weeks' trip for his health. Mr. Brevoort put in nearly all of his time in a quiet spot near Traverse City, Michigan.

Friends of Perry E. Jackson, Operator at "CD" C. H. & D., Cincinnati, Ohio, are very sorry to hear of his wife's illness. Mrs. Jackson is just recovering from an operation for appendicitis. His many friends are pleased to hear however that Mrs. Jackson is doing nicely and will be able to leave the Hospital in a very few days.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

- C. W. GORSUCH.....Superintendent, Chairman
- O. J. KELLY.....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. N. GLENNON.....Trainman
- E. C. ZINSMEISTER.....Master Carpenter
- C. C. GRIMM.....Train Master
- E. V. SMITH.....Division Engineer
- G. F. EBERLY.....Assistant Division Engineer
- J. S. LITTLE.....Road Foreman of Engines
- G. R. KIMBALL.....Division Operator

L. E. Miller, Cashier, has just purchased a new home in the eastern part of Columbus.



CLINT E. COMER

A recent benedict on the Newark Division

H. S. Brown will leave cares and troubles behind for a week or ten days in early November to run down a few rabbits and squirrels via shot-gun.

Yard Master J. Donahue is still on the sick list.

D. L. Reese, Cash Clerk, spent a few days at his home in Vinton County.

Edward S. Shillinger spent Sunday with his folks at his home in Preble County.

Edward L. Yeager spent a week or ten days in New York, Philadelphia and other Eastern

Yard Conductor Frost has resumed duty after a week's lay off. He and his family visited at Akron and Barberton, Ohio.

Earl and Robert McKee, sons of Agent McKee, spent a week camping at Chippewa Lake before starting the school year.

The accompanying photograph is of D. A. Sines, Foreman of Section 58, Pataskala, Ohio,



FOREMAN DAVID A. SINES AND GANG—SUMMIT, NEWARK DIVISION

cities, and incidentally took in a couple of the world's series games.

Harvey H. Leist, Chief Clerk to Train Master, is now enjoying his vacation.

Ursel K. Swain, M. of W. Timekeeper, and wife, have returned to Newark after spending their honeymoon at Atlantic City and other Eastern cities. Mrs. Swain is the eldest daughter of Engineer J. C. (Jack) Ayres.

On account of Yard Engineer Murphy being placed on the pension list, Edward Ross has become the regular yard engineer.

Yard Brakeman F. F. Carlisle, who has been off duty account of sickness for the past three months, resumed duty September 9th.

Effective September 15th, the pick up runs between Newark and Mansfield and the local run between Sandusky and Mansfield have been discontinued and the lay over changed to Chicago Junction.

Nos. 7-8 and 11, the summer excursion trains between Mansfield and Sandusky have been discontinued for the season, effective September 15th.

The freight business at this point has been heavy this summer and the outlook is very promising for the fall. It has also been a very good year for excursion trains.

and his men. Mr. Sines entered the service in 1905 as trackman, and has been foreman for the last four years. The picture was taken at Summit on the C. & H. Division between Newark and Columbus.

The new saw shop at Newark is now in service and is in charge of D. Barrick, formerly of Zanesville.

John Hair, of the General Safety Committee, was a recent Newark visitor. We are always glad to have a visit from Mr. Hair or any members of the General Committee.

Daniel Pentz, Stenographer in Master Mechanic's office, and Lester Lucas of the Time Keeper's office have developed into two very good amateur photographers. Both young men take great delight in showing their friends what they are able to accomplish with their cameras.

Thos. J. Callahan was married to Miss Mary McKinney of Johnstown, Ohio, on September 23. After a wedding tour to New York and other Eastern cities they returned to Newark, and are living at 118 Valandingham Street. Mr. Callahan is quite well known amongst the machinists on the Baltimore & Ohio System, and no doubt it will be a surprise to many of them when they read of his marriage.

Warren L. Powell, Assistant Boiler Maker Foreman is wearing an unusually happy smile. A new baby girl recently arrived at his home.

Wm. P. Browning, Assistant Pipe Shop Foreman was made happy by the arrival at his home of a big baby girl.

W. A. Sharf, Pipe Shop Foreman, has just finished installing "Bubbling Fountains" in all shops at this station, as well as at several others on the Wheeling System. It is a very great improvement over the old method, and meets with the approval of all employes.

Rod Room Foreman Jerry Cahill is off duty for a few days on his vacation.

Dennis Wright, a Passenger Engineer of the Baltimore Division, has been a Newark visitor for a few weeks. He has been the guest of D. A. T. Westall, Roundhouse Drop Pit Foreman. About September 1st, they left Newark and visited quite a number of cities in Eastern Canada. Mr. Wright is an ardent supporter of "Safety First" and made many friends during his stay in Newark.

Clarence W. Boyd, Accountant in the Store Room at Newark, is off duty account of sickness. His friends are wishing for an early recovery.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

S. C. WOLFFERSBERGER	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

Owing to the absence of L. M. Port, who is seriously ill at his home in Connellsville, it has been found necessary to make a change in the car distributor's force in order to keep up with the work. J. F. McGrath has been promoted to position of Chief Clerk, succeeding Mr. Port; N. E. Miller, formerly Stenographer in office of Division Engineer, has been promoted to the position vacated by McGrath. D. S. Fetters succeeds Miller in the Division Engineer's office and Roy Martz, of the Coal Billing Agent's office, is filling the position made vacant by Fetters' promotion. Ray Morrison is filling the vacancy at the coal billing agency.



CAR DEPARTMENT FORCE AT CONNELLSVILLE

A. D. Pirl, assistant car foreman; J. W. Lucas, yard foreman; W. E. Pirl, gang foreman; Jas. P. Harper, assistant gang foreman; Fred W. Krause, storekeeper; P. A. Hann, piece work inspector; G. W. Secrist, laborer foreman; W. C. Burkhiser, car foreman; Charles T. Craig, chief clerk; Alex. Mossely, clerk; John Irwin, shop track inspector; A. J. Falkner, clerk; T. J. Sullivan, laborer.

Mrs. Mary Moran, aged 89 years, mother of J. C. Moran, Ice House Foreman at Connells-ville, died at her Connellsville home on Sep-tember 12th. The body was taken to Penns-boro, W. Va., for interment.

Effective September 15th, H. R. Lewis was appointed Assistant Road Foreman of Engines, with headquarters at Hyndman, Pa., vice C. H. Tschuur, assigned to other duties.

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, Demmler, Pa.
G. W. BOGARDUS	Road Engineer, Glenwood
W. H. HEISER	Yard Conductor, Pittsburgh, Pa.
J. J. McGOOGAN	Yard Conductor, 36th St., 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. MURLAND	Road Conductor, Connellsville, Pa.
T. D. MAXWELL	Road Engineer, Connellsville, Pa.
J. S. BARTLETT	Sec'y, Superintendent's Office, Pittsburgh

T. F. Donahoe, our popular General Super-visor, was elected to the Presidency of the Road Masters' Association at their convention recently held in Chicago.

M. P. Ryan, of the Division Engineer's office, spent a few days in Baltimore, Cumberland and Wheeling recently. Why certainly, Mrs. Ryan went along.

C. L. French is now a member of the Pitts-burgh colony, having recently been appointed to the position of Assistant General Super-intendent. Mr. French was formerly Super-intendent of the Connellsville Division.

J. S. Gardner, District Bridge Inspector, has resigned from the service of the B. & O. R. R. Co. to resume his studies at State College.

C. D. Brannigan, student employe on the Pittsburgh Division, is now a married man. Girls of Versailles and Hazelwood please take notice.

J. C. W. Hunter, Ticket Agent at Etna, recently visited the "City of Brotherly Love."

A. H. Freygang has been appointed District Bridge Inspector, vice J. S. Gardner resigned.

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

C. H. WALDRON	Train Master, Chairman
C. B. SMITH	Yard Conductor, Painesville, Ohio
E. L. HANNAN	Pipe Fitter, Painesville, Ohio
D. B. McFATE	Yard Conductor, New Castle Jct., Pa.
F. D. ABLETT	Painter Foreman, New Castle Jct., Pa.
L. L. WAGNER	Road Conductor, New Castle Jct., Pa.
M. L. RANEY	Yard Engineer, New Castle Jct., Pa.
DR. W. W. HOBSON	Ass't Med'l Ex'r, New Castle Jct., Pa.
F. C. GREEN	Supervisor, Ravenna, Ohio
G. A. PURKEY	Road Conductor, Chicago Jct., Ohio
W. H. O'MARA	Yard Conductor, Haselton, Ohio
CHAS. CRAWFORD	Road Engineer, Chicago Jct., Ohio
H. H. SMITH	Agent, Newton Falls, Ohio

On September 15th, about midnight, Engineer McBride and Fireman Sterling, on pusher engine coming up Chardon Hill on the Lake Branch of the New Castle Division, saw a grass fire which had likely been started by the engine on the head end of the train, and which was gaining good headway around a farmhouse at Concord. Engineer McBride stopped, and with Conductor Doubledeed, aroused the farmer and the fire was extinguished without damage to the buildings. The farmer was very thank-ful for the prompt action of Engineer McBride, Fireman Sterling and Conductor Doubledeed, as no doubt some of his buildings would have been burned had they not taken the trouble to stop and assist in getting the fire extinguished.

The old ship "Niagara" of Commodore Oliver Hazard Perry's fleet at the battle of Lake Erie off Put-in-Bay Island in 1813, was raised from the bottom of the Lake in Erie harbor, and on July 14th, was at Fairport Harbor, the lake terminal of the New Castle Division. The day was a holiday in Paines-ville, Fairport and Richmond and everyone went down to the lake to see the old ship.

J. E. Williams, Chief Yard Clerk at New Castle Junction, has resigned from the service to take up the study of pianoforte, orchestra conducting, harmony, etc., at the Conservatory of Music at Boston, Mass. We have no doubt but that "Jess" will make his mark in the musical world.

Car Foreman T. J. Raferty of Painesville has been Acting Car Foreman at New Castle Junction during the illness of Car Foreman T. A. Miquel.

R. E. O'Leary, Stores Department Steno-grapher of Painesville, spent a few days in Atlantic City and Washington, D. C.

A. F. Kelsey, Manager of Telegraph Office at New Castle, is about to take unto himself a wife, Miss Alice Reese of New Castle being the lady whose charms have made single life in-tolerable to Fred. They are to be married in October, and it is a sure shot that the boys will give them a rousing send-off.

E. T. Horn, Supervisor of Terminals, spent a few days at New Castle Junction, looking over the new arrangement of classification of freight at this point.

E. Zorn, Stenographer in the M. of W. Department, resigned September 1st, taking a position elsewhere.

Martin Brenman, Stenographer in the Superintendent's office, has accepted a position in the District Engineer's office.

H. G. Antone, formerly Chief Clerk to the Division Engineer, who is at present in the office of the Third Vice-President at Baltimore, spent a few days' vacation with his friends in Chicago.

H. A. Lynch, Transitman of the Division Engineer's office, spent most of his vacation time nursing an attack of appendicitis.

CHICAGO DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN	Superintendent, Chairman, Garrett, Ind.
M. J. DRISCOLL	Shop Committeeman, Garrett, Ind.
O. M. BAILEY	Engineer, Garrett, Ind.
O. F. BELL	Conductor, Garrett, Ind.
H. P. WEIRICK	Brakeman, Garrett, Ind.
D. G. THOMPSON	Fireman, Garrett, Ind.
W. E. SARGENT	Yard Committeeman, Garrett, Ind.
J. E. LLOYD	Assistant Division Engineer, Garrett, Ind.
J. D. JACK	Claim Agent, Garrett, Ind.
DR. F. DORSEY	Medical Examiner, Garrett, Ind.
R. R. JENKINS	Secretary Y. M. C. A., Chicago Junct., Ohio
S. ARCHER	Yard Committeeman, Chicago Junct., Ohio
L. J. DAVIS	Shop Committeeman, Chicago Junct., Ohio
E. V. KUGHER	Shop Committeeman, South Chicago, Ill.
JOHN DRAPER	Acting Agent, Chicago, Ill.
N. B. BAIR	Yard Committeeman, South Chicago, Ill.
J. W. HUFFMAN	Agent, Auburn Junction, Ind.
J. S. BARND	Operator, Fostoria, Ohio
T. E. SPURRIER	Claim Agent, Tiffin, Ohio

Effective September 29, C. W. VanHorn was appointed Train Master Eastern District, Chicago Division, vice J. M. Trimble, transferred.

Switchman C. A. Ohlson has returned from a trip through the sunny south.

Ex-Caller A. Goula is learning to be a switchman. He ought to make good. He has been around East Chicago ever since he has been able to walk.

Conductor J. L. Wood fell off the side of a box car at Chicago Heights on the night of September 15th and injured his back.

Lampman B. Loach of East Chicago is burning up the highways with his new Indiana motorcycle.

Chas. Preish, who has been in the employ of the local office for the past two years, resigned to accept a more lucrative position with another company. As the stork visited Charlie's home recently it behooves him to hustle.

Frank McCann, Car Service Collector in the local office, who underwent a serious operation at the Mercy Hospital, is back at his desk.

H. H. Seim has returned to his duties in the cashier's office after relieving E. Ruble, Agent at Chicago Heights, for six weeks. Harry says Chicago Heights is a fine place, but he would rather be behind the cashier's counter in the local office.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS	Chairman
G. P. PALMER	Division Engineer
F. E. LAMPHRE	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
C. I. BENDER	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
E. SNYDER	Conductor
WM. GEOTZINGER	Machinist
JAS. LANGTON	Machinist
T. F. YATES	Blacksmith
HARRY MARSHALL	Car Inspector

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

E. R. SCOVILLE	Superintendent, Chairman
J. R. NEFF	Trainmaster
R. MALLON	Road Foreman of Engines
G. W. PLUMLEY	Division Operator
R. R. SCHWARZELL	Assistant Trainmaster
C. E. WHARFF	Relief Agent
L. A. PAUSCH	Supervisor
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

ILLINOIS DIVISION

Correspondent, H. H. SUMMERS, Ass't Shop Clerk, Washington.

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
FRED SCHAWB.....	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. PRICHETT.....	Yard Foreman, Springfield

S. E. Pirtle, the well known Shop Clerk at Flora, Ill., while off on his vacation last month hied himself to Kentucky and took unto himself a better half. After a short honeymoon through the West, they are at home to their friends in Flora, Ill.

Fuel Inspector D. E. Dick, from Baltimore, Supervisor Locomotive Operations J. S. Lemly, from Cincinnati, Ohio, Mark Perry, Traveling M. C. B. Clerk, from Baltimore, and J. E. Cooper, of the Dearborn Chemical Co., from Pittsburgh, were with the Washington Shops people for a time quite recently.

A. E. McMillan, formerly Enginehouse Foreman at Washington Shops, now General Foreman at Cincinnati, Ohio, for this Company, with Edward Casey, General Foreman Ivorydale Shops, of the C. H. & D., who was formerly connected with the Washington Shops, were at Washington between trains recently.

Crutch Barber, formerly employed as Clerk in the Master Mechanic's office at Washington, now in the office of the General Superintendent of Motive Power, at Baltimore, called on his parents and railroad friends here in September.

The work of building the new caboose cars and applying steel underframes to freight equipment cars at Washington Shops is progressing rapidly under the supervision of General Car Foreman Frank Teed, who succeeded Mr. Barnes in the middle of August.

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
J. H. ODELL.....	Secretary

W. G. Farling was appointed General Yard Master, effective September 12th, vice A. S. McCullough, resigned. E. F. Aue was appointed Assistant General Yard Master.

Roy C. Bohannon, our Safety Committeeman, is a strong believer in SAFETY FIRST and decided to take no chances. Therefore he was united in marriage September 2nd to Miss Florence Hickman. They have the best wishes of their many friends.

F. K. Wells, Switchman, has returned to the service entirely well.

W. A. Carruthers, formerly Assistant Train Master, has resigned to accept a position with the P. M. Success to you, Billy.

E. L. Kelley, Switchman, has returned from his Canada farm and reports fine crops.

C. P. Slater, the popular Car Inspector, is improving since cooler weather has arrived.

J. W. Stevens, Switchman, says he has to quit smoking rag tags, as it has affected his heart.

W. A. Parks (Officer Parks) has opened a squab farm as a side line.

Attention Railroad Men We engrave **free of charge** the O. R. C., B. R. T., B. L. E., B. L. F., O. R. T. emblems, or any three initials on the following high grade gold filled articles:



TIE CLASP (like cut) \$.75
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Cuff Buttons 1.50
Combination Set, all three combined 2.50

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I will sell you the best **DROP HEAD OAK CABINET HIGH ARM SEWING MACHINE** made. Pay me nothing until you get it, try it and decide if you want it; after that pay me 50 cents a week (or if more convenient you may pay monthly). To reliable men I require no contract or lease of any kind. Deal is strictly confidential, and, further, I will save you one-half in cost. If you are a reliable man and can use a sewing machine I will make you a marvelously low price and liberal terms offer. Just write me a postal card and say, "Mail me your offer No. 311."
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Send sketch or model for search. Highest references. Best results. Promptness Assured.

WATSON E. COLEMAN, Patent Lawyer
624 F St., N. W. Washington, D. C.

Please mention this magazine

J. T. McCarthy is off on his fall vacation.

Ed. Schoeff, Foreman of coal and ore docks, expects to take a trip next month to Albany, N. Y. Honeymoon trip, we think.

Switchman W. C. Tuck's son, age 14 years, was drowned August 1st while bathing in the Maumee River.

Ed. Saunders is on the sick list.

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
- S. J. PINKERTON.....Supervisor
- P. D. FAIRMAN.....Engineer
- P. J. SWEENEY.....Conductor
- H. E. ROSEBOOM.....Conductor
- S. FISHER.....Section Foreman
- P. CLANCY.....Section Foreman
- F. DRAKE.....Relief Agent
- S. M. BAKER.....Supervisor
- DR. F. S. THOMPSON.....Company Surgeon
- C. GREISHMEIR.....Master Carpenter
- E. B. CHILDS.....Stationary Engineer
- M. ROSEN.....Secretary

**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. ROURE.....Supervisor
- F. WASHAM.....Master Carpenter
- 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
- CHAS. BARTH.....Blacksmith Helper
- GEO. HANRAHAN.....Machinist

V. R. Thomas, Relief Agent, who has been handling the Car Distributor's desk in the Superintendent's office, is back on his regular duties, having been relieved by the old reliable "Mutt" Gossert, who made the standard of Car Distribution so high on this Division that he alone can keep it up.

Homer White, Operator in the Superintendent's office, recently became a Benedict, having married Miss Minnie Belle Powell, of Maysville, Ky., the third of this month.

A dictaphone was recently installed in the Superintendent's office on trial and its results have been far reaching.

BLUE WHITE GENUINE DIAMONDS
MODERATE PRICES
EASY TERMS

Buy Direct from Importers and Save Dealer's Profit. Startling low prices—and pay in little amounts from time to time.

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Beautifully Illustrated Diamond and Watch Free Catalog will be sent for examination without obligation. This offer is open to every honest person—OPEN TO YOU. Note the wonderful values shown here—No. 40—1.2 kt.; No. 42—5.8 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, out them here, save 33 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.

The Walker Edmund Co.,
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Chicago, Ill.

40 \$65. 46 \$35. 42 \$55.
45 \$40. 47 \$90. 48 \$60. 49 \$100.

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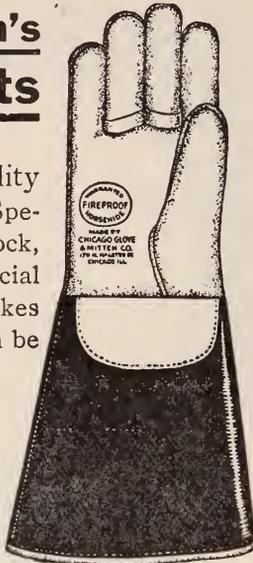
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Gauntlets

EXTRA quality horsehide. Special selected stock, tanned by a special process which makes it fire-proof. Can be washed. Always soft and pliable.

Seamless Palm Pattern

Send for Catalogue

Chicago Glove & Mitten Co.
 458 N. Halsted St. Dept. B CHICAGO



Engineer "Hank" Randall, one of the oldest engineers in service on this Division, has been confined to his home by illness.

Brakeman H. R. Vice, on the Ohio River Branch, is much elated over the arrival of a new baby girl.

The passenger service on the Indianapolis Division has been greatly benefited by the addition of some of the Class E-2 engines which are now pulling our fast through trains. The improvement in the handling of these trains has been noticeable and the comments of the traveling public are all favorable. These engines are new to this division, although they have been in service for some time, and they are filling a long-felt want in our passenger department.

The experiment of handling the through freight traffic between Indianapolis and Hamilton without helper engines has been found unsatisfactory, and the old arrangement of helper engines at Connersville and Hamilton has been resumed.

It was found that while the handling of our freight without the assistance of the helpers was satisfactory, so far as the expense was concerned, there was some delay on account of setting off freight in the middle of the division, and to overcome this, the helpers were placed back in service.

The good road movement in the Springfield Division territory is making fine progress, and several spur tracks for handling gravel and crushed stone for the new roads have been built along the line. This is not only a substantial boost to the freight movement on this Division, but it is of material benefit to the C. H. & D. and the people living in this territory, as there is nothing that will increase farm values and farming activity more than first class roads.

P. L. Briner, Operator at Newman and more recently Car Distributor in the Superintendent's office, is spending his vacation at Crete, Ind.

Miss J. Edith Dennis, of the Train Master's office, is taking a much needed vacation, and W. C. Owings, formerly of the Superintendent's office, is filling her position.

L. G. Meyer who was called to Cincinnati a few weeks ago to take charge of the accounting in the office of the Superintendent of Terminals, is back in his old position as Time Keeper in the Transportation Department at Indianapolis, and while we are glad to have him back, there is no one quite as well pleased as "Sylves" himself.

The experiment of maintaining a night yard engine at Hume, Ill., having proven unsatisfactory from a saving standpoint, the use of the engine has been discontinued and the swing local between shops and Decatur has been resumed. It was found that the local freight business in this territory was so heavy that the two locals could not handle it, and it was necessary to use the swing local.

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Please mention this magazine.

BUILDING A HOME FOR EVANGELIST JENNIE SMITH

There is a movement on foot to raise \$2600.00 for the purpose of providing funds for completing payment on a home in Washington, D. C., for our old friend, Sister Jennie Smith. She has already made a partial payment out of her meagre savings, and, as she has no regular income and is getting along in years, some of her friends thought it wise to help provide this well deserved blessing for her old age.

She will be remembered by many of our older men, and indeed by many of the younger ones, for the splendid work she has been doing for years along our line, and a small sum from each one of her many friends and admirers would in the aggregate easily make up the required amount.

The United States Trust Co. of Washington, D. C., has been appointed to act as Trustee. They will handle all funds, make all payments, and act as her Trustee during her lifetime.

Any contributions that you may desire to make may be sent to them, or to any of the following men, who have been appointed to act as a committee: Chairman, W. I. Steere, Manassas, Va.; George H. Winslow, Secretary Washington Terminal Y. M. C. A., Washington, D. C.; E. Dow Bancroft, Secretary R. R. Y. M. C. A., Columbus, Ohio; J. E. McKim, Secretary Union Station R. R. Y. M. C. A., St. Louis, Mo.; L. B. Schless, Purchasing Agent and J. T. Moffett, Superintendent Transportation of the Washington Railway and Electric Company, together with the following Baltimore and Ohio men, George M. Shriver, Second Vice-President, Baltimore, Md.; J. S. Murray, Assistant to the President, Baltimore, Md.; T. E. Stacy, Secretary Y. M. C. A., Baltimore, Md.; E. K. Smith, Secretary Y. M. C. A., Brunswick, Md.; W. C. Montignani, Secretary Y. M. C. A., South Cumberland, Md.; R. R. Jenkins, Secretary Y. M. C. A., Chicago Junction, Ohio.

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If our Typewriter does not suit you after a ten days' free trial of it send it back at our expense. If you wish to buy it after trial you can pay us a little down and the balance monthly or in all cash, just as you prefer. There is no "red tape" tied to this offer, and it is open to any responsible person in the United States.

Local Agents Wanted — Samples at Wholesale

We are making a special offer on a lot of Fox Visible Typewriters that have been very slightly used for demonstration purposes. These are not second-hand nor rebuilt, and could scarcely be told from new by anyone. Low price—easy payment terms—ten days trial. Write for full particulars. Mention B. & O. Employees' Magazine.

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B. & O. Employees' Magazine Inquiry Coupon

Name

Address

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A REPRESENTATIVE BALTIMORE AND OHIO EMPLOYEE

IN A BOOKLET gotten up by the business men of Clarksburg, W. Va., and called an "Illustrated Description of Clarksburg," in a series of brief sketches about the leading men in that section of the State, there appears the following article concerning O. L. Rohrbough, our agent at Salem, W. Va.

"Among the leading factors in the industrial and social life of Salem, none stands higher in the estimation of the people than Mr. O. L. Rohrbough, the clever and successful agent of the Baltimore and Ohio Railroad Company at Salem. He has the distinction of serving as the first mayor of Salem under its new charter. Mr. Rohrbough, who has wide influence in the community and stands well with his company and the traveling public, had large influence in the erection of the handsome depot which was completed at Salem but a few months ago. Representing a railway system that has ever been liberal in its contributions to the cities along its line, Mr. Rohrbough succeeded, together with the leading factors in Salem, in giving Salem one of the finest little depots along the Baltimore and Ohio line in the state of West Virginia. Ever courteous and honorable in his dealings, loyal to his home town and people, and true to his engagements with the company he represents, he has created a fine degree of harmony and a friendly relation between patrons of the road and the company that operates it.

"Mr. Rohrbough is wide awake and alert to every detail of the office, and strives to maintain the highest standard of service, giving to the public the best facilities for travel and traffic. Mr. Rohrbough is one of the active trustees of Salem College, takes deep interest in its affairs and lends a helping hand to the cause of education and moral advancement."



Switchman's Mitten
No. 119

THIS easy slip-off switchman's mitten is a good example of the *personal care* given by the makers of Hansen's Gloves to the needs of every department of rail-roading.

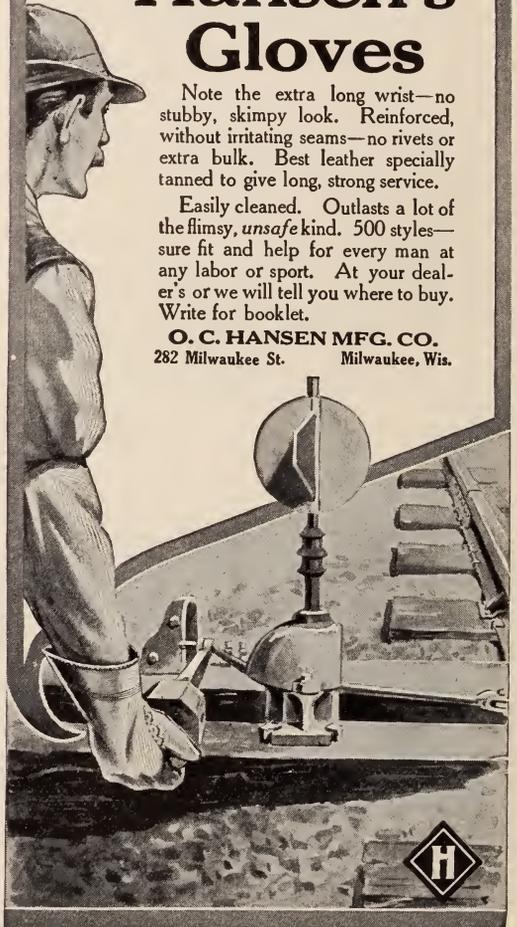
By this special build Hansen's Gloves do more than give complete hand-protection. They are big factors for comfort and *efficiency* in action. Engineers, firemen, baggage-men, brakemen—all can be equally suited with the splendid, strong "Protector"—the "Glad Hand" brands, etc.

Hansen's Gloves

Note the extra long wrist—no stubby, skimpy look. Reinforced, without irritating seams—no rivets or extra bulk. Best leather specially tanned to give long, strong service.

Easily cleaned. Outlasts a lot of the flimsy, *unsafe* kind. 500 styles—sure fit and help for every man at any labor or sport. At your dealer's or we will tell you where to buy. Write for booklet.

O. C. HANSEN MFG. CO.
282 Milwaukee St. Milwaukee, Wis.



Please mention this magazine.

PULLMAN PORTER AN EXPONENT OF "SAFETY FIRST"

THE LAST week in August, 1913, while I was traveling on the Baltimore and Ohio Railroad, I noticed a large suit case tumble down from the rack almost above my head and fall on the seat behind me, just after the occupants had gotten off. I thought no more about it during the remainder of my trip to New Castle.

But on my way back to Baltimore on September 1st, I had to lie over in Pittsburgh three hours. I left there on the 6 p. m. train, the "Duquesne Limited," and in front of me sat a couple who had placed a heavy suit case on the rack above them. When the porter came through he very courteously requested

the owner to take his suit case down so that there would be no danger of its falling upon and injuring anyone.

I then thought that that porter was on his job and must be imbued with the "Safety First" spirit. On all the trips I have taken, this is the first time I have seen thoughtfulness for the safety of passengers shown in this particular way. While it is only a little thing, I think that porter deserves commendation. His is a small but important step in the right direction.

WALTER DYER MAC EWEN,
Clerk, Aud. Mdse. Receipts
B. & O. R. R.



Safety First

With NON-STRAIN GOGGLES

There is Danger of permanent injury to your eyes from cinders, blasts of ice-cold air or hot winds. No need to tell you how it smarts and burns, you know.

In either summer or winter you must have eye protection from dust, insects, cinders, and all other annoyances that will seek the eyes. Avoid it all by using the Non-Strain Goggles.

They are made in many styles and are the most perfect Goggle for men following such callings as: Railroad Engineers, Firemen and Trainmen, Automobile Drivers, Motorcycling, Rolling Mill Hands, Miners, Coke Drawers, Mechanics, Welders, Furnacemen, Etc.

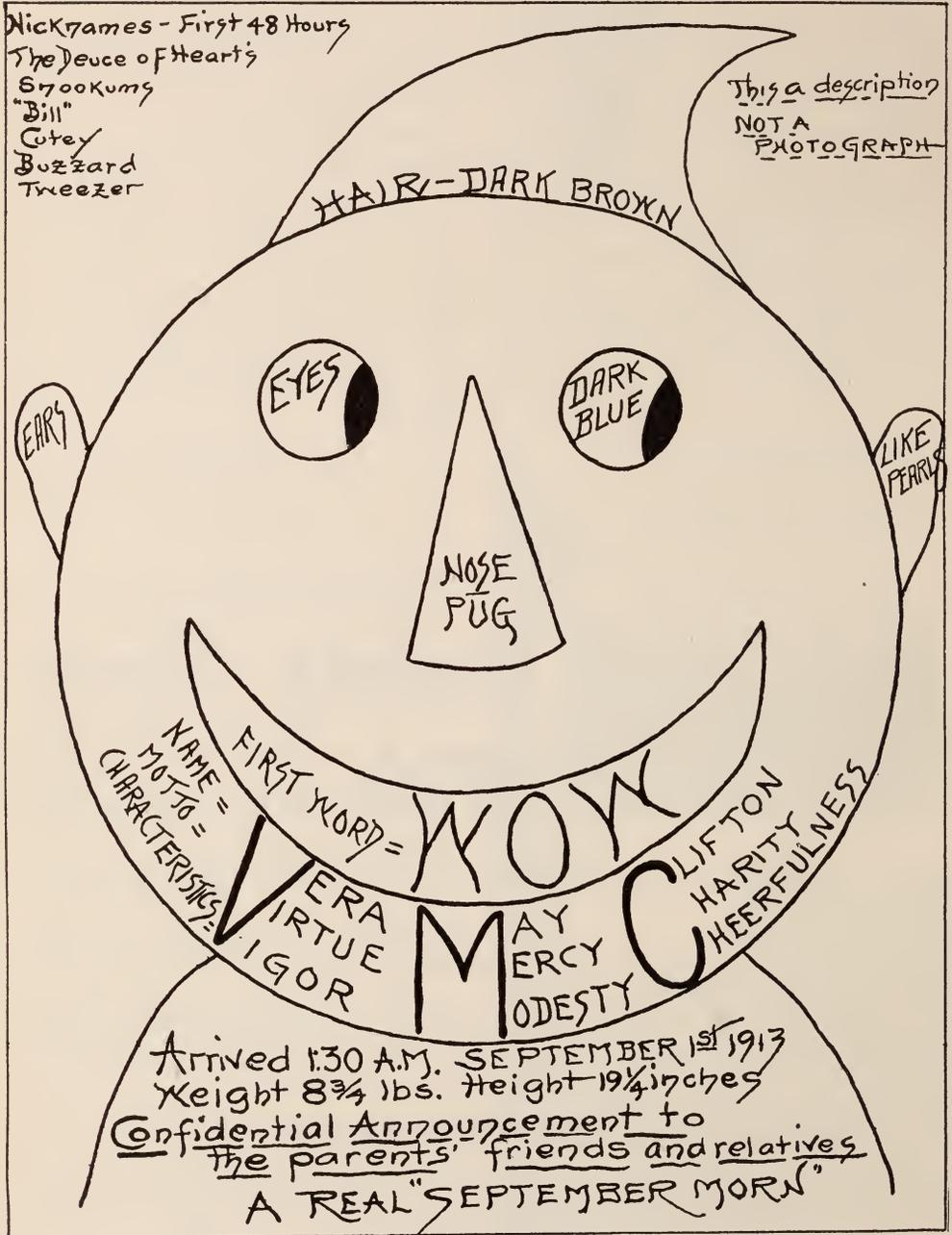
NON-STRAIN GOGGLES

Sold by Your
Watch Inspector

BEWARE OF IMITATORS. Take no substitute. We are the originators and all our goods are stamped **NON-STRAIN.** If your watch inspector cannot supply you, pin a one dollar bill on your letter and we will send a pair to you prepaid.

OPHTHALMUSCOPE CO., 402 Dorr St., Toledo, O.

"IT IS A WISE FATHER THAT KNOWS
HIS OWN DAUGHTER"



VERA MAY CLIFTON

Reproduction of a blue print of Vera May Clifton, who recently arrived at the home of G. B. Clifton, Supervisor of Office Service at Baltimore. This first portrait of the little girl is by C. L. Ford, Assistant Shop Clerk at Grafton, W. Va.



**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 all ways? 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.

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.

**LaSalle
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Dept. 248 Chicago

Name.....

Occupation.....

Address.....

Please mention this magazine

BALTIMORE, MD., October 7th, 1913.

BALTIMORE & OHIO R. R.

Dear Sirs:

I will take the pleasure in writing to you in reference to the short time on the Baltimore and Ohio Road and in the shops. My husband works over at the Riverside roundhouse. It used to be that I could pay my debts and make my ends meet. And now as they have gone on nine hours work, I can't pay all of my debts. It keeps me worried all of the time. Today when my husband came home and handed me his pay it made me heart sick, to know how much I owe and can't pay. Besides I have three children to clothe. Won't you please try to see if you can't do better by the men, by giving them the old hours and overtime back, or raising their wages. By doing so I will thank you ever so much and God will bless you.

Yours truly,

FROM A FRIEND.

The above letter evidently refers to recent negotiations between the officers of the Baltimore & Ohio Railroad and a committee representing the machinists, which resulted in closing a schedule with the machinists providing for a nine-hour day. Only the earnest solicitation of the committee representing the machinists resulted in the nine-hour day. It was supposed the majority of the men on the system desired this.

Price \$75

In Canada \$95



The Real Test of a Typewriter

is what it *does* and *how long* it does it. No matter what you pay, this must be the basis of your purchase. Think, then, of the record of thousands of Royal Standard Typewriters in the strenuous "grind" of railroad, insurance and big corporation offices, and in important departments of the United States Government. The record proves beyond question or doubt that the Royal measures up to the highest standard known among typewriters—in materials, workmanship, endurance, speed, action, quality of work and general adaptability.

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OUR GARANTEE: That the Royal Standard Typewriter is made of the highest grade materials obtainable and by the most skillful workmen money can hire. That it will do work of the BEST quality for a GREATER length of time at LESS expense for upkeep than any other typewriter, regardless of price. This guarantee attached to every machine.

Write for the "Royal Book"

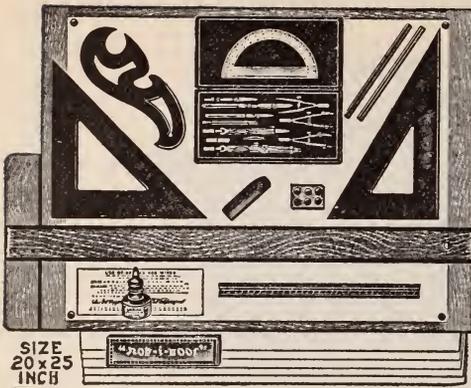
Then prove the big meaning of the Royal Record and the big economy of Royal Price by having a machine demonstrated in your own office. No obligation whatever.

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FREE

This \$15 Draftsman's Outfit

But you must write at once. This offer is limited. I make this most exceptional great offer only to a limited number of selected students.— Just think of it! A complete, regular Draftsman's \$15 Working Outfit with high grade Imported German Silver Set of **INSTRUMENTS—ALL FREE**

Drafting Work As Soon As You Enroll— Earn While Learning

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. Send the free coupon to me today and I will tell you just exactly how you can begin. 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.

Be a Draftsman!

Draw \$125 to \$175 per month at once

There is an urgent demand always for skilled draftsmen. Our companies are issuing calls every day for men to fill positions paying from \$125.00 to \$175.00 per month. Many positions paying \$75 to \$100 per week always open. Work is light, pleasant and profitable. Unlimited opportunities for expert draftsmen and designers. Mail coupon for valuable book, "Successful Drafting." It explains how you can become a skilled draftsman in a short time. It's free—Just think :



Chief Draftsman Will instruct you personally

A most wonderful opportunity for a limited and selected number of ambitious men! For over twenty years I have been doing the highest paying expert drafting work. I am **Chief Draftsman** of a large and well known company. Long ago I saw the urgent demand for practical, trained draftsmen and I organized my practical method for ambitious men whom I trained personally. Each month the demand for practical, trained draftsmen is growing—higher salaries are being paid right along. Never before have we felt the need as we do today for men who **really know** practical drafting—the way I am training my students. At this time I can accommodate a few more men (from the ages of 16 to 40) in my spare time. If you write me **at once** I will send you my book, "Successful Drafting," with full particulars—all free. But you must write to me— or send coupon now.

I Guarantee

To instruct you until competent and placed in a position at a regular salary, paying from \$125.00 to \$175.00 per month and furnish you free \$15 Working Outfit at once.

Mail Free Coupon Now

Mail this Free Coupon at once and I will send you my book "Successful Draftsmanship" and full particulars—all FREE.

I will send my book if you write at once, absolutely free—also particulars about my offer to a few ambitious men who want to make from \$2,500 to \$5,000 a year. No obligations whatever on you in sending the coupon.

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Div. 2727 CHICAGO, ILL.

Without any obligation on me, 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.

NAME

ADDRESS

Please mention this magazine



CHARGE OF SCOTS GREYS AT WATERLOO

WELLINGTON held this regiment of cavalry in reserve at the battle of Waterloo, awaiting the supreme moment when an overwhelming charge might turn the tide of battle. The instant the French lines wavered the order was given to charge and the Scots Greys Cavalry hurled themselves against the French like a thunderbolt. This charge ended forever the career of Napoleon and his dream of universal empire vanished away with the smoke of his artillery. The celebrated picture shown herewith from Ridpath's History, the original of which was purchased by Queen Victoria, illustrates but one event of all the thousands which makes up the history of every nation, empire, principality or power in the world famed publication.

Ridpath's History ^{OF} THE World

WE will name our special low price and easy terms of payment only in direct letters. A coupon for your convenience is printed on the lower corner of this advertisement. Tear off the coupon, write your name and address plainly and mail. We do not publish our special low price for the reason Dr. Ridpath's widow derives her support from the royalty on this History, and to print our low price broadcast would cause injury to the sale of future editions.

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 140 So. Dearborn St.,
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The 1914 Timepiece

The masterpiece of watch manufacture—the Burlington Special—19 jewels, adjusted to the second—adjusted to positions—adjusted to temperatures—adjusted to isochronism. Open face or hunting case, ladies' or gentlemen's.

Special Burlington Offer!

The Superb Burlington Watch now at the *direct* rock-bottom price—the same price that **even the wholesale** jeweler must pay—and in order to encourage everybody to secure this watch at once, pay this rock-bottom price, either for cash or \$2.50 a month on this great special offer! We send the watch on approval, **pre-paid**. You risk absolutely nothing—you pay nothing, not one cent, unless you want this *exceptional* offer after seeing and thoroughly inspecting the watch. Read the coupon below.

New Book on Watches!

Send Free Coupon

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Learn the inside facts about watch prices, and the many superior points of the Burlington over double-priced products. Just send the coupon or a letter or a postal, Get this offer while it lasts.

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Newest Ideas: Inlay Enamel Monograms, Block and Ribbon Monograms, Diamond Set, Lodge, French Art, Dragon Designs.

Open face or hunting case, ladies' or gentlemen's 12 and 16 sizes.

Imagine a beautiful hunting case with your own monogram on one side and the emblem of your lodge or any other emblem on the other side. Our catalog shows complete illustrations. See coupon.

The Movement!

In connection with our sweeping *direct* offer 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 AND isochronism AND positions. The most rigid tests.

That \$1,000.00 Challenge

money still lies in the bank waiting, waiting for four years for someone who dares to make a competitive test with the Burlington Special. Ever since we dared to come out with our **DIRECT OFFER** at the **rock bottom** price, we have been waiting for someone to cover the challenge money in a test with the *higher priced* products. Why **don't** they accept? Look at a Burlington Special, the perfect works the exquisite case, consider the rock bottom price, and you'll know why our challenge stands unaccepted!

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SAFETY FIRST

BALTIMORE AND OHIO
EMPLOYEES MAGAZINE



NOVEMBER, 1913.

21-Jewel Bunn Special My Christmas Bargain



A. H. SPIEGEL,
Pres. and Gen'l Manager

SEND ONLY \$ **3**⁰⁰ Cash

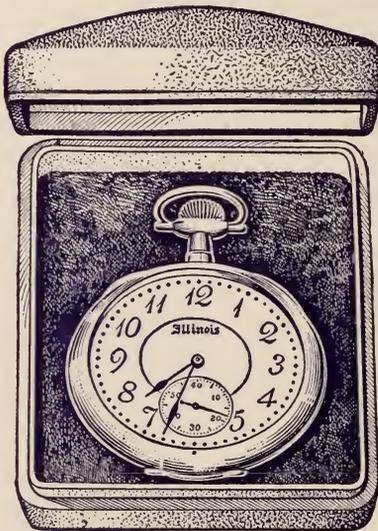
I am going to make the hearts of railroad men glad this Christmas with my astonishing offer on the 21-jewel Bunn Special watch. For 30 days only, this master railroad watch, made by the Illinois Watch Co., can be had in a 21-jewel model by sending only \$3.00 with order. Then you can take over a year to pay if you decide to keep it after 30 days' approval.

Guaranteed to Pass Railroad Inspection

No. X1542 **\$29.00**
Silver Nickel Case
\$3.00 Cash—\$2.00 Monthly

21 RUBY and SAPPHIRE JEWELS, specially selected and hand polished and set in solid gold, protect the points of friction in this master railroad timepiece.

FULLY ADJUSTED to temperature, six positions and isochronism. No matter how much you pay for a railroad watch, this is the highest type of adjustment that you could possibly get. This movement passes inspection on every railroad. It is fitted with compensating balance, solid gold screws, including timing screws, double roller, tempered steel escape wheel, and double-sunk dial with intense black railroad numerals.



No. X1541 **\$33.00**
20-Year Gold-Filled Case
\$3.00 Cash—\$2.50 Monthly

No. X1542—21-Jewel Bunn Special in Silver Nickel Case, Price **\$29.00**

RAILROAD SILVER NICKEL CASE is fitted with popular swing ring, completely dust and damp proof, with screw bezel and heavy crystal. Is very practical and serviceable for railroad use.

No. X1541—21-Jewel Bunn Special in 20-year Gold-Filled Case, Price **\$33.00**

20-YEAR GOLD-FILLED CASE is the screw back and bezel type, guaranteed completely dust and damp proof—a fitting carrier for this splendid watch movement.

Carry This Watch on 30 Days' Free Trial!

We pay express charges and the watch comes to you in a handsome free box, as illustrated.

FREE! We publish a large and beautiful Christmas catalog of everything that is good in jewelry, watches, diamonds—all sold on liberal credit terms with a year to pay for what you want. We can save you money on anything in jewelry, and you should have this catalog before selecting your Christmas gifts. Just write us a postal and say, "Send me your special jewelry catalog free of charge." But, if you want this Bunn Special at this wonderful price, don't wait for the catalog but order on the coupon.

USE THIS COUPON!

SPIEGEL, MAY, STERN CO.
3546 Wall Street, Chicago (620)

I enclose first payment of \$3.00, for which send, express paid, the 21-jewel Bunn Special watch No., as described above. If I keep it I will pay \$..... every month until \$..... has been paid. If I return it within the 30-day trial period you are to send me back my money.

Name.....

Postoffice.....

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Spiegel, May, Stern Co.
3546 Wall Street, Chicago

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CHARGE OF SCOTS GREYS AT WATERLOO

WELLINGTON held this regiment of cavalry in reserve at the battle of Waterloo, awaiting the supreme moment when an overwhelming charge might turn the tide of battle. The instant the French lines wavered the order was given to charge and the Scots Greys Cavalry hurled themselves against the French like a thunderbolt. This charge ended forever the career of Napoleon and his dream of universal empire vanished away with the smoke of his artillery. The celebrated picture shown herewith from Ridpath's History, the original of which was purchased by Queen Victoria, illustrates but one event of all the thousands which makes up the history of every nation, empire, principality or power in the world famed publication.

Ridpath's History OF THE World

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The pen that is meeting with favor from railroad men everywhere. Its right on the job all the time. Fills itself without the aid of the old style, clumsy dropper-filler, without pumping or taking apart in any way. Just dip in ink well, turn screw top and keep on writing.

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ADVERTISING ANNOUNCEMENT.

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion, so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted.

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\$44.80 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column, 16 ems or 2 2/3 inches.

An extra charge is made for preferred position, such as the cover; rates will be supplied on request.

For further particulars address

THOMAS H. MacRAE Advertising Manager,
Railway Exchange Building, Chicago, Ill.

JOHN H. POWERS, Eastern Representative,
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SAFETY FIRST—That's the thought behind the Ball Watch. The simple, sturdy movement cannot get out of order and is the highest character type for railroad service.

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Tested and adjusted in the complete case. Sold at standard price everywhere. Full watch value.

Write for free pass holder.

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 2

BALTIMORE, NOVEMBER, 1913

Number 2

NEW YORK NUMBER

□ □

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



Thanksgiving Proclamation

THE SEASON is at hand in which it has been our long respected custom as a people to turn in praise and thanksgiving to Almighty God for His manifold mercies and blessings to us as a nation. The year that has just passed has been marked in a peculiar degree by manifestation of His gracious and beneficent Providence. We have not only had peace throughout our own borders and with the nations of the world, but that peace has been brightened by constantly multiplying evidences of genuine friendship, of mutual sympathy and understanding, and of the happy operation of many elevating influences, both of ideal and of practice.

The nation has been prosperous, not only, but has proved its capacity to take calm counsel amidst the rapid movement of affairs and deal with its own life in a spirit of candor, righteousness and comity. We have seen the practical completion of a great work at the Isthmus of Panama, which not only exemplifies the nation's abundant resources to accomplish what it will, and the distinguished skill and capacity of its public servants, but also promises the beginning of a new age, of new contacts, new neighborhoods, new sympathies, new bonds and new achievements of cooperation and peace.

"Righteousness exalteth a nation" and "peace on earth, good will toward men" furnish the only foundations upon which can be built the lasting achievements of the human spirit. The year has brought us the satisfactions of work well done and fresh visions of our duty which will make the work of the future better still.

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby designate Thursday, the 27th day of November, next, as a day of thanksgiving and prayer and invite the people throughout the land to cease from their wonted occupations and in their several homes and places of worship render thanks to Almighty God.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this twenty-third day of October, in the year of our Lord one thousand nine hundred and thirteen, and of the independence of the United States of America the one hundred and thirty-eighth.

WOODROW WILSON.

W. J. BRYAN, Secretary of State.

THE COMMERCIAL IMPORTANCE OF THE PORT OF NEW YORK

EXTRACTS FROM SPEECH DELIVERED BY MR. C. C. F. BENT
AT DEER PARK MEETING



THE importance of the city and port of New York to the transportation lines terminating there can best be appreciated when we consider it as the "Interstate Port of New York and New Jersey." This is not only the largest seaport in the world, but the most important manufacturing centre in the United States, with at least 10 per cent of the manufacturing industries of the country conducted within its limits.

Greater New York today has a population in excess of 5,000,000, with a contributing population of more than 2,000,000 within a radius of thirty miles. The one great industrial advantage which New York possesses over other ports is the convergence there of vast railroad and steamship transportation lines.

Statistics show that Greater New York in recent years has grown at the rate of 4 per cent or more than 200,000 per annum. Including the New Jersey district, where lands are cheaper and direct rail connections with factories are better, the rate of growth has been more than 5 per cent.

Thirty-seven per cent of the export and fifty-seven per cent of the import business of the entire country, and ninety per cent of the ocean passenger business pass through New York. This, together with

the fact that it is the most important manufacturing centre in the country, exerts a tremendous influence upon the transportation lines, including the coast lines to such points as Norfolk, Newport News, Charleston, Brunswick, Savannah and New Orleans, which, with the railroads, form through lines to interior and competitive points of the "all rail" lines, and by their differential rates attract much freight to interior points of the country where time is not an element.

Business transported to the Pacific coast and beyond must also be considered. A large amount of business to and from New York is handled by water and rail, via the Isthmus of Panama and Tehuantepec, at each of which points, at present, there are two trans-shipments. But with the completion of the Panama Canal, freight will be continued without trans-shipment at either point. The shipping interests are today preparing for this by building steamers to handle it.

With the rapid growth of population in New York there is constantly being created new business for the transportation lines. There are many forces at work which will greatly emphasize this, not the least of which is the development of the Inland water ways. The New York State Canal, soon to be opened, with

capacity for handling barges of 1000 to 2500 tons and with its barge terminals at several points in New York harbor where trans-shipment can be made, is one of the important items of commercial develop-

ment at the port, to say nothing of the influence which the opening of the Panama Canal will exert. Much of the slow and coarse freight, originating at such interior points as Youngstown, Pittsburgh, Bethlehem, etc., destined to Pacific points will then seek water shipment to New York.



NEW YORK IN 1816—FROM THE NORTHWEST BASTION OF FORT JAY

Printed with permission of N. Y. Tribune

ment at the port, to say nothing of the influence which the opening of the Panama Canal will exert. Much of the slow and coarse freight, originating at such interior points as Youngstown, Pittsburgh, Bethlehem, etc., destined to Pacific points will then seek water shipment to New York.

With the above conditions governing, and with the numerous transportation lines, we have a most competitive condition existing at all times at New York, and outside of the element of time which controls the higher class freight, we have the important question of good service to consider. Regularity of service, together with fair treatment of patrons, serves as the greatest influence in securing business for less advantageously located lines of railroad.

From a dumping of soft coal at our St. George piers of 240,000 tons in 1898 there has been an increase to 1,850,000 tons in 1912. For the economical handling of

often occurs. This results in delays to vessels as well as to cars and requires a larger terminal yard for holding freight for arrival of delayed shipments. In addition it requires more cars for the service. This, we believe, to be largely within the control of the Company.

The lighterage business is more difficult to control, with a view to economical handling, for several reasons, but principally because of the free time allowed on such business in New York harbor, which, on domestic is ten days, export, thirty days, and export on "through bills of lading," unlimited. This last, however, occurs mostly with lumber, which, because being less desirable than any other freight is less sought after by the steamship lines. With the increase in cost of per diem on cars, the expense of handling lumber and the fact that lumber must be put under cover waiting trans-shipment, many cases of serious delays to cars occur with consequent expense of per diem.

In looking forward to securing its share of the business resulting from conditions which we have related, the Baltimore & Ohio Railroad must provide greater facilities than it now enjoys at New York. The greatest need for handling an increased coal business is the change of coal dumping facilities from St. George to a less congested location and where there is room for expansion. This, we believe, has been provided for by securing the necessary property. All that remains is the financing of the proposition.

yard at St. George. When there is any interruption to the movement of traffic, this results in congestion and delays. Some lines in New York, which handle a larger lighterage business, have furnished warehouse capacity for the purpose of releasing cars promptly and avoiding having to provide so much track room; while this is very expensive, meaning as it does the double handling on all their lighterage warehouse freight, in times of need for equipment it is, nevertheless, the cheapest. We believe, however, that the solution



A REMARKABLE PHOTOGRAPH, LOANED BY *COLLIER'S WEEKLY*

From left to right the four towers are the Metropolitan, Municipal Building, Woolworth and Singer, the first and last two being the highest commercial structures in the world

The Baltimore & Ohio Railroad Company owns and controls valuable water fronts and undeveloped lands on Staten Island, where sufficient terminals can be developed to secure its share of the growth of business at the port of New York. The capacity of our terminal yards is limited to 1500 cars in the storage yard at Arlington and to 500 cars in the operating

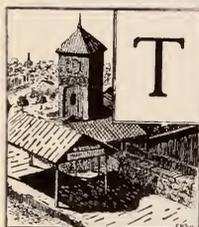
of the matter is the abolition of the "unlimited" free time and reduction of *all* free time to ten days, which now applies only to domestic business. This certainly would be an incentive to move the business faster than the regulations at the port now permit. The subject is now before the Trunk Line Association for consideration.

With the policy of the city of New York to own and control its entire water front and to erect thereon the necessary piers, there is a project on foot for the industrial development of South Brooklyn by the construction of a marginal railroad by the city, and its lease to a joint company, representing all lines, for operation, on basis of carrying charges on the

expenditure. This will be the policy of the city hereafter. Public ownership and control of water front improvements, including belt line railroads open to all lines on equal terms, the coordinating of railroad terminals in New York harbor and elimination of competition by reason of location, will make all railroad terminals available to all shippers.

A DAY WITH DEMOCRACY

BEING THE TRUE STORY OF A PICNIC
OF NEW YORK'S EAST SIDERS



HERE were crowds and crowds of people, old, middle-aged and young as the years go, but all young in spirit; there were a few of the very rich among many of the very poor, yet all were rich in anticipated joy of the picnic day before them. For this was the year's day of days, the annual summer outing of St. 's, the big East Side institutional church, and everybody was out for a good time. What matter if the wife of the senior warden *did* find herself sitting next to lowly Mrs. Petrone, who comes from the Italian Chapel and keeps a fruit and vegetable stand on Avenue A? Mrs. Petrone was not in the slightest embarrassed. Or that Archie Somebody's son got a hard fall over Barney Nobody's son's foot, when he tried to beat the latter up the gang-plank to the picnic ground?

Cooling breezes blew in from the Sound and dashed little waves against the feet of laughing boys and girls; em-

bryonic engineers struggled manfully with shovels and sand against the rising tide; happy mothers grew years younger as they played in the water with their children or watched them cavorting around the beach; even a few of the older, gray-haired women went in paddling to ease their tired feet, while here and there real angels of mercy in conventional black and white garb, replaced frowns with smiles and cries with joyous laughter.

Never had the tables in the picnic grove seen such quantities of wholesome food and drink as weighed them down that day at luncheon time. What pyramids of delicious sandwiches and platters of hard-boiled eggs! What baskets of pears and peaches, and countless bottles of rich milk! Such pies seemed never to have been baked before, such ice-cream was scarcely known in that hungry country of the East Side. So the picnics ate and ate and ate—you would have too, if everything you tried was better than anything you had ever tasted before.

But the real climax of the day's fun came with the dance in the middle of the

afternoon. The presiding genius was the church choir-master, whose repertoire fortunately included a thorough knowledge of boys and girls, in addition to his Brahms and Wagner. He was resplendent in flannels and soft white shirt, and radiant with smiles, unless perchance he should catch "red handed" a lad bumping a fellow dancer. Then, with a per-

was the *sine qua non* of the occasion because, on these free parties, it is almost impossible to eliminate entirely the attendance of the gang element, and some one who can handle them tactfully has to be "in with the house." Furthermore, many of the working girls and boys, in ages from twelve to twenty-four, had not learned *all* their turkey-trotting in the



AN EAST SIDE FLIRTATION—From *The Survey*

fectly ferocious frown but an ill-concealed twinkle in his eye, he would threaten to maroon the offender on the boat until sailing time. He was here, there, everywhere—first flitting across the floor in lively two-step with one of the deaconesses, then bowing profoundly to one of his young choir girls and with mock seriousness, asking her for a dance. And once or twice during the afternoon he stopped suddenly in the middle of a tango to consult with Billy, the Bouncer.

The engagement of Billy, by the way, was the master stroke of the outing. He

Parish Hall of the church, and the choir master had been appointed a committee of one to secure an efficient censor for the occasion. His choice was Billy, possibly because he had a build like an All-American guard, and the music man had been a fairly good half-back in his day.

Billy had really been heavyweight champion on one of our battle-ships, until some short-sighted fight promoter drafted him as a "white hope." He had plenty of brawn and grit, but his first two fights showed that he couldn't acquire

the science to become a top-notch. So he gradually drifted into the East Side and became a "bouncer" at Morelli's dance hall. And as his regular work didn't start until 9 p. m., he accepted the job for the picnic.

Billy took his new task with the utmost seriousness. In fact, he apparently had absolutely no sense of humor, for not a smile escaped him as he was introduced to the round dozen of deaconesses in the dancing pavilion. He gave a short, jerky bow, with musclebound arms

as, with a quick step, Billy would point to an offending pair, then jerk his hand over his shoulder, fingers clenched but thumb pointing backward, and with a quick toss of his head to one side, signify that they would have to "break" or leave the floor.

When five o'clock came the choir master yielded to the coaxing of the many who had asked him, and consented to sing. Without at least one solo from him the day would not have been complete. The musicians who had been



WILLIAMSBURG BRIDGE ACROSS THE EAST RIVER, N. Y.

half crooked in front of him and no change of expression; then a hurried "please to meet you, Miss," and so on to the next victim. Nor did he smile once during the two hours of dancing, but with head thrust slightly forward, stolid, serious expression, and hands clasped behind him, he walked from one end of the floor to the other, or stood in the center and surveyed the crowd.

It was illuminating in the extreme to the church workers to see how quickly the young couples knew what was meant,

playing for the dancing turned the piano around so that he could face the people, and after a few preliminary flourishes up and down the keys, he launched into a humorous song called "Schneider's Band." Perhaps you know it, for it is very popular with glee clubs as an encore, and usually requires a big chorus to make it effective. But he was equal to the occasion, and with his left hand on the keys, his right in the air or at his mouth to help him imitate the sound of a cornet or trombone, he presented a

wonderfully realistic picture of a German band marching from a distance and coming nearer and nearer until it passes in review, and with gradual diminuendo fades into the distance again. "Danny Deever," with Walter Damrosch's musical setting, followed, and its splendid dramatic intensity was so well interpreted that not a word was lost on the crowd. And as a last number he gave all four verses of "Mandalay" with its diversified appeal and ever pleasing melody.

Most of those present had never heard such singing before, and they applauded and clamored for more, until he finally went back to the piano and announced that with the help of the other musicians he would play for the last dance. And without further ado he broke into the lilting strains of the incomparable "Faust" waltz. His magnetic touch reached the hearts and fingers of the violinist, the cellist and the utility man with his drum, cymbals and what not; and how they did play! And how the people danced!

The rector joined hands with one of his Sunday-school teachers; his secretary danced with a pretty Armenian miss from one of the chapels of the parish; the head deaconess seized gray-haired Riley, who has been janitor of the church for nearly half a century, and made him cavort like a youngster; while at the other extreme of years was a five-year old boy, hopping about in a corner of the pavilion with his elder sister.

Everybody danced except the very young in the arms of their mothers, and the very old. And *their eyes* danced with delight at the happy scene before them. Even Billy the Bouncer seemed to feel the spontaneous joy of the occasion. At any rate it was easy to see that he was less seriously responsible than during the earlier dancing. For he stood

with one foot slightly advanced hands still behind him, and looked at the ceiling with a decidedly bored expression. Who knows—perhaps he wanted to do the whole thing over again.

* * * * *

Stand at the foot of the gang plank with me as the crowds arrive for the home sail, and you can count the natives of at



ASPIRATION

least a dozen European nations. Sound the depths of their souls and mayhap you will find as many creeds.

The shadow of selfishness is in this face, the smile of charity, in that. Here is the sallow cheek of poverty, there the blooming tinge of prosperity. The man in white flannels, whose family dates back two centuries in America, is discussing "Counterpoint" with the Jewish violinist, whose family is just as old in persecution, in Russia. The rector smilingly approaches us, each arm about the

shoulders of a little girl. One came from Sweden in the Northland, and the other from Sicily in the South. What a strange transformation!

And so they come; all races, creeds and conditions; rich and poor, old and young, saint and sinner, the strong and the weak, the gift giver and the gift taker, a few

teachers and many pupils, all thrown together for a single day, brothers and sisters for happiness' sake and that they may learn to know each other better.

How the melting pot simmers on such a day as this, when democracy is really in the making!—R. M. V. in the *Newark* (N. J.) *Evening News*.

HOW RAILROAD ACCIDENTS HAPPEN

By M. G. CARREL

District Passenger Agent

Cleveland, Ohio

NINETY-NINE out of every hundred railroad accidents are the outcome of some individual neglect or carelessness. The one I am about to relate was due to a combination of contributory negligence.

In the winter of the early seventies I was day operator at Ligonier, Indiana, on the L. S. & M. S. Arriving at the office in the morning, after an all night sleigh ride and dance at a nearby town, I found that my night man had not been on duty the previous night, but had left a "student" in charge of the office. Of course there was "the deuce to pay" and I was instructed to work the night "trick," as the superintendent could not find a relief operator. I explained that I had not had a wink of sleep for twenty-four hours, but was told to do the best I could, and when I felt that I could keep awake no longer to notify the dispatcher and they would close the office. So I worked all day and then commenced the night vigil.

About nine o'clock in the evening I received an order to hold No. 72 (eastbound) at Ligonier for two sections of

train No. 73 (westbound). I got out the red lantern, lighted it, and placed it in its usual place on the platform. No. 72 came in, and stopped for wood for its engine. The watchman went—as was his duty—to help "wood-up" the engine of No. 72. I fell into a doze, but was startled from my drowsiness when I saw the train start Eastbound and rushed to the office door presuming that the train was pulling down to take the siding. As I reached the door however the caboose went by me, the watchman was coming to the office, my red light was not in sight, and the conductor was swinging on to the front end of the caboose near the woodshed. I grabbed the watchman's lantern to swing up the train—I hastily informed him of the situation and left him to run down the track to try to attract the train crew's attention, while I went in to try to stop train No. 73. But they had left Brimfield, the next telegraph station east. I notified the dispatchers and then came the agony of terrible suspense, like a horrible night-mare that is indescribable and awaking from which we thank Heav-

en it was not real. I even pinched myself to be assured that I was not dreaming—but no! I was in the midst of a nightmare of horrible reality. Would any one be killed through that neglect? Down the line those two trains (three sections in fact) were rushing towards each other. Would the engineers discover that the headlights in front of them were on the main line and stop before colliding? There was nothing to do but to wait.

reasoned that the engineer of No. 73 would know (having orders to go to Ligonier) that, when he saw the headlight of No. 72 he would know it was not on siding at Ligonier. But there was a siding also at Wauwaukee half-way between Brimfield and Ligonier and this also entered into the "combination of circumstances."

About 10.30 No. 72 came backing in, the conductor ran into my office (he was



VEST CAUGHT IN OPENING KNUCKLE—AN AVOIDABLE CAUSE OF ACCIDENT

The station and telegraph office at Ligonier was on the north side of the main line, there was a great woodshed just east of the station and the main track curved sharply around the woodshed to the north. The east switch of the siding (which was south of the main line and opposite the station) was opposite the woodshed. As the siding was so located, a headlight of an engine on the siding would be hidden from the main line east by the woodshed. I

a particular friend of mine) and reported "no one hurt." My night-mare was turned to delight. The trains had come together, the front ends of the engines of No. 72 and the first section of No. 73 were damaged, but their mechanism was not injured. No damage was done to No. 73 except to her engine.

Now for the "combination of neglect."

First—(aside from what I have already said as to my drowsiness) I did not attend

to filling the red lamp with oil and it had burned out.

Second—The train dispatcher had instructions to send "hold orders" to both night-watchman and operator, but the dispatchers, thinking this unnecessary had for sometime neglected to address orders to night-watchman. Had they done so the watchman, when helping "wood up" the engine, would have notified the train crew of No. 72 of the hold order.

Third—Orders had been in force for several years that "engineers must screen their headlights when on sidings" but this had become obsolete.

Fourth—The engineer on the first section of No. 73 (westbound) was a new engineer on the division (having been transferred thereto to teach the use of coal) else he would have known that the headlight ahead of him was not on the siding at Ligonier. The engineer on No. 72 (eastbound) thought the headlight he saw was on siding at Wauwaukee—the intermediate siding—and did not reduce speed until he discovered his error and collided with No. 73. For my part in the "combination of neglect" I was "laid off" for one week and on my return was made operator to the dispatcher.

COURTESY AND THE RAILROAD

THE COURTEOUS man is of special worth to the railroad. Why? Because of the business of the railroad. It is a common carrier for the public. It is a servant of the public and expects to serve. It is the highest organized expression of service in the world, and its ideal is promptness, efficiency, courtesy.

Courtesy is politeness, polish of manner. At its best it is not an accomplishment, but a quality of life, the expression of a kindly, cordial, gracious spirit—approachable, helpful.

Courtesy wears well, and is always "on the job" in words, tone, look, gestures, manner, actions.

It is spontaneous, flowing out in small things, as well as in the larger affairs. It is tactful, moving on hinges well oiled. The courteous man eliminates friction.

He is democratic; never snobbish; he respects influence, power, position, but says, "A man's a man for a' that."

The courteous man is considerate, patient, self-controlled. He answers questions graciously, helps by explanations, directions, or a bit of inquiry or research. He seeks to serve.

Courtesy cannot be bought, servility can. The man of courteous spirit is not "mushy"; he has opinions and a will; is independent, self-respecting, dignified, unpurchasable.

Courtesy is contagious; it may be "caught," but it comes rather from a steady, persistent effort to be courteous. It is the result of wise self-development, an effect of culture or refinement. Like virtue, it is its own reward.

—A. J. Wells, in the *U. P. & O. S. L. Monthly*.

A BIRTHDAY PARTY FOR THE VETERANS OF THE BALTIMORE DIVISION

EMPLOYEES of the Baltimore Division of the Baltimore & Ohio Railroad who have been in the service twenty or more years, met Monday evening October 6th, in the assembly room of the railroad's branch of the Young Men's Christian Association at Riverside and perfected an organization

known as the "Veteran Employees' Association of the Baltimore Division." The object of the association is to promote



E. L. McCAHAN

President, Baltimore and Ohio Veterans' Association,
Baltimore Division



W. O. PEACH

Vice-President, Baltimore and Ohio Veterans' Association,
Baltimore Division

sociability among the members, to discuss matters of mutual interest to them and to further the progress of the road.

The following officers were elected for the ensuing year: president, E. L. McCahan, chief crew dispatcher at Riverside; vice-president, W. O. Peach; secretary, Robert S. Thomas; treasurer, J. L. Crothers; executive committee, Messrs. Albert Wilford, R. F. Gaither; J. F. Houck, H. E. Burek, John V. LeCompte, D. M. Fisher, E. E. Peddicord, G. T.

McMillan, T. F. Connolly and Charles F. Hopkins.

The association started off in a very flourishing manner, enrolling one hundred and eighty-two members, and the number has since been increased to two hundred and seventy-five. Following the business meeting a jolly good time was spent listening to vocal and instrumental music, and addresses; refreshments were served and the evening was concluded with a smoker.

The principal speakers were George W. Sturmer, of the general manager's staff; R. H. Tideman, of the Veterans' Association of Philadelphia, Pa., and J. M. Graeve, secretary of the same association. Messrs. Sawyer and Moler played two cornet duets and a vocal solo was sung by T. E. Stacy, secretary of the

Young Men's Christian Association at Riverside. Humorous recitations were given by the "witty wit," Carlton Smith, the jovial baggageman between Baltimore and Cumberland, who is also a member



R. S. THOMAS
Secretary, Baltimore and Ohio Veterans' Association,
Baltimore Division



J. R. CROTHERS, Master Carpenter, Mt. Clare
Treasurer, Baltimore and Ohio Veterans' Association,
Baltimore Division

of the association. J. M. Decher, presided at the piano during the entertainment, and also rendered several solos on the pipe organ. It was a reunion long to be remembered. Men who had entered the service of the road in their teens were there wearing silver locks, some of them, but they were not old men, but strangely young in their calling. The meeting adjourned to meet in January, 1914. The association bids fair to be a great success.

**MEN! GET YOUR WIVES AND SISTERS TO
DO THEIR CHRISTMAS SHOPPING EARLY!**

THE BALTIMORE AND OHIO RAILROAD COMPANY IN NEW YORK

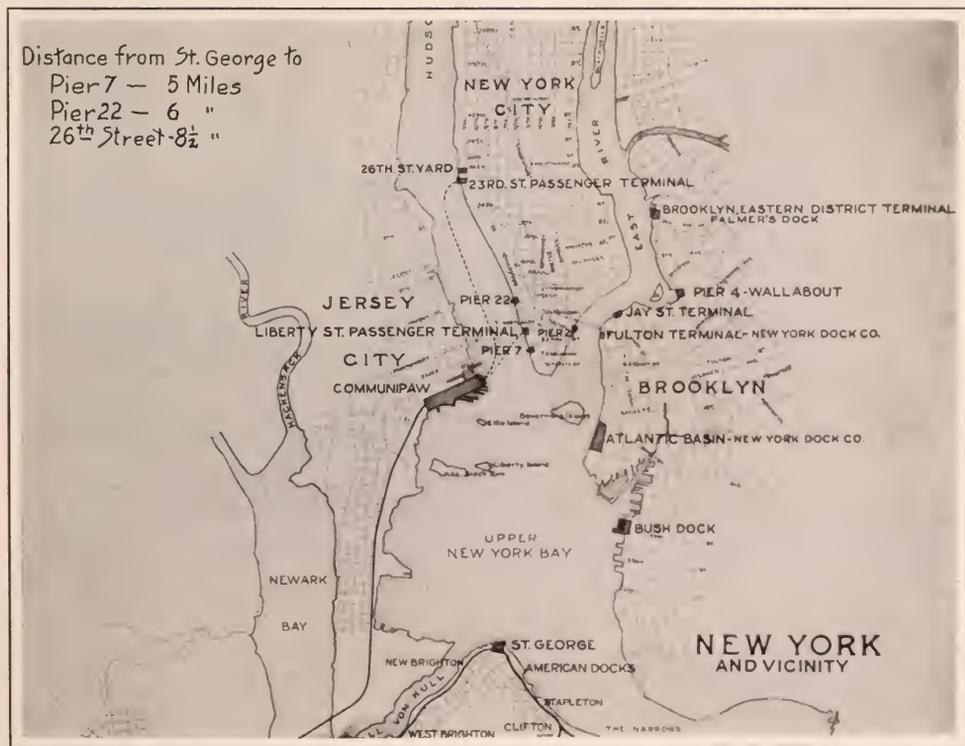
ITS RELATION TO OTHER PARTS OF THE SYSTEM

By J. NEWMAN

IT is reasonable to assume that many of our brothers on the System have very indefinite ideas of New York, especially as the eastern terminus of the Baltimore & Ohio System. For those whose impressions are formed principally from the study of picture postals and the eastbound guide book, the view is distorted. They are left without a true perception of the vastness of New York geographically; there-

fore, it may be to some good purpose to introduce a brief summary of facts in this connection.

New York is a seaport entirely surrounded by water. Baltimore & Ohio rails end at St. George, Staten Island, from which point transportation of freight is continued by water. St. George yard and transfer station are the port of entry and exit of all eastbound and westbound freight traffic that moves



over the "System" to or from New York. From here, all local freight is distributed by means of car floats to the various delivering stations, where the cars are emptied and reloaded with westbound tonnage, thence floated back to St. George, where they are assembled into trains.

The floating equipment, which is used to take care of the traffic between St.

St. George transfer platform distributes promiscuously L. C. L. business. Both St. George lighterage and transfer platforms are in charge of E. W. Evans, agent.

Pier 22 is the central, besides being the most important terminal station. At Pier 22 is handled the bulk of the L. C. L. traffic, eastbound and westbound. It has a payroll of approximately three hundred. W. B. Biggs, who



THE NEWEST OF THE COMPANY'S TUGS IN NEW YORK HARBOR—
CAPTAIN ANDREW BOHLER SURROUNDED BY HIS CREW

George and New York city consists of eight large and powerful tugs, three steam lighters, twenty-one car floats, eighty-nine barges and lighters. When this fleet is inadequate to meet the demands made upon it, additional equipment is hired.

for a number of years was in charge of the now discontinued Pier 27, East River, and later of Pier 7, North River, is agent at Pier 22 and correspondent for the *Employes Magazine*.

Pier 22 is situated at the foot of Jay street, in the heart of the market dis-

trict, and in a portion of the city where extensive shipping prevails. The bulkhead, fronting West street, is 250 x 50 feet. The pier extends nearly 1,000

they are now considered the finest along both the North and East Rivers.

At the south end overlooking West street is the office of W. Cornell,



PART OF CLERICAL FORCE OF PIER 22, NORTH RIVER, N.Y.

JOHN NEWMAN, in charge of Eastbound Department, standing, centre with arms folded; THOMAS GORMAN, in charge of Claim Department, upper left corner

feet out into the Hudson, commonly called North River, and is 60 feet in width, inside measurement. Atop the

terminal agent. Also at the south end, but with the view of the Hudson, is the office of Mr. Biggs, agent. Between



NEW YORK CENTRAL TUG WITH CAR FLOAT AND BARGE GOING UP LOWER BAY

pier are located the offices, which, by the way, were destroyed by fire on the night of January 15th last, but have since been reconstructed so well that

the aforesaid offices is the desk of terminal chief clerk, T. A. Kavanagh. The main office at the south end contains the eastbound, westbound and claim

departments, which are headed by J. Newman, H. M. Blakeman and T. Covman, respectively. The north end is occupied by the lighterage and accounting forces. Edward Salisbury, assistant terminal agent, is in charge of the

New York proper. This station ranks in size with that of Pier 22, but the volume of business is much less owing to its location. A. L. Mickelsen, who formerly was terminal chief clerk, is agent at Pier 7. Not since its formal open-



PIER 22, NORTH RIVER, SHOWING OFFICES ON SECOND FLOOR

lighterage, while F. L. Bausmith, cashier, and F. W. Nelson, assistant cashier, supervise the accounting department.

From the following data the average station employe can more readily get an idea of the size of this station than from tonnage statistics. An average of 2,000 shipping tickets are waybilled every day throughout the year; about 250 notices of arrivals are sent through the mail and a like number delivered by messengers each day; nearly 500 deliveries of eastbound shipments are made daily, and O. S. D. reports aggregate 1,500 monthly.

Pier 7, North River, is situated near the southern end of "Manhattan," or

ing in 1908 has Pier 7 shown up in all its splendor as it does today. The entire front facing West Street has been painted the standard red and the pier now ranks first of those along the North River in beauty and appearance.

Pier 21, East River, the only Baltimore & Ohio station on that river in Manhattan, is located at the foot of Dover Street, in the shadow of Brooklyn Bridge. The location of this station is very convenient to the many large industries in that section. Shipments for delivery at Pier 4, Wallabout, Brooklyn, are handled through Pier 21, East River, and are sent by barge across the river to that point. Pier 4 is in charge of H. R. Tait.

The 26th. Street yard is the most prominent of our uptown westside stations. It covers the entire tract of land bounded by 11th to 13th Avenues, and 25th. to 26th. Streets. This is the only company station on "Manhattan Island" that has a float bridge and yard facilities, and where track deliveries of carload freight are made. Live poultry and L. C. L. import shipments are also handled in large quantities. Located in the yard is a 25 ton crane for heavy tonnage. The immense warehouses now in course of construction, together with the general northward trend of business, assure a brilliant future for this station. J. J. Bayer is agent at that point.

The Harlem Transfer Co., situated at 135th Street and Harlem River, and the

Jay Street Terminal, Brooklyn, is located almost directly opposite Pier 21, East River. The New York Dock Co. comprising the Fulton, Baltic and Atlantic Terminals, are one mile to the south, and the Brooklyn Eastern District Terminal, the old Palmers Docks, one and one-half miles to the north. The Long Island City Terminal of the Long Island Railroad is still another mile further northward, and farthest north is the Harlem Transfer. The Bush Dock Co. properties are located in South Brooklyn, a three mile tow from St. George. This terminal is the connecting link with the Brooklyn Rapid Transit Railroad.

The towing distance from St. George to Pier 7 is five miles; to Pier 22 North



NEW YORK FROM BELOW THE BATTERY AND SHOWING BROOKLYN BRIDGE

various Brooklyn Terminals, along the eastern side of the East River are independent concerns, not controlled by the Baltimore & Ohio. They connect with St. George by float. As distributing centers of freight these terminals are used by all the railroads not having terminals of their own in these territories.

River and Pier 21 East River, six miles, to 26th street, eight and one-half miles. This towing time is scheduled. It probably does not occur to a western agent, unfamiliar with the fact that nearly all of the deliveries in New York City are made by means of car float instead of on the track, that it makes a great deal of difference whether a shipment waybilled

to Pier 7, North River, Pier 21, East River, or 26th Street, is loaded to those particular stations or to Pier 22, BUT IT DOES. If a shipment is loaded to Pier 22 and waybilled to any of the other stations, it will naturally be over at Pier 22 and short at the station where it properly belongs. When this fact is discovered through interchange of memorandum over and short statements, the shipment must be loaded and floated

Smith securing the property, but if Smiths Siding forwards a package to John Smith at New York, we are up a tree, as there are two hundred and eighty-seven John Smiths listed in the city directory for Manhattan borough only (and there are four other boroughs with an additional population of two and one-half million people). By the way, the city directory is printed in very small type and the directory for one borough



COMPANY PIER No. 7, NORTH RIVER—IN THE SHADOWS OF THE SKY-SCRAPERS

back to St. George Transfer to be reloaded and floated to the proper delivery station.

Another cause of delay is the forwarding of waybills direct to delivering stations instead of to junction or transfer points. Still another cause of not only delay, but a great source of trouble is insufficient address. If New York forwards a shipment to John Smith at Smiths Siding, Ohio, without local address, the chances are in favor of the right John

alone weighs twelve pounds. All ordinary names occur several times, and if consignee's address is not shown on waybill or package, various expedients are employed to locate the proper owner; failing in this, unclaimed report (form 381) must be issued.

However, this is a digression from the original subject matter which has been exhausted in an effort to be "brief." This article is written in the hope that the western agent will acquire a better

knowledge of local traffic conditions in New York, than can be gained from other sources, and that it will aid him in con-

tributing to the mutual benefit of the Baltimore & Ohio System, as well as to the shipper and the consignee.



LOADING WESTBOUND FREIGHT AT PIER 22, NORTH RIVER. FROM BULKHEAD TO FLOAT

"The third great cause of the growth of the modern city is the railway, which makes it easy to transport population from country to city and, which is much more important, easy to transport food, thus making it possible to feed any number of millions massed at one point.

"Because men are social beings, cities have always been as large as they could well be. But until the nineteenth century it was difficult to supply a large city with food, water and fuel . . . Famines occurred when grain was rotting on the ground only a few leagues away. The application of steam to transportation now makes it practicable to transport food from the other side of the world. Thus a tendency toward aggregation which has always existed has now been liberated and the natural restriction to the growth of cities has been removed.

"The time is certainly coming, and at no distant day, when a majority of the population will live in cities. This is already true of fifteen states, in eight of which the urban population is more than two-thirds of the whole." —*Josiah Strong in the "The Challenge of the City."*



Are You Follow-
ing the Baltimore
and Ohio Way?

ENGINEER "BEN" STULL MAKES RECORD RUN

TAKES "WORLD'S SERIES" REPORTERS' SPECIAL FROM CUMBERLAND
TO HALETHORPE WITHOUT STOPPING OR TAKING ON WATER

IVE OFTEN wondered why newspapers say so little about the human side of engineers. Now I know—engineers never say anything about themselves. You can pick up almost any paper almost any time and find an account of some unusual accomplishment on a railroad, some story of heroism or nerve, but you never get a look back of the scenes at the personality of the engineer. Modesty seems to be as much their's as courage.

Two things which happened soon after I met engineer Stull, however, revealed another characteristic of his which seems as firmly implanted as his courage and modesty. He is frightfully exact. When everything was ready for his picture at Riverside—engine on siding, tripod set, camera focused—I found I had neglected to provide work-a-day clothes for him. We quickly got a pair of overalls and cap, and the former he donned. But he objected strenuously to wearing the cap, claiming that because he always wore a soft hat in the cab, no one would know him. I think you will agree that he took a pretty fine picture, however. "He looks," as one of the boys so aptly said, "like a champion running horse, fit to win the battle of his life." Again, when he came in to see us, I introduced him as

engineman Stull. "Not *engineman*," he corrected, "*engineer*." On the Pennsylvania, its *engineman*; in England its *engine driver*, but on the Baltimore & Ohio its *engineer*." Perhaps it is this passion for exactness which more than anything else accounts for his success; exact adherence to schedule, to rules, and exaction on his part as to the condition of his engine, etc.

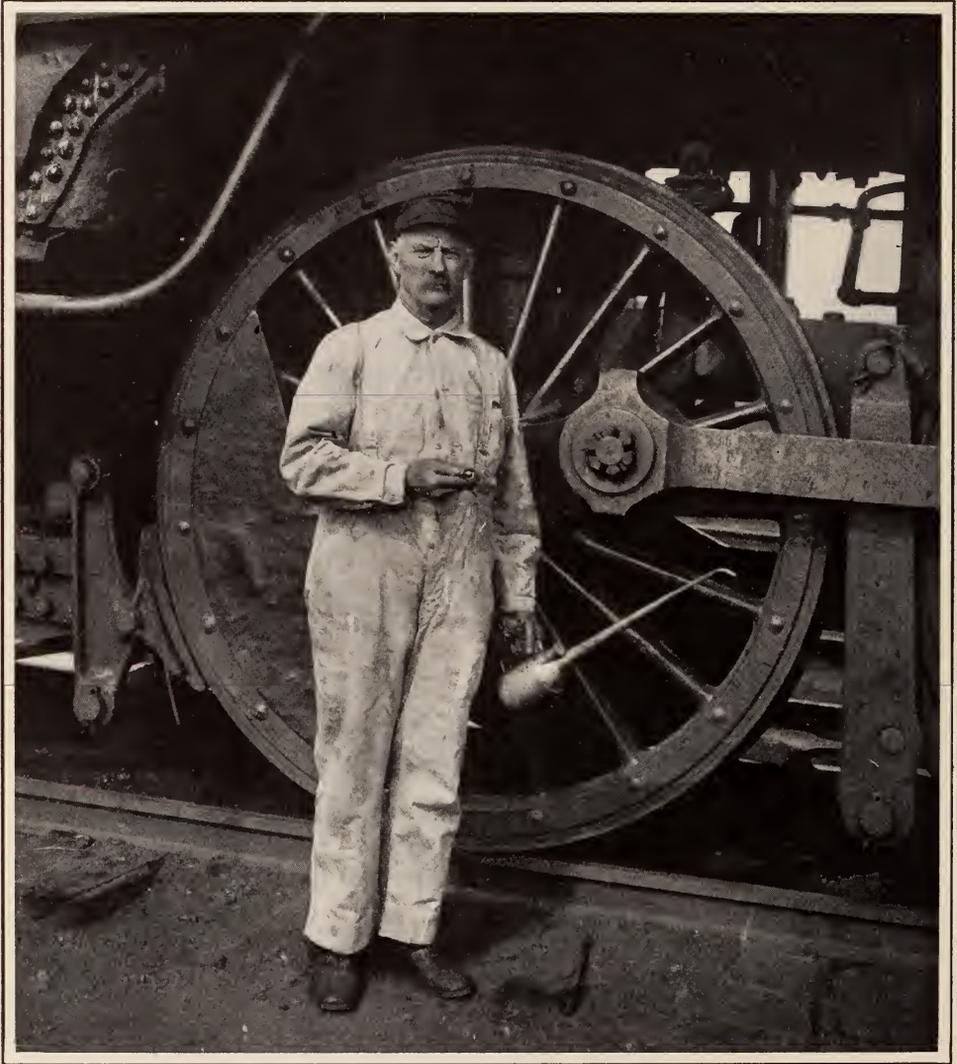
It seemed more than coincidental, therefore, that the one night in his long railroad career in which he made a particularly noteworthy run, "Ben" Stull couldn't be *too* exacting. He had to accept conditions as they were and like a good soldier he took up the burden and carried it through to a successful conclusion. Just what these conditions were he wouldn't tell me. He is probably the only one who knows the whole story. But *we* know he had a fight and that he won it handsomely. He put handicap to rout by perseverance. He thrives on performances, not excuses.

Though not inclined to belittle his record run, Mr. Stull likes to hark back to the days he was driving trains Nos. 48 and 49.

"That used to be my regular run," he said, "hauling solid express trains between Cumberland and Baltimore.

And it took some manipulating to 'throw' those heavy trains through in five hours, stopping only at Martinsburg and Washington Junction. Of course we had no

the big 'Pacifics,' when she was doing between seventy and eighty, you know what I mean. The fascination of fast riding makes you forget every other



ENGINEER "BEN" STULL AFTER HIS RECORD RUN

speed limits and used to do seventy-five miles an hour without thinking about it.

"No, I was never nervous or afraid; if I do say it myself, I don't know what fear is. If you've ever been in one of

emotion. But that is now a thing of the past; the temptation to open up and let 'er go may come on you pretty strong now and then, until you remember your speed limit rules. Furthermore, there's

a little steel hand in every engine cab which writes an indelible record of your performance. From this there is no court of appeal, and I'm sure its best for all concerned."

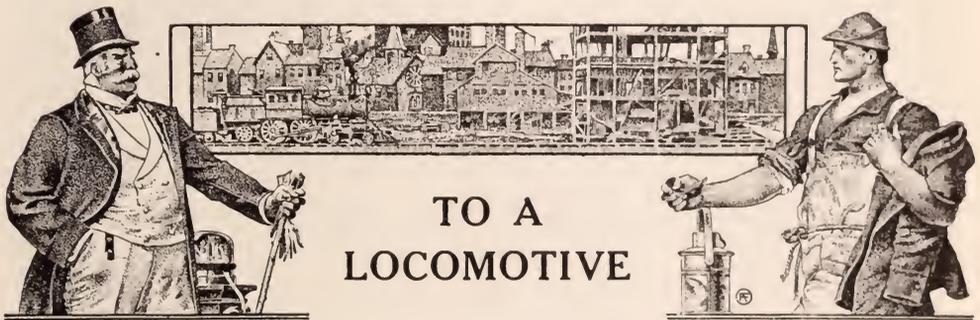
From what I've seen of him, Mr. Stull is a fine illustration of the men Mr. Galloway had in mind at Deer Park when he said in effect:

"You can't run railroads on excuses or appeals for better equipment. The men who are showing the best results on the System are the pluggers, the fellows who

get the greatest efficiency out of the power they have, not the ones who throw up their hands in despair and keep the wires busy with their calls for help."

The official report of Mr. Stull's great run on engine No. 2168 from Cumberland to Halethorpe without stop or replenishing of water, follows:

Lv. Cumberland	5.25 a. m.
" Martinsburg	7.14 a. m.
" Washington Junction	7.54 a. m.
" QN Tower, Washington	8.43 a. m.
Ar. Camden	10.00 a. m.



TO A
LOCOMOTIVE

Reflectively I stand and gaze on thee,
 Thou pulsing giant of the steel highway;
 O'erwrought with power, thou throbb'st as
 if to say:
 "Let me be off; I'm longing to be free—
 To flee across the river, o'er the lea,
 And through the city, while no human may
 Arrest my course, save those who all the day
 Feed me and ride me onward toward the sea."

While gazing on thy quivering sides, my mind
 Is filled with thoughts of how with wondrous
 speed
 Thou bearest messages across the land
 That save fond hearts from breaking; and behind
 Thy massive form sometimes our nation's
 need
 Is safely borne to its awaiting hand.

CHARLES H. MEIERS

The class antagonisms which disturb industry and society at the present time must give way to mutual cooperation and right dealing between employing and employed classes, if the institution of private property is to be preserved.

CONSTRUCTION



NEW WAREHOUSE AT TWENTY-FIFTH STREET, NEW YORK

A MODEL FOR EFFICIENT TERMINAL WORK

THE Baltimore and Ohio Railroad is constructing an eight-story warehouse in New York City. The building is bounded by 11th and 13th Avenues and 25th and 26th Streets,

fronting 63 feet on 11th Avenue and 352 feet on 26th Street, the remaining section of the lot being prepared for team tracks.

The foundations of the warehouse are of concrete, and have been constructed



NEW WAREHOUSE AS IT APPEARED TWO MONTHS AGO

on piling 80 feet in length. The work necessitated over 4,000 piles. In driving these foundation supports, great difficulty was encountered in the way of obstructions. Sunken barges filled with stone were cleared away and three separate bulkheads had to be removed on

The floors will have a carrying capacity ranging from 500 pounds per square foot on the first floor to 150 pounds per square foot on the top floor. The freight, or first floor will have rock mastic wearing surface, and a special concrete with granolithic surface will constitute the other floors.



DIGGING FOUNDATION FOR WAREHOUSE

In left foreground can be seen bulkheads which were sunk years ago when the Hudson flowed over this very spot, now one hundred yards from the water's edge

account of the bulkhead line having been extended from time to time. The bottom of one of these bulkheads was found to be 40 feet below the street level.

All foundation footings and the cellar floor will be waterproof, as the basement level is below high tide. The entire structure will be of reinforced concrete, the "Mushroom" or "Flat Slab" type of construction being used.

The warehouse will be divided into three compartments by fire walls. Six elevators will be installed, two in each compartment.

Fire protection throughout the building will be provided, including a sprinkler system as well as hose standpipes. Fire-proof stairways in convenient locations will furnish access to the various rooms and floors and exit in case of emergency.

Tracks will be laid within the warehouse with a capacity of 16 cars, and the team tracks outside the house will have a capacity of 60 cars. All driveways will be paved and an electric gantry crane will be installed in the yard for handling heavy freight, every accommodation being provided to facilitate the economic and expeditious handling of traffic.

Cars will be brought to the bulkhead on car floats by the Marginal Way and hauled to the warehouse by the com-

ECONOMY IN ENGINE HANDLING

Enginemen and firemen of the Baltimore and Ohio lines have been asked to use every effort to prevent locomotives attached to trains standing in passenger stations and at other places around terminals from "popping off," as it is expressed in railroad parlance, or belching forth volumes of steam. The officials explain that frequently it happens that passengers



MASSIVE CONCRETE BLOCKS USED IN FOUNDATION OF NEW YORK WAREHOUSE

pany's engine, which has been specially constructed for this purpose.

The building will be lighted throughout by electricity, and telephone service will be installed on all floors. The windows will be of wired glass with metal frames and all doors will be fire-proof.

The cost of this freight house will approximate \$500,000, exclusive of the property.

hurrying past a locomotive to board their train are startled by a sudden "popping off" of a locomotive, and there is a possibility that persons might be frightened to such extent as to cause serious harm. A mother, for example, carrying an infant in her arms and looking after the safety of young children traveling with her, might be scared by a "popping" engine and drop the child; or a person

carrying a valuable parcel might be surprised to the degree of dropping the package and breaking its contents.

Aside from the protection which this new rule affords to passengers, the railroad company hopes to effect an economy in the use of fuel and energy. It is a well known fact that the needless waste which results from engines blowing off steam tends to run up the charges of conducting transportation. Railroad employes who handle their locomotives according to the most advanced methods of operation seldom permit the engines to "popp off." Officials state that it is possible to obtain the greatest efficiency from a locomotive without wasting a pound of steam.

GRADE ELIMINATION IN BALTIMORE

The Baltimore and Ohio Railroad has awarded a contract for paving, concreting and waterproofing the Lee Street bridge, in South Baltimore, this being embraced in the elaborate program of grade crossing elimination which the company has under way there. In planning the improvements the railroad entered into an arrangement with the city which involves the carrying of four streets over the railroad tracks and removing the thoroughfares from a busy section of the Camden terminals. The city ordinance calls for the completion of one bridge each year.



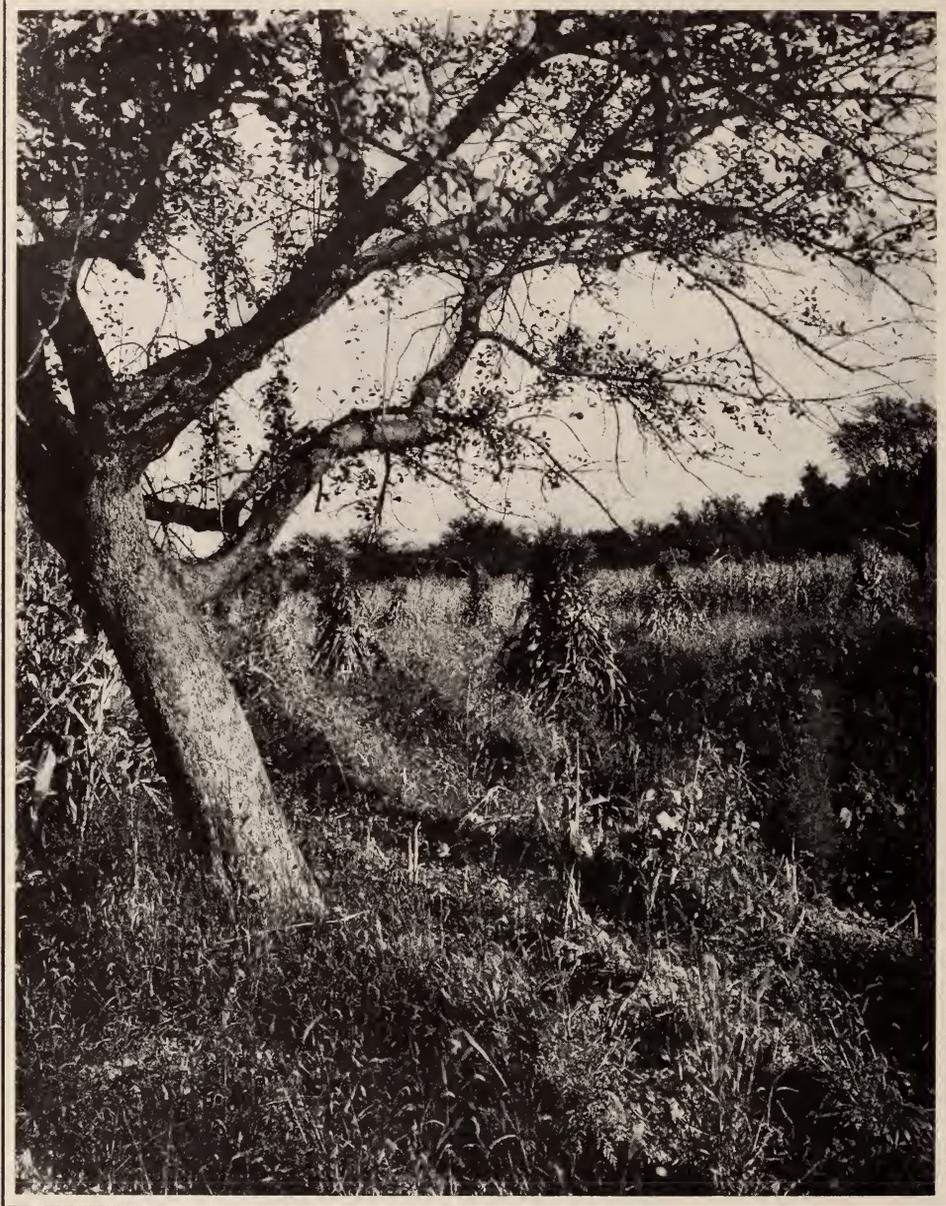
FALLEN LEAVES—A RETROSPECT

WHEN I was a boy, the coming of autumn did not bring the unalloyed delights that it does now. For with those mellow afternoons of vigorous play at football and the early morning search for chestnuts with my companions, came also the duty of keeping our lawn clear of fallen leaves. We lived in the shadows of great oaks, chestnuts, maples and beeches, so from early autumn until well into winter mine was no easy task.

My own opinion and that of my parents differed radically as to the practical and artistic advantages of a clean swept plot, and my excuses for avoiding the work must have been legion. One sticks in my memory with a persistence not unlike that of the bothersome leaves themselves in the grip of long, wet grass. I had a

boyish fancy that the time for green lawns, untarnished by other colors, passed with the spring and early summer, and that the raking of a stretch of turf covered with a carpet of multi-colored leaves was an actual desecration of nature's handiwork. My aversion for manual labor was undoubtedly the germ of the fancy, but this did not keep me from offering the excuse whenever I was in a hurry to be off to play.

Years have come with the green grass and gone with the fallen leaves since those happy times, and the aesthetic values of leafy shades woven into the fabric of an underlying green have slumbered peacefully in my memory. It was like waking from a pleasant dream to its conscious realization, therefore, when I read an article in a recent number of the



AUTUMN LEAVES

The leaves, though thick, are falling, one by one;
Decayed, they drop from off their parent tree;
Their work with autumn's latest day is done,
Thou seest them borne upon the breezes free.
They lie strewn here and there, their many dyes
That yesterday so caught the passing eye;

Soiled by the rain, each leaf neglected lies
Upon the path where now thou hurriest by.
Yet think thee not their beauteous tints less fair
Than when they hung so gaily o'er thy head;
But rather find thee eyes and look thee there
Where now thy feet so heedless o'er them tread:

And thou shalt see, where wasting now they lie,
The unseen hues of immortality. —*Jones Very.*

Outlook, which confirmed my boyish contention that the place for fallen leaves is where Nature puts them, and not in huge unsightly piles waiting for the torch, or already reduced to ugly smudges of black ashes. My authority comes from China—and where could one go for a true appreciation of color if not to the country of the mandarins, with its beautiful pottery, gorgeous screens and wondrous fabrics from the loom. In China, then, the following incident as told by Okakura Kakuzo, occurred:

“Rikiu, the great tea merchant, was watching his son Shoan as he swept and watered the garden path. ‘Not clean enough,’ said Rikiu, when Shoan had fin-

ished his task, and bade him try again. After a weary hour the son turned to Rikiu. ‘Father, there is nothing more to be done. The steps have been washed for the third time, the stone lanterns and the trees are well sprinkled with water, moss and lichens are shining with a fresh verdure; not a twig, not a leaf, have I left on the ground.’ ‘Young fool,’ chided the tea master, ‘that is not the way a garden path should be swept.’ Saying this Rikiu stepped into the garden, shook a tree, and scattered over the garden gold and crimson leaves, scraps of the brocade of autumn. What Rikiu demanded was not cleanliness alone, but the beautiful and natural also.”

A TERRIBLE DISASTER

By EDGAR WHITE

THE superintendent of the County Infirmary at Macon, Missouri, told me one day that he had an old “befo-the-wah” darkey out there who had a good story about a train wreck that happened on the North Missouri railroad in the days when “Bill” Anderson and his guerillas were making life a dread for the men of the rail. He was so insistent that the story was worth while, that one Sunday a few of us chartered a motor and drove out to the pauper’s home. Pat Ruth-erford was the name of the aged historian. We found him out sunning himself on a bench, his head resting on his hands which clasped the handle of the cane he used. He arose and with courtly grace took off his old coonskin cap and bowed to the ladies, remaining standing until some one signi-fied for him to resume his seat.

“The superintendent told us that you had seen quite an accident during the war, Uncle Pat,” I opened. “We thought you wouldn’t mind telling us about it.”

“To be sho—to be sho’ Ah will,” replied the old darkey genially. “Ah mem-bers it jist as well as if hit wus tomorrer. Hit were dreadful!”

Freely translated, Uncle Pat’s railroad yarn runs about like this:

Pat and his good wife, then emanci-pated, were living in a log cabin near the railroad track north of Old Allen, now the Moberly division town. It was during the last year of the war. A month before, “Bill” Anderson’s rough riders had troop-ed into Centralia, stopped a passenger train and butchered all the soldiers thereon, then turned and annihilated Major Johnson and three Union regiments

which had gone to the rescue. With Anderson were Frank and Jesse James, George Todd, and some of the swiftest gun-fighters the world has ever known.

The affair at Centralia created a commotion all over the northern part of the state. Every town to the north of Centralia was

while he watched. Along towards midnight there was a glow far down the line. The express from St. Louis was coming, puffing, snorting and ringing the bell. Then it began emitting what sounded like agonizing shrieks. Pat said he felt his kinky hair begin to uncurl and stand up.



“PAT” RUTHERFORD—WHO TOLD THE STORY

dreading attentions from Anderson's bloodthirsty crew. In Macon there was almost a panic; many citizens left the place with their valuables. Even Uncle Pat and his little family heard of these things, and were considerably worried. The passage of every train disturbed them, they fearing it might be ditched at their doors by the guerillas.

One night, when there was a rumor that Anderson was coming, Pat made his wife and the pickininnies hide out in the woods

Still the train came on, “jist a bilin’!” Some dark objects appeared in front, standing out in the weird glow of the headlight. Louder and louder came the shrieks, there was a mix up in front, a terrible crash and the train shot by, “lak a big one-eyed demon.”

Pat waited until the cars had passed. Then he heard a “long wheezing groan,” as he described it, “a rattle of teeth and all was quiet as death.” Not for the world would he have investigated the

tragedy—not till the sun came up and he had somebody to go along with him. He rushed into the woods and remained with his little brood until daylight came on clear and strong. Then they walked down the track. Over to one side, near the right-of-way fence, was a large Missouri mule, quite dead.

The women folks laughed. Uncle Pat regarded them with pained surprise. He didn't see where the joke was. So one of the girls managed to straighten her face a bit, while she apologized. "Excuse me for laughing, Uncle Pat. But what was so dreadful about that story?"

"Hit war my mule," he explained.

A YOUNG MAN'S RECREATION CREED

REV. HERBERT A. JUMP, Pastor, Oakland, California

First—I will never patronize an entertainment that brutalizes man or shames a woman.

Second—I will always do some part of my playing in the open air.

Third—I will not be merely a lazy spectator of sport; I will taste for myself its zest and thrill.

Fourth—I will avoid over-amusement as I pray that I may be saved from over-work.

Fifth—I will choose the amusements that my wife can share.

Sixth—I will not spend Sunday in caring for my bodily pleasure so much that I forget my soul and its relation to God's kingdom.

Seventh—I will never spend on pleasure money that belongs to other aspects of my life.

Eighth—I will remember to enjoy a boy's sports again when my boy needs me as a chum.

Ninth—I will recollect that play should be for the sake of my mind as well as for my body; hence I shall not shun those forms of entertainment that deal with ideas.

Tenth—I will never let play serve as the end of existence, but always it shall be used to make me a better workman and a richer soul.

—*The Survey*





SOME INQUIRIES IN REGARD TO FREIGHT TARIFFS

Rate clerk H. C. Vaughn of the freight department at Braddock, Pa., recently asked for some information through the Question Box. His letter is not published verbatim, but his questions as submitted, with answers, are given in the following letter from H. C. Smith, freight tariff agent:

Dear Sir:—

I herewith return letter from rate clerk Vaughn of the freight department, Braddock, Pa., October 20th, and beg to advise in regard to his inquiries regarding routing regulations appearing in Baltimore & Ohio tariffs as follows:

First—He asks what are the principal causes regarded as exigent?

Answer—Washouts, blockades or other physical disabilities; also carriers' (agents') errors in routing.

Second—If a shipment is received from a foreign line routed via a route restricted by tariff, but over lines which are parties to the tariff and shipment reaches

destination before error is discovered, would this cause be regarded as exigency of carriers, providing shipper did not specify intermediate lines?

Answer—The routing regulations appearing in Baltimore & Ohio tariffs are not applicable on shipments from foreign roads unless such foreign road is shown in the Baltimore & Ohio tariff as an initial carrier and its rates published by the Baltimore & Ohio under authority of such initial line. A shipment from a foreign road must be governed by the routing regulations, if any, appearing in the foreign road's tariff originating the traffic and publishing the through rate. Assuming, however, that the foreign road's tariff in this instance carries such a routing regulation as that published in Baltimore & Ohio tariffs, the clause would require the protection of through rate via the route shipment traveled.

Third—If shipper did specify the intermediate lines, is the railroad company bound to protect the through rate via the

route provided for in the tariff, and via which shipment did not move?

Answer—No. On the contrary the carrier is obligated to assess the lawful charges via the route designated by shipper and which was used.

In this connection it may be stated, as a matter of information, that question having previously arisen as to whether the words "Exigencies of carriers," as appearing in our routing clause, would cover shipments misrouted through error

by agents, in order to obviate any possible chance of misunderstanding, the clause has been revised, and the following is being substituted for the former in all tariffs as reissued or amended:

"Routing when specified herein is that ordinarily and customarily to be used. If from any cause arising from the exigencies or errors of carriers property is sent via other junction points or routes, but over the lines of carriers parties to the tariff, the through rates named herein will apply."



ONE of our Baltimore boys who is a lover of outdoor life, in telling of a little incident which happened to him last summer, says: "I was spending my vacation on one of our tide water streams down South, and one day with a companion took a canoe and paddled along to find a good fishing ground.

"Knowing the instinct of the native for locating the right spot, we stopped opposite an old darkey, who, clad in simple jumper and jeans, was contentedly fishing.

"The sport was pretty poor, however, and we spent more time fanning mosquitoes than in drowning worms, and noticing that the pests did not seem to bother the negro, we called over to him, "Uncle Joe, mosquitoes biting you over there?"

"No sah, taint nary one ovah heah'.

"'Not one'? I inquired.

"'No sah', replied the black. And more in the spirit of banter than with any thought that he might take up my challenge, I said,

"'Well, there are lots of them over here and if you will come over, strip, and lie down without moving for half an hour, I'll give you a dollar!'

"'Comin right ovah, boss,' he retorted, and getting into his dug out and paddling across, he was soon doing time in accordance with the conditions of the offer.

"Twenty minutes passed and the poor fellow was literally covered with mosquitoes. But he gave no evidence of discomfort, and looked like an easy winner, until my companion hit upon a scheme to test his tenacity still further.

"Reaching into his tackle basket, he pulled out a big convex glass lens which

had formerly been a part of a bicycle lamp, and holding it in line with the rays of the sun, drew a bead on the negro's leg.

"He twitched violently from side to side in trying to change the spot, but the glass had gotten in its deadly work, and finally he cried,

"Say, boss, If you'll just shoo that hornet off my leg, I'll lay heah an hoah foh dat dollar.'

"He won the money."

THE BROTHERHOOD OF MAN

Have you ever noticed in your every day life the innumerable little things which indicate the common fatherhood and the universal brotherhood of us all?

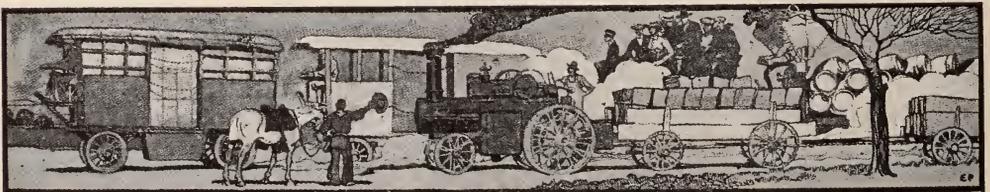
We were one of over five thousand people on an excursion boat not long ago, sailing up the majestic Hudson. During the day half a dozen palatial private yachts passed us, most of them flying the blue flag which means "owner aboard". Did they skim by without a word of greeting? Not at all. Invariably they returned our salutes, and from every part of them, from crew, officers and guests alike, greetings were waved across the water.

Most of us have gone to concerts where several wonderful singers have been announced to sing, and where the headliner is saved for the last number in the first part of the program. The first singer has a beautiful voice, and you wonder

if any song could please you more than her selections. And when the second soloist has concluded you ask yourself if his number could possibly be sung with greater inspiration and power. But your expectations continue to increase, as the program reaches the name of the world renowned artist whose number has been given the place of honor. There is a subdued flutter of excitement in the brief intermission preceding his appearance, and a hearty salvo of applause as he appears on the stage. Even the orchestra pays its tribute by rising as the great singer comes into view.

But something has gone wrong; surely the orchestra must be at fault, for this is the world's greatest basso of whom we have heard so much. But no, it is not the orchestra, the soloist himself is off the pitch, and is laboring frantically to key his voice up to proper tone. But it is in vain. He struggles manfully and well to cover the vocal defects with his superb dramatic art, and after a magnificent climax at the end of the piece, which lacks only the expected perfect tone, retires.

Is the audience disappointed? Unquestionably! And did they show it? Yes, spontaneous enthusiasm is plainly lacking in their response; it is only human nature for the crowd to betray its innermost feelings. But it applauds bravely, and pays loyal tribute to the idol from whom it had expected so much. They have taken the effort for the deed.





ELIAS BERNSTEIN WINS PRIZE CONTEST FOR TICKET SELLERS

In the September number of the Baltimore & Ohio Employees Magazine an announcement was made that a prize of \$25.00 would be given for the best essay on the subject "How Should a Ticket Agent Handle an Undecided Inquiring Caller?" No other notice concerning the contest was given to the ticket agents on the line.

In naming the prize winner, Mr. O. P. McCarty, passenger traffic manager, makes this announcement:

"The contest was open to all ticket agents and ticket clerks on the Baltimore & Ohio System, and a limited period of two weeks after the receipt of the magazine was given them in which to prepare their essays. It is gratifying to state that thirty contributions were received within the allotted time.

"The contest was suggested by Mr. George F. Randolph, first vice-president in charge of traffic. Mr. Oscar G. Murray,

chairman of the Board of Directors, kindly agreed to act as judge, read all of the essays and select the prize winner.

"Each essay was typewritten from the original copy and given to Mr. Murray without the author's signature or location. In this manner each essay was carefully read, and judged solely on its merit.

"The thirty essays submitted contained many excellent suggestions and besides the prize winning effort there were two particularly deserving of honorable mention. These, together with one other of special merit, will be published with the names of the authors, one in each of the December, January and February issues of the Employees Magazine.

"I take great pleasure in announcing that the prize is awarded to Mr. Elias Bernstein, ticket agent of the Staten Island R. R., Pleasant Plains, N. Y., and voucher for \$25.00 has been authorized in his favor."

THE PRIZE WINNING ESSAY

A ticket agent is a salesman in the broad sense of the word. Salesmanship may be defined as the science and art of influencing the mind through the senses. The style of argument and the kind of

reasoning to be used must be determined by the proposition the salesman is handling and the character of the buyer. Whether it be on the road with a line of merchandise or behind the ticket counter,

the salesman must have at his command a thorough knowledge of his business and an understanding of human nature.

When you stop to think of it, it is a great art to handle a man in such a way as to win both his trade and his friendship. A living man is the most complex piece of machinery in the world. Compared to him, a locomotive is a play toy.



ELIAS BERNSTEIN
(see page 41)

The slightest blunder may cause him to work badly or to break down; yet there are no printed directions attached to him. All we can do is to watch his eyes and do our best.

Now let us suppose a case where an undecided caller steps up to the ticket window for information. He wants to know what advantages our road has over another which also runs to his destination. The agent has before him a prospective customer. His aim should be to convince that person and get his patronage. To do this certain golden rules must be

closely adhered to. The first greeting from the agent must be a sunny smile. He must listen attentively and study the brand of information desired. Since first impressions are very lasting, the company's servant must have at his fingers' tips facts and figures. It must also be kept in mind that it is easier to win a man through his eyes than his ears. Diagrams and maps are very helpful and speak for themselves. Lastly you can never win a man by talking at him; you must talk with him.

Psychology plays a prominent part in dealing with a doubtful individual. Say something pleasing to him and be cordial. If he is a business man he will respect your judgment, if you tell him that the town is moving his way, or that you note the marked increase in his business. Then come to the point and answer his questions in a clear, matter-of-fact business-like way. It strengthens the arguments and shows self-confidence in the assertions made. Remark casually as you go along that some particular portion of the road-bed has lately been ballasted and that a new block system now protects it; mention the "Safety First" movement; it is a fine topic for conversation; explain that all the trains running to his objective point have fine observation platforms and that one riding outside can keep his linen clean. These arguments, which tend to insure safety and comfort, outweigh the competitors' claim for speed and even a shorter route.

Secure that man's business even if it is small:

"Little drops of water,
Little grains of sand,
Make the mighty ocean
And the mighty land."

The company will give him satisfaction. A satisfied patron is an advertisement. It will create new travel and bring results.

DO YOU WANT TO KNOW HOW TO SUCCEED?

THEN READ MR. BERNSTEIN'S LETTER!

When we first learned on Saturday, November 1, that Elias Bernstein had won the prize contest for ticket sellers, we wired him for his photograph. The prompt receipt of same at twelve o'clock noon of the day following shows one characteristic of Mr. Bernstein which undoubtedly contributed towards his success, namely, he is right "on the job" at all times.

With Mr. Bernstein's photograph came an explanatory letter which reveals the young man's resolute and persevering character. It is a pleasure to print this letter, and we commend it to the careful attention of all our readers.

THE STATEN ISLAND RAPID TRANSIT
RAILWAY COMPANY.

Pleasant Plains, N. Y.
November 2d, 1913.

*Editor Baltimore & Ohio Employes
Magazine,*

Baltimore, Md.

Dear Sir:

Herewith are several photographs of myself from which you can select a suitable one.

Perhaps the cap and gown picture requires a little explanation. It is my graduation picture, taken in June of this year. I studied law by day and worked as agent at night. Graduated from New York Law School with degree of Bachelor of Laws with honor. I have been with Company eleven years, starting as messenger boy and working my way up to telegraph operator and ticket agent. Was clerk to division operator, from which office I took a transfer to an afternoon agent's position so that I could attend high school. After graduating from high school, I went to college in New York City.

I expect to take the State Bar examination this coming June and be admitted to practice.

At present I spend several hours each day in Mr. W. J. Kenney's office, the Baltimore & Ohio's local attorney, so that I may acquire experience.

Very truly yours,

ELIAS BERNSTEIN.

"Let nothing HINDER you from winning the prize you want to win."—N. C. R. Weekly.



"Ideas and Hard Work are the Key to all Success."



HONOR ROLL

DIED A HERO SAVING BOY

JACOB BILZ, CITY LIGHT TENDER, SACRIFICES LIFE IN RESCUING
LAD FROM WHEELS OF TRAIN

JACOB BILZ, city light tender of Wheeling, W. Va., and known to hundreds of Wheeling people as "Jake Beans," met a hero's death at 10 o'clock Saturday morning, October 18th, when he sacrificed his own life to save Robert Rudisle, Jr., aged 5, from the pathway of Baltimore & Ohio train No. 706, known as the "Ohio Valley Express," due in Wheeling at 10.05 enroute from Pittsburgh to Kenova. The tragedy occurred at the sharp curve near Eleventh and Baltimore Streets, in East Wheeling. The Rudisle lad, son of Robert Rudisle, Sr., produce dealer of 1204 McCulloch Street, was sitting on the track as the train rounded the curve less than 100 feet distant. Bilz, who was tending an arc light fifty feet away, noted the approach of the train and the boy's perilous plight. His shout of warning failing to apprise the lad of his danger, Bilz rushed out before the train and swept the boy off the track and over the embankment at the right side of the right-of-way. The heroic act saved the life of the lad but it brought almost instant death to Bilz. Before he could take the one step that would have placed him out of danger the pilot

of the engine struck him and he was hurled twenty feet to the left of the track, alighting on his right side on a spur of the West Virginia Traction & Electric System. The train was brought to a stop some yards beyond and members of the crew and horrified spectators rushed to the limp form of the humble hero.

He was still conscious, though it was apparent that death was near. He must have realized it but his own suffering seemed not to concern him. His first thought was for the boy. "Is the little fellow all right?" were the faint, yet eager words that met those first to reach him. "Thank God!" he reverently murmured as they assured him of the lad's safety. "Its all right then," he gasped. Then raising his head he beckoned to engineer Conley and others of the crew. "It wasn't your fault boys," he whispered, extending his right hand. "You're not to blame. You had better go ahead. You're late. I'm all right and you can do nothing here." Weakly he shook hands with each member of the crew. Then he dropped back and slowly sank into the sleep of death. To the last his thoughts were of others. His own plight did not

seem to concern him in the least. It was heroism worthy of the noblest of history's martyrs.

His funeral is said to have been the largest ever held in Wheeling. The schools were closed, flags were flown at half mast, escorts from the city fire and police departments accompanied the funeral cortege and hundreds of floral pieces from people in all walks and con-

ditions of life bore eloquent testimony to the tremendous impression created by his unselfish heroism.

What leafy garlands can such bravery honor;

What words from us who are of baser clay;

Inadequate the people's lamentations,

The mourning flags and children, and the bay,
Unless this noble deed in life inspires us.

To follow where he blazed th' unselfish way,
And deathless make for coming generations,

The glory he created in a day.

PRESS COMMENTS ON BILZ HEROISM

Mr. Baumgartner's story of the heroism of Jacob Bilz was printed in many newspapers. It ran in the *St Louis Post Dispatch* of October 29, as the leading editorial, in the conclusion of which Mr. Baumgartner says:

"The injured man exonerated the engineer and the railroad, but sacrifices of this kind are sometimes required to demonstrate the importance of educational movements which have for their ends the conservation of human life or the betterment of humanity. Had the boy been taught in his home, in school or in Sunday school, something of the serious danger of playing about railroad tracks, Jacob Bilz's name would not have been added to the long list of persons killed each year on the American railroads while trespassing, nor would he have been called upon to lay down his life in impressing upon the minds of his town-folk the imminent danger of this practice.

"Railroad officials for years have been actively engaged in carrying their educational campaigns against trespassing to the very homes of the people, and to the children at school, pointing out the fact that the number of children who are

killed annually while playing about the railroad tracks would fill a good-sized cemetery or populate a city.

"Commenting upon the number of fatalities to trespassers on railroad property, J. W. Coon, chairman of the General Safety Committee of the Baltimore & Ohio—Cincinnati, Hamilton & Dayton System, who has made a study of the question, states that 75 per cent. of the persons, exclusive of railroad employes, who meet their death on railroad tracks are a good class of American citizens—like Jacob Bilz and Robert Rudisle—and not tramps.

"Analyzing the accidents to trespassers, Mr. Coon said recently:

"Last year 5500 trespassers were killed on the railroads of the United States, or 15 each day. This has attracted comparatively little attention from the average person, who would say 'mostly tramps,' but let us stop and consider this further. One railroad analyzed the circumstances of each person's death on its lines for a considerable period, and I feel that the result on that road would be a fair average for the others. It was found that over 75 per cent of all killed or

injured were not tramps or 'hoboes,' but tradesmen, wage earners and citizens living in the vicinity of where the injuries occur. Many were women and school children of tender age.

"I could cite dozens of cases. Practically nothing is being done to prevent them. On the Baltimore & Ohio last

year 273 trespassers were killed and 197 injured. Seventy-five per cent were good citizens, some temporarily out of work and going from one town to another seeking employment. Some were riding freight trains to save paying railroad fare. Many were women and children walking on the track."



EXHAUSTS

An orderly officer going his rounds at dinner time at a territorial camp, asking the usual question, "Any complaints, men?" received a complaint from one mess who were having soup.

"Well, what is the matter with it?" inquired the officer.

"Why, there's no end of sand and grit in it," replied the mess orderly.

"Now, look here," said the officer, "did you come to camp to grumble or serve your country?"

"Well, I did come to serve my country, sir, but not to eat it."—*London "Tid Bits."*

The man with just enough money to buy a circus ticket never worries about the day after the circus.—*Credit Lost.*

"I saw my boyhood chum today, the one that has become a millionaire."

"Did he recognize you?"

"I guess so, he turned a corner when he saw me coming."—*Houston Post.*

DANCES

Dayton—I know the tango and the turkey trot, but what's the St. Vitus?

Doyle—It's the one you do with a trained nurse.—*Judge.*

The train stopped at a small station and the impatient traveler stuck his head out of a window to investigate the cause.

"Hey!" he called to an idler on the platform. "What's the blooming train stopped for now?"

"Why, consarn ye," retorted the native indignantly, "this is Boostburg!"

"So I see," said the traveler, glancing at the signboard; "but that isn't answering my question."—*Judge.*

LIKE ALL EXPLORERS.

"Wife explored my pockets last night."

"What did she find?"

"Material for a lecture."—*Judge.*

To Engineers Handling Passenger Trains, and Others Connected with that Service

TO INCREASE its rapidly enhancing reputation as a passenger line and to become more attractive to its patrons, the Baltimore & Ohio Railroad in recent years has spent large sums of money in the betterment of its track and for the purchase of fine passenger equipment and more powerful locomotives.

The full benefit from these expenditures will not be derived unless the individual locomotive engineer so handles his train as to make the passenger's trip agreeable and comfortable.

The successful engineer requires more than ability to start and stop trains and maintain speed. It is believed that Baltimore & Ohio engineers are the equals of engineers on other lines, and are interested in its success and reputation and anxious for the very best results.

A passenger engineer is usually of long experience and good judgment, and well qualified for the work assigned. His first duty is to see that his engine is in proper condition and fully prepared and equipped for its work. He should be ready to start on the exact schedule. Frequently the engineer is not looking for the starting signal and time is thereby lost. He should be ready before signal is given.

Much depends upon the way in which a train is started and stopped. If provided with an engine of sufficient power, a train can ordinarily be started and stopped so easily that passengers will feel no perceptible shock, and their knowledge that train is under way or standing still will be gained by sight, rather than feeling. This is the perfect standard that every engineer should strive to attain.

The engineer who makes required time at minimum speed excels as a runner. To do this he must get train quickly in motion after a stop, maintain required speed and reduce engine delays at stations to the lowest limit. The engineer should know the characteristics of the road over which he runs, and regulate speed to suit conditions. Engineers should know how fast to run at uniform speed to make time required. The practice of running slowly up grade and fast down grade is wrong, and causes criticism from passengers.

While desirable that uniform speed be maintained, there are times and places when speed may properly be reduced, as during and after storms, in foggy weather, around curves and at obscure places. In all cases the engineer should give first and constant consideration to the safety and comfort of passengers, and next to punctuality.

While not so important as matters previously mentioned, two things can be done by engineers which will add both to the comfort of passengers and public, and result in economy, namely, the reduction of black smoke and the blowing off of steam at pop valves. With reasonable effort it should be possible to prevent three-fourths of the black smoke ordinarily made by engines using bituminous coal. An engine should not be permitted to blow off steam at pop valves, particularly at stations. It is wasteful and annoying, and frequently frightens animals, causing accidents. It is possible to prevent entirely this waste of fuel and steam by proper handling and cooperation of engineer and fireman.

The impossible is not expected from men in charge of locomotives, and full consideration is given to the conditions under which they work, but unless the highest attainable standard is maintained, the things which the public and patrons of the Company have a right to expect will not be accomplished.

Much has been done in the past two years in the better handling of passenger trains, which is encouraging and shows the interest taken by the engineers and others connected with train service. Greater results can be obtained and with the continued interest of the men will be obtained.

THE BALTIMORE & OHIO RAILROAD COMPANY.

FINANCIAL OFFICE OF THE BALTIMORE AND OHIO RAILROAD

LOCATED IN THE SHADOW OF OLD TRINITY

THE financial office of the Baltimore and Ohio Railroad is located at No. 2 Wall Street, in the heart of the financial district of New York, the money capital of the country. Its windows look out upon old Trinity Church, the chimes of which are in solemn and pleasing contrast to the

tesimal portion of which, with its time-worn and curious slabs, lies in the shadow of the church.

The office is in charge of E. M. Devereux, Assistant Treasurer and Transfer Agent, with R. B. Luckey, Assistant Transfer Agent. Through this office the Company distributes its semi-annual dividends to its eleven thousand odd shareholders, and disburses the interest upon its various issues of bonds. These disbursements aggregate many millions of dollars a year, and a layman can hardly properly appreciate the enormous labor, perfect system and rigid accuracy entailed in the administration of the accounts which of necessity must balance to the penny at the close of business each day. Here are kept the books in which are recorded the names and addresses of the shareholders of the Company, and the number of shares held by each. These shares total 2,127,500, Common and Preferred, the par value of which is \$212,750,000. Here also the Company's bonds are registered, this process vitiating the feature which makes them "pass by delivery," and making them payable to or collectible only by the individual, institution or corporation in whose name they are registered. In the majority of cases this is effected by the issue of a new certificate containing the latter provision. Mr. Devereux is also the Registrar of the Company's bonds.



THE STOCK EXCHANGE—NEW YORK

rush and roar of the busy streets below. Often as they toll the hours they remind us that we are one step nearer the City of Eternal Sleep, an infini-

While it is true that there is but small chance of injury to life or limb in this branch of the service, nowhere among in this office the consequences would probably not be fatal. But they might prove very serious and extremely diffi-



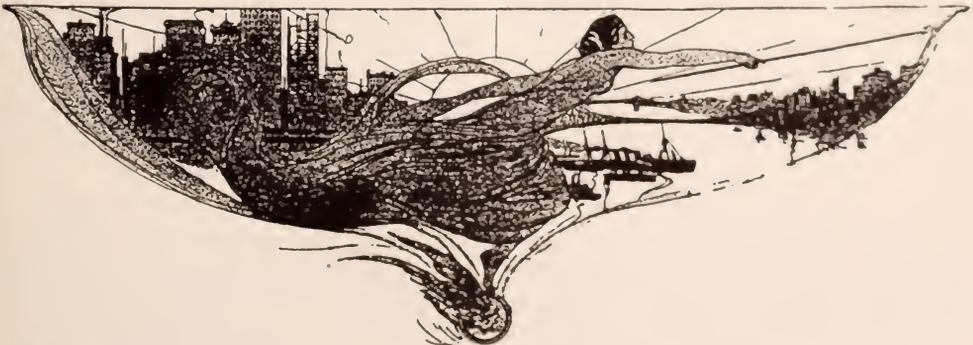
NEW YORK FINANCIAL OFFICE

From left to right: A. G. HANAUER; W. F. HITCHENS, Secretary to 4th Vice-President and Treasurer; R. B. LUCKEY, Assistant Transfer Agent; W. L. SMITH; E. M. DEVEREUX, Assistant Treasurer and Transfer Agent; Miss ALICE HARE, Telephone Operator, and J. C. MUHLBACH, Telegraph Operator

the vast army of the Company's employees is the "Safety First" signal more rigidly obeyed. Should an error occur

cult to correct. It is better to stay right than to get right.

W. F. HITCHENS.





BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

RESPONSIBILITY

Many philosophers have told us the secret of success or failure. "Lack of ambition," says one; "carelessness," says another; "egotism," says a third; and so on through the catalogue of human weaknesses. But have you ever looked about you to see for yourself why men fail or succeed? It is a helpful mental exercise, provided only you do not forget yourself in making the examination. You know "Number One" so much better than any one else does, that it is a good plan to start with an analysis of your own case.

Not long ago in an executive office of a large corporation, a hurried conference was held between chief clerks, secretaries and stenographers, as to who in that particular office would be able to take down in shorthand and transcribe a very important speech to be delivered within the following week. Each man who was asked to take the responsibility declined, and it seems that not a single person in the whole organization dared to attempt the confessedly difficult task. So it was given to an outsider, who handled it creditably. But good report has it that any one of the half dozen

fellows who were asked and who declined, could have done the work equally well, had they not been dismayed by the fear of possible failure.

What an opportunity for some sensible individual to step into the breach and make a name for himself—not with foolish confidence in his own ability, but with a determination to utilize whatever ability he had to the fullest possible extent! The very fact that all of them were asked to do it indicates that their chief believed they could. What greater incentive could a man ask! Yet *six* men failed individually to seize and make the most of the offer because they were unwilling to accept responsibility.

That particular instance of failure to accept responsibility was plainly due to fear. It is oftener due to a smug complacency that we are handling our present work satisfactorily and the feeling that if we attempt something a little more difficult, we will not get along so smoothly and will disappoint our business superiors. Foolish worry—for we can always fall back into our former rut.

Don't let the microbe "let well enough alone" get into your system. It is the microbe of failure. "Nothing attempted, nothing done" is a much better maxim for us to follow. It is the germ of success. The spirit of the former is responsible for the oblivion into which millions pass every year. The spirit of the latter is the spirit of creation itself; the spirit of the investigator, the discoverer, and the conqueror, the spirit which has made history, progress and civilization, and has given us names like Caesar, Galileo and Columbus.

Seize responsibility when it is offered to you—refuse it only when your failure to measure up to it would involve the loss of human life or of some great undertaking. Reach out for it whenever it

comes within your grasp. If you fail, soon enough the world will take it away from you. Examples in abundance will prove this if you will only look around. See for yourself how other men succeed and fail by this rule. And don't forget to watch "Number One."



THE PARABLE OF THE CRITIC

EUGENE BERNARD SMITH

The car was on an up grade. Most of the passengers had gotten out and were pushing. Many, with their coats off, were toiling and sweating bravely. And slowly but surely they were getting ahead. Some, however, remained in the car. Part of them said there was no use pushing, since the hill was so steep they could never get up, anyway. Others said they would help when all those pretending to push were really pushing as they ought to. But the toilers toiled on, pushing the car and those in it constantly up the hill. The world is on an up grade. Most of her passengers are pushing faithfully, and every year finds her steadily going forward and upward. The pessimists, however, and the cynics remain seated in the car. The former say that the problems are so hopeless, and human greed so entrenched, that we are already beaten. The latter say that when the Church and those who profess to be trying to do right begin to practice what they preach, when the "hypocrites" are eliminated, they will help.

Meanwhile the workers are pulling and pushing, and the world is going up the hill. But did you ever see a complainer or a knocker who was helping?—*From the March 29th Outlook, reprinted with their permission.*



DISTRIBUTION OF THE MAGAZINE

Within the past month several requests have been received from as many divisions, requesting a larger allotment of magazines. On the other hand, we are advised that the allotment to certain divisions is in excess of the actual number required.

It is the Company's wish to give a copy of each issue to every employe of the road who wishes it. In order to know the number of magazines we will have to print, therefore, it is desired that every person having charge of the distribution on his division advise us in detail the exact number he requires. Please do this as soon as you conveniently can.



SPECIAL NOTICE TO ALL EMPLOYEES

Any employe of the Baltimore & Ohio Railroad Company who wishes to buy, sell, or exchange property of any description or do any advertising whatsoever in the *Employees Magazine*, would do well to consult the editor.



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 SEPTEMBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Illinois.....	\$10,686	\$ 9,418	\$65,969	.....
Connellsville...	9,629	10,104	.....	20,281
Wellston.....	8,650	.....	13,518	*14,405
Indianapolis...	7,394	8,102	17,254	.....
Toledo.....	6,915	.....	6,147	.....
Shenandoah.....	.....	*7,411	* 385	.....
Indiana.....	.....	8,277	.....	.....
Pittsburgh.....	.....	.....	.....	22,331
New Castle.....	.....	.....	.....	16,683
Philadelphia..	.....	.....	.....	16,041

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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, SEPTEMBER, 1913

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$2,515.30	\$ 1,121.28	\$16,041.50	\$ 2,415.90
Baltimore...	3,103.71	1,542.77	5,087.85	2,784.13
Cumberland...	3,177.92	1,220.56	3,263.60	2,087.31
Shenandoah..	*7,411.50	*385.05	1,044.14	2,993.88
Monongah...	5,250.27	1,875.22	9,464.85	3,674.87
Wheeling....	7,187.02	2,168.29	5,259.51	4,394.20
Ohio River..	3,242.89	3,218.75	6,179.45	3,561.13
Cleveland....	5,118.24	1,896.61	5,103.60	3,369.42
Newark.....	2,549.67	2,883.99	5,541.23	3,003.11
Connellsville.	10,104.35	4,980.66	20,281.68	9,629.01
Pittsburgh...	5,187.31	2,333.58	22,331.58	4,261.63
New Castle..	2,792.36	2,140.43	16,683.72	3,246.09
Chicago.....	4,054.82	1,399.83	15,183.02	2,681.16
Ohio.....	4,586.63	1,908.78	9,139.80	3,604.87
Indiana.....	8,277.43	4,368.94	6,292.16	6,483.67
Illinois.....	9,418.25	65,969.45	3,694.60	10,686.38
Toledo.....	7,329.67	6,147.57	7,457.46	6,915.52
Wellston....	5,559.18	13,518.20	*14,405.45	8,650.30
Indianapolis..	8,102.10	17,254.60	3,637.02	7,394.98
B. & O. C. T.	3,671.45	4,340.14	3,366.89	3,680.48
Average.....	4,248.53	2,245.67	6,490.33	3,621.33

* Indicates no accidents.

Mr. J. W. COON,

Chairman General Safety Committee.

Dear Sir:

Is it possible for me to get another Safety First Button? Some one relieved me of mine while my coat was hanging in the switch box one dinner hour. I feel lonesome without it. Many a time I have been going to do something on the border line of "Safety" and happened to glance down to see Mr. Safety First looking right at me. I have stopped and thought the matter over time and again, and have always found that what I intended doing was not living up to our motto of Safety First. As long as I am with the good old Baltimore and Ohio, I want to be a Safety man First, Last and All the Time.

Respectfully Yours,

H. E. SEACHRIST,

Yard Conductor,

Pittsburgh, Pa.



SPECIAL MERIT ROLL

NEW YORK DIVISION

On the night of October 20th a severe rainstorm accompanied by southwest gales prevailed in New York harbor. At half past five o'clock, captain A. Matuch, of tug "George F. Randolph," departed from Pier 22, North River, with float No. 161 on a six mile journey to St. George, Staten

Island, where a gust of wind of unusual velocity swept down upon the tow and caused the float to roll so heavily in the rough seas that the lines parted, and for a time it looked as if the tug would lose its tow, for the tug, too, had suffered. Captain Matuch, undaunted, steered straight for the float, steadied it up and endeavored to reach the Jersey



BALTIMORE & OHIO PIER No. 7, AT THE FOOT OF RECTOR ST., NORTH RIVER, N. Y.

Island, where the various cars are assembled into trains. This float carried a cargo valued at \$50,000. The trip down the North River was free from danger, but, when crossing the broad expanse of the upper bay, a sudden

gale from the shore, In the meantime, night dispatcher Francisco, anticipating possible trouble, sent the tug "Hugh L. Bond, Jr.," captain Chas. H. Kearney commanding, up the bay to render assistance to such floats as might be on the

way down from New York to St. George. The "Bond" reached the "Randolph" and her tow at a point near Liberty Island. By this time the fury of the gale had increased to such an extent that the float was in danger of going ashore on Governors Island, but both captains by coolness, perseverance and good seamanship succeeded in getting the heavily laden float back to and safely moored at Pier 7, North River, from which point later in the night, when the winds had moderated, it was taken to St. George and the cars forwarded to destination. Much credit is due to these two captains, who by their seamanship and courage and in the face of a terrific southwest gale, avoided loss of property and equipment to their company.

STATEN ISLAND DIVISION

At 7.10 p. m. on October 20th, operator W. E. Connell, Princes Bay, S. I., had his attention drawn to big flashes of light. He looked out of the window and saw a live electric light wire on the ground across tracks and partly on gates. He notified dispatcher immediately and held train No. 32 until Electric Light Company's man arrived and took wire off track. He had a



W. E. CONNELL

policeman guard the crossing and also put two red lights on each side to protect the public, as the arc lights were out. O'Connell also warned passing people of the danger. He remembered "Safety First."

BALTIMORE DIVISION

On October 13th, agent Fisher (TS) at Boyds, observed and reported brake rigging down on hopper in middle of train of extra east engine No. 4030-4028, conductor McNamee, engineers J. S. Clifton and H. C. Butler, while passing Boyds. The train was stopped at Germantown, the brake beam was found dragging on rails and was put in shape at that point.

MT. CLARE JUNCTION

While switching over No. 6 track in "A" yard, brakeman B. J. Britenbach discovered a broken switch point. He gave the engineer a "steady signal" to proceed over the broken switch point; and then notified the track foreman who had the track repaired at once without delaying trains.

CUMBERLAND DIVISION

On October 6th, 1913, foreman of south freight track, Thomas E. Youngblood, was checking his track and discovered broken rail joints and rails. He immediately sent flagman out and stopped train No. 90, and made necessary repairs before he permitted train to pass.

SHENANDOAH DIVISION

On the afternoon of October 15th as train No. 71 was leaving Capon Road station, conductor J. L. Bowler was standing on the ground watching his train and discovered brake rigging down on box car No. 66741, causing one wheel to slide. The car was located five cars from the caboose. He jumped on rear of train and put air down and made repairs. His prompt action probably saved an accident

and delay to No. 71 and also passenger train No. 18. Conductor Bowler was properly commended by the superintendent.

on the opposite side, and in doing so he was knocked from the step of the box car by the iron bridge spans at north Howard Street. Seeing him knocked off between



TUG BALTIMORE AND CREW AT PIER 22, NORTH RIVER

CLEVELAND DIVISION

Patrolman G. M. Hanson while in the vicinity of the fruit yard at Cleveland, Ohio, about 7.15 p. m., October 14th, observed M. P. 18138 in train 90's drag moving from Columbus Street freight house to Clark Avenue with brake rigging down and immediately called brakeman's attention to it. The latter stopped the train and took brake rigging off. This evidences another case of watchfulness, and Mr. Hanson has been written an appropriate letter by superintendent Lechluder.

J. W. Ransom, patrolman of Cleveland, Ohio, on October 16th, while looking over train No. 50 pulling into Akron about 4.15 p. m., noticed a young man between the cars. The fellow crossed to get off

the car and the bridge wall, Ransom called to him to lie still until the train passed, which he did. There is no doubt that had he attempted to rise he would have been seriously injured, if not killed.

Ransom's presence of mind in this instance was very commendable, and is very much appreciated. It is needless to say that acts of this kind are worthy of honorable mention, and entry will be made on his record accordingly.

Brakeman N. W. Bentz, on October 14th, discovered splice bars broken five rail lengths west of National Switch at Strasburg, Ohio, and immediately reported same to proper parties.

Operator S. B. Schaeffer, on October 7th, found about eight inches of broken

flange in interlocking switch at Goshen while going to throw switch for extra No. 159 east.

Conductor G. C. Love, on October 8th, found a broken rail joint west of Tennent Tunnel opposite old quarry derrick in middle of curve and left a flag there to protect same.

flange in train of extra east 4253 while it was heading into siding at Beach City; he immediately notified the conductor and the car was set out. Mr. Bratten is to be commended for his watchfulness in this instance and has been so notified.

H. D. Westerman, water station inspector, found a broken rail just four joints



OFFICE FORCE OF PIER 22, N. R., AT PIER 7, DURING ALTERATIONS AT PIER 22 CAUSED BY FIRE. F. L. BAUSMITH, CASHIER, MARKED

Conductor C. W. McIntyre, on October 12th, found about six inches of broken rail at Dunlaveys crossing east of Uhrichsville and immediately reported same to all concerned.

Conductor F. W. Hoffman, on October 14th, discovered about eighteen inches of flange broken on rail on the east end of Everett siding at Everett, Ohio, and immediately notified the section foreman. It was fixed in a very short time afterward.

On the morning of October 17th, operator J. A. Bratten at Beach City found company car No. 138573 with broken

west of pole 94-25 on low side of curve west of Columbia, Ohio, on October 26th, and immediately notified all concerned.

O. F. Davidson, operator at Tippecanoe, Ohio, found broken rail on middle road crossing at Tippecanoe on October 26th, and immediately notified the superintendent's office.

Superintendent Lechluder recently wrote H. E. Eddy, engineer, of Cleveland, Ohio, viz.:

"I only want to confirm my conversation with you at Akron and to express my appreciation of the manner in which you handled the Knights Templar Special

from Cleveland to Akron on October 15th.

"I have ridden a great many trains, but never anywhere, where a train was handled more smoothly around curves, and stops were made with any more ease, especially when one considers the speed which you were making.

"There is nothing which advertises our company better than good passenger service, and this can be attained in no more emphatic way than by good judgment on the part of the locomotive engineer handling a train."

CONNELLSVILLE DIVISION

Conductor J. Cook of Somerset, discovered a broken rail in the main track east of Summit; also a broken rail in Randolph mine siding, on October 13th and 14th, respectively. His prompt action in reporting both irregularities caused their repair before any trouble resulted, and is commendable. He has been presented by the superintendent with the usual letter of appreciation.

On October 15th, conductor D. A. Swarner discovered a piece broken out of a plank in the crossing at Hyndman. He made a prompt report of the matter and it received the necessary attention. His thoughtfulness on this occasion is commendable as the condition of this crossing might have resulted in injury to someone using it.

NEWARK DIVISION

Engineer George Stasal and conductor J. W. Evans on train 1st 32 October 14th, while pulling through eastbound siding at Lanesville, discovered the west switch of Brawn wagon works track half way open.

This is a main track switch, and their watchfulness undoubtedly prevented a very serious accident as the morning was very foggy.



WM. B. ANDERSON, NEWARK DIVISION

(See page 45, October issue)

PITTSBURGH DIVISION

At 4.15 p. m., October 4th, yard clerk John Rosely, while checking track No. 14 in Glenwood yard, discovered smoke coming out of P. Me. K. & Y. car 80103 with merchandise loaded at Fairmont for Pittsburgh. Upon examination he found that a shipment of matches loaded in one end of the car had become ignited by some wheels which had been placed against this shipment moving while car was being switched. Mr. Rosely extinguished the fire before any damage was done. Had it not been for the prompt action of this young man, a disastrous conflagration would have resulted, involving a heavy loss to the company. Mr. Rosely has been commended for this meritorious act.

NEW CASTLE DIVISION

On the night of the 20th inst., James Morrow, signalman of the Erie Railroad at Warren, thought he heard a rail breaking when Baltimore & Ohio train No. 56 was pulling some cars off the Erie transfer track at Warren. He immediately went down and found that a rail had broken. He notified cashier R. H. Childs, who just had time to advise the local crew who were about to place cars on the transfer. As the night was very dark, they were not aware of the rail being broken. This saved the company a possible derailment, and superintendent Temple wrote a letter of appreciation to Mr. Morrow, sending a copy of it to his superintendent.

INDIANA DIVISION

Recently James Long, yard foreman at North Vernon, noticed a broken pedestal on tank of engine on No. 18. It was necessary to change engines there. Mr. Long saved a possible serious wreck.

Agent Roller of Charlestown, recently found a broken switch point at that place and notified all trains in time to avoid a wreck.

Train baggagemaster C. A. Stevens on September 30th, on train No. 7 near Ol-

ney, noticed small pieces of wood and gravel flying by his window and knowing something was down, without further delay, set emergency brake and brought train to a stop. Upon examination it was found that the rear journal on rear tank truck had broken, allowing arch bar to drag on ties. Had not Mr. Stevens noticed this, it is possible that a serious wreck would have resulted.

TOLEDO DIVISION

On September 19th, freight brakeman J. A. Abele discovered a broken chain in the point of a switch, causing point to set three-fourths inch away from rail. He stopped and took it out in time to prevent a possible accident to the next train, No. 6 passenger.

On September 24th, third trick operator G. T. Airing at South Dayton, discovered a broken rail south of bridge No. 40 on northbound main. He notified dispatcher, hunted up section foreman, and had the necessary repairs made.

On October 8th, third trick operator G. T. Airing at South Dayton, along with signal foreman L. Craig, discovered broken rail near bridge No. 40, and reported promptly to proper official.

I want to discourage the idea that you are expected, by the officers of this company, to do anything that is not safe.—*President Daniel Willard.*

The man who missed the car denied that he didn't run fast enough. He did run—more than fast enough—but he didn't begin to run soon enough.—*Baltimore Trolley News.*



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. SALISBURY.....Asst. Terminal Agent, Pier 7, N. R.
ALFRED OSWALD.....Foreman, Pier 22, N. R.
M. E. DEGNAN.....Foreman, West 26th Street
GUS FLAMM.....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.
TONY ROSS.....Laborer, Pier 22, N. R.
SAM GILESTA.....Laborer, 26th Street
MIKE MONDAY.....Laborer, Pier 21, E. R.
MIKE DEMAYO.....Laborer, St. George
C. H. KOHLER.....Supervisor Floating
Equipment, Marine Department
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.....Lighter Captain, Marine Department

The regular monthly meeting of the Safety Committee was held at Pier 7, North River, on the night of October 22nd. The entire membership was present and showed that a keen interest is being taken in the Safety First movement. Chairman W. Cornell presided. Mr. Elphinstone, roadman, of the Loss and Damage Bureau, and one of Mr. Coon's assistants, was also present.

The eighth and last story of the new warehouse constructed at 26th Street has been completed and it is expected that operations will commence in January, 1914.

Cashier F. L. Bausmith recently returned from his vacation, which was spent at Cincinnati and Chicago.

A. L. Mickelsen, agent at Pier 7, North River, has returned from the road, having spent three weeks at various points, with the superintendent of station service, J. K. Graham.

The uptown passenger and ticket office, formerly at 1490 Broadway, and the office of the general eastern passenger agent, formerly at 379 Broadway, have been removed to 1276 Broadway, between 32nd and 33rd Streets. This new location is in the center of the hotel, shopping and theatre district and is convenient to many local transportation facilities in New York.

W. B. Biggs, agent at Pier 22, was elected treasurer of the Local Freight Agents' Association at a regular meeting held on September 18th. This association consists of over one hundred and twenty active members, who are affiliated with the various railroad and coast-wise steamships entering New York. Prior to his election to the office of treasurer, Mr. Biggs served on the dairy committee for a number of years, and is very active in the welfare of that association.

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. SCHAFFER	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

One of the worst rain storms in our recollection occurred on October 1st and 2nd. At some points on the road the tracks were completely submerged with a foot or more of water. Considerable damage was done, but by hard work and fine cooperation, all traffic was put in normal condition within a short time.

The electric-manual block system between Princess Bay and Pleasant Plains is now in commission and working very satisfactorily. It will save delays to passenger trains.

Trainman Fred Hering and wife recently returned from a very enjoyable visit to Atlantic City.

Engineer A. Larkin and family are making their annual tour, visiting important places throughout the South.

H. S. Smyth has been promoted to chief clerk to the auditor, vice T. W. Kennedy, resigned. "Harry" has also purchased a home in New Dorp.



MODERN TYPE OF LOCOMOTIVE AND TRAIN ON THE STATEN ISLAND LINES

E. R. Buck has been promoted to general bookkeeper, vice H. S. Smyth, promoted.

Jos. Kneable has been promoted to chief train auditor, vice E. R. Buck, promoted.

C. C. F. Bent, vice-president, spent the month of September abroad.

The accompanying picture is of ticket agent W. Hagadorn, who was born April 6th, 1843. He is one of the oldest men on the Staten Island Lines, having started twenty-two years ago as ticket collector. Later he was promoted to ticket agent. He has been acting as an agent at Arlington, Mariners Harbor and Tower Hill and is still working at the latter station, where



W. HAGADORN

he is ever ready to tell the boys stories of days that have long passed away. When Mr. Hagadorn first went to Arlington it was nothing but swamps and woodland. At the present time there is a large freight yard and a four track system between Arlington and Mariners Harbor. Port Ivory Station is located at the place where the Hessians camped during the Revolutionary War and Mr. Hagadorn has found many old relics around this place. While in the battle of Gettysburg in 1863, Mr. Hagadorn captured a rebel officer, and for this was promoted to 2nd Lieutenant. He then took the examination for 1st Lieutenant and was promoted to this rank.

While living in Baltimore about forty years ago he did the printing for the Baltimore & Ohio time table. During the encampment in Gettysburg on July 4th of this year he met one of the men of the company of which he captured the officer and had a very pleasant call with him talking about war times. He was very glad to meet many old acquaintances of by-gone days. The picture shows Mr. Hagadorn wearing medals which were given to him for bravery during the Civil War.

Wm. Yerkes, secretary to the vice-president, and his wife made a second honeymoon trip while on their vacation. "Bill" went over almost the same ground as he did on his first trip.

Miss Edith Monohan, stenographer to secretary S. P. Kretzer, has been on leave of absence for her health.

"Bill" will not be able to do much bowling this winter, except at home to amuse the kiddies.

Night yardmaster W. McGarvey, Arlington, and his wife enjoyed a pleasant vacation at the conductors' convention at Chattanooga, Tenn.

Trainmaster F. C. Syze and wife left on Sunday, October 20, 1913, for Chicago. While on his vacation Mr. Syze took the opportunity of familiarizing himself with operating conditions on the other divisions enroute to Chicago. This gave him a complete knowledge of the entire Baltimore & Ohio System as it was only last Fall that he acted as supervisor of transportation on the Baltimore & Ohio Southwestern.

Clifton Lodge No. 339, Brotherhood of Locomotive Firemen and Engineers, are making extensive plans for their Grand Annual Mask and Civic Ball to be held at the German Club Rooms, Stapleton, on Saturday evening, December 13, 1913. Prizes will be awarded. The members of the committee are as follows: Chairman, Andrew Kelly, George Hartman, John Werner, Edward Kelly, Louis Rubino, John Hurley.

The accompanying photograph is of G. W. Smoot. Mr. Smoot was born at Ellicott's Mills, Maryland, May 13th, 1838. He began work with



FIRST LOCOMOTIVE ON THE STATEN ISLAND RAILWAY

Jack Sweeney, clerk in the coal pier office at St. George, has the smile that won't come off. "Jack" says he can be called by another name now, "Papa."

It is with deep regret that we learn of the death of Mrs. J. R. Huff, wife of conductor James R. Huff, who died October 20th. Conductor Huff is Chairman of the Brotherhood of Railroad Trainmen. He has the deepest sympathy of his fellow employes.

Night yardmaster Michael J. Leonard of St. George, returned recently from a very instructive vacation. Mr. Leonard visited the various freight yards around New York and noted their operating conditions.

Patrolman Geo. B. Miller, of the New York Division, has dropped out of the Batchelors' Club and now finds himself lassoed to a fair maid of his native town. "Foxy George" escaped many tricks from his fellow partners by keeping the affair a secret. He left home on October 15th to spend his honeymoon with his bride in Washington and Buffalo.

Patrolman Arthur Johnson has returned from his vacation to Charleston, S. C., and is now on duty at Cranford Junction.

A number of the boys were wondering whether or not they would get paid on time, for paymaster McNeill is the proud papa of twins, a boy and girl, who have been named after their fond parents—"Elizabeth" and "William."



G W SMOOT

the Baltimore & Ohio Railroad at Mt. Clare in the blacksmith shop in the year 1855. He was employed as brakeman on the second division at Martinsburg in May, 1857, when 19 years of age, but acted as brakeman for only three months. The first engine he had after being promoted was the old No. 40, built by Wm. Edwards, master mechanic at Martinsburg, and the only engine ever completely built at that place. His engineer was Jerry Zepp, a man with a great memory and a good engineer in every way. After his conductor, Thomas Frost, returned from camp meeting, the "boy conductor," as he was known, had to take No. 219, the last camel engine Ross Winans ever built, also the highest numbered engine on the Baltimore & Ohio at that time. His engineer on this run was Mat Manford. At that time railroad men had very hard times and Mr. Smoot can remember how he had to ride on an empty coal pot from Martinsburg to Piedmont and nail a cross tie on to hold fast his old tin dips. At the end of the trip they would tie their three old square lanterns together and take them home or to the boarding house or lose them. He was transferred from second division to first division from Martinsburg to Baltimore.

He was at Harper's Ferry coming East when John Brown made his famous raid, and his brakeman, E. L. Dorsey, was badly wounded by one of Brown's minnie balls. When the Civil War broke out and the railroad was blockaded, Mr. Smoot went to Alexandria on U. S. M. R. R., remained with Uncle Sam until the close of the war and was honorably discharged. He then went into business for himself. His next employment was with the Baltimore & Ohio Railroad on the Philadelphia Division on a construction train. After the road was finished he came to the Staten Island Rapid Transit R'y on June 18, 1889, and has been here up to this time. He is at present employed as agent and leverman at Mariners Harbor. Mr. Smoot could write many anecdotes of interest to the older employes on the Baltimore & Ohio.

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

Charles Miller, of Chester, who is a telegraph operator employed in Philadelphia for the Baltimore & Ohio Railroad, worked part of a recent

week as ticket agent at the Twelfth Street station, in place of John T. Mortland, who has been attending court on a case of the company.

Telegraph operator Dill, of the Delaware Ave. station, Wilmington, Del., and his wife left recently for a visit through the West. They will stop in Cincinnati, Ohio, St. Louis, Kansas City, and Craig, Missouri.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDER, 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. POSTER.....	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.

The Baltimore & Ohio Y. M. C. A. at Riverside held their annual Oyster Supper and Bazaar on October 28th, 29th and 30th. This sociable was gotten up by the Ladies' Auxiliary and was a very successful affair. A man would have to go a long way to get such a meal as the ladies served at the small cost of 25 cents.

Fireman J. B. McGovern, who was in St. Joseph's Hospital for an operation for appendicitis, is getting along splendidly. His only complaint is that he cannot get enough to eat, and wants more visitors. Here is a chance for you, boys.

W. H. Walters is also at St. Joseph's Hospital, getting along as well as can be expected. Mr. Walters sustained injuries to his foot while engaged in his work some time ago. He will have his foot saved but it will require some restful waiting. Call in to see him.

S. W. Whitaker has been appointed labor agent, vice H. R. Bricker, who has resumed his former duties as inspector of maintenance.

W. A. Dunnington has been appointed chief clerk of the Bureau.

Engineer W. S. Gillette is a well known freight engineer on the Baltimore Division. He is one of the youngest men driving an engine on the



ENGINEER W. S. GILLETTE

road, for one who has been in the service nine years. His record is clear.

"Chief" Moszner is right on the ground at the Labor Bureau, and says he can speak seven or eight different languages by this time, or at least "bluff" them pretty well.

The Rally Sunday at the Baltimore & Ohio Y. M. C. A. at Riverside was unusually well attended. Rev. Bailey, the speaker, who at one time was secretary, previous to Mr. Rice, and also pastor at Olive Branch Church, was heartily received. The music was especially fine, being rendered by a small brass band, composed of two slide trombones, seven cornets and the organ. The quartet from Clifton Avenue Church gave a beautiful selection and Rev. Bailey and his son, William, sang a lovely duet.

WASHINGTON TERMINAL

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

The Safety First Rally held in the Terminal R. R. Y. M. C. A. gymnasium by the Washington Terminal Company and Tenant Lines, October 8th, was largely attended and a very

successful affair. B. R. Tolson, chief clerk to superintendent of the Washington Terminal Company, presided, and welcomed the men with words of encouragement and commendation for the work of safety being carried on by them. The speakers were Geo. Sturmer, representing the Baltimore & Ohio; C. E. Walsh, engineman, Baltimore & Ohio; W. B. Smithers, conductor, Southern; H. B. Bowersox, yard fireman, Washington Terminal Company; G. T. Greaver, conductor, Chesapeake & Ohio; F. S. Radcliffe, yard conductor, Washington Terminal Company; T. F. Bowler, engineman, Pennsylvania.

Two lectures, illustrated with stereopticon, were given by T. H. Carrow and M. M. Sheedy, safety inspectors of the Pennsylvania Railroad. Music was furnished by the Bostonial Orchestra, C. W. Guest, director. Many expressed themselves as highly pleased with the meeting and hoped others would follow later.

Engineman Fred Mumford and B. A. Simpson are running the two new superheater yard engines, Nos. 30 and 31. These engines will be followed by others.

A plan for increasing the membership of the Terminal R. R. Y. M. C. A. was put into operation by the membership committee at their last meeting, and will be open to all members of the association. A blind ballot box has been made, into which the application cards, with the name of the member who proposed the applicant affixed, is dropped. On May 1st the box will be opened, the cards counted, and the members accredited with the six highest numbers will be rewarded as follows:

- 1st—Gold Terminal R. R. Y. M. C. A. medal.
- 2nd—Silver Terminal R. R. Y. M. C. A. medal.
- 3rd—Bronze Terminal R. R. Y. M. C. A. medal.
- 4th—Gold Terminal R. R. Y. M. C. A. pin.
- 5th—Silver Terminal R. R. Y. M. C. A. pin.
- 6th—Bronze Terminal R. R. Y. M. C. A. pin.

Sixteen large American Red Cross "First Aid" charts have been purchased and placed in the Terminal R. R. Y. M. C. A. rooms. These charts show the use of the triangle and roller bandages for fractures of any part of the body, how to stop bleeding caused by injuries, and the care of wounds, rescue methods for drowning, the best way to rescue persons from contact with electric currents, transportation of injured when impossible to get stretcher, and a number of rules for the treatment of poisoning. Several lectures on "First Aid to the Injured" will be delivered during the winter by Dr. P. H. Steltz, for the benefit of railroad employes.

The public telephone booth in Union Station has been moved to the room formerly occupied by the parcel room, and the space vacated will be an annex to the drug store. Soda, mineral waters and souvenirs will be sold in the new quarters, giving the much needed additional space for the drug business.

A number of railroad men attended one of the meetings in the old Alexandria-Washington Lodge room at Alexandria, and were much interested in the valuable collection of George Washington relics that are on exhibition. J. S. Hanson had the party in charge. All were treated royally and a very enjoyable evening was spent.

Two new bridegrooms in the ticket office are receiving congratulations from their many friends. George Rowe and Elmer Varela are the fortunate ones. A bright future undoubtedly awaits them, and it is the wish of their friends that trouble will always pass them by.

During the world's series baseball games, the railroad men off duty received the news from the grounds by special wire placed in the Terminal R. R. Y. M. C. A. rooms. E. E. Bailey, the operator, brought both joy and gloom to the men. The feeling of sportsmanship pervaded, and while some were disappointed, all desired "the best team to win" and were generally satisfied with the result.

The Terminal R. R. Y. M. C. A. Duck Pin Bowling League started under way October 6th, the Shops team defeated the Freight team after a hard fight for the first honors of the season. The following officers for the league were elected for the season: Frank Stanley, president; J. J. Ekin, vice-president; G. H. Winslow, secretary; C. H. Spencer, treasurer; C. D. Perry, bowling alley manager.

The members are anticipating a busy season and are hustling to make it the banner year of the league.

A new arrival in the home of Ross E. Wollett is the cause of that unusually pleased expression he carries with him now.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT,
General Foreman

DIVISIONAL SAFETY COMMITTEE

P. CONIFF.....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.....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. LEILICH.....Manager, Printing Dept.

CAR DEPARTMENT

H. A. BEAUMONT.....Chairman
H. H. BURNS.....Freight Repair Track, Mt. Clare
T. H. TATUM.....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. FRONTLING.....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 members of the test department held their Annual Pig Roast on the evening of the 18th of October and in addition to enjoying a treat for the "inner man," participated in a musical and oratorical entertainment.

CUMBERLAND DIVISION

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

E. H. RAVENSCRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

WEST END

M. H. CAHILL.....Assistant Superintendent, Chairman
W. H. BROOME.....Leading Inspector
D. A. NLAND.....Machinist
E. D. CALHOUN.....Fireman
J. M. RIZER.....Brakeman
J. Z. TERRELL.....Agent, Keyser
C. H. LOVENSTEIN.....Operator
J. G. LESTER.....Signal Supervisor
DR. E. F. RAPEL.....Medical Examiner
W. HARG.....Division Claim Agent
J. L. GITHENS.....Yard Conductor
C. E. MCCARTY.....Secretary

EAST END

J. W. DENEEN.....Trainmaster, Chairman
C. S. MCBEE.....Road Conductor
E. MERKLE.....Road Engineer
J. W. MANFORD.....Yard Conductor
D. C. PLOTNER.....Frogman
E. M. CHEVERANT.....Coppersmith
W. B. TANSILL.....Leading Inspector
J. WELSH.....Conductor
I. S. SPONSELLER.....General Supervisor
DR. J. A. DOERNER.....Medical Examiner
W. C. MONTIGNANI.....Secretary Y. M. C. A.
T. F. SCHAFFER.....Secretary to Superintendent

Our regular safety meeting was called to order by Chairman Cahill at 2.30 p. m., who spoke at length on "Safety First," pointing out the good to be accomplished by handling the work in a systematic and methodical manner, stimulated by the proper amount of enthusiasm and faith in the movement. It was suggested that the Committee, on account of the large amount of territory to be covered, and the fact that the members are scattered over the division, was unwieldy, and that we are not getting the results that should be obtained; further, that in order

to do the greatest amount of good, and get more effective and quicker action, the committee should be split into two separate and distinct organizations, one representing the West End, and the other the East End, each to take up matters affecting its own particular territory; that the minutes of each committee be sent to the other, so that there will be a fusion of ideas, and so that both committees will get the benefit of any suggestions for improvement in the service.

In dividing up the committee it was found necessary to appoint three additional members in order to place the same number of men on each end of the division and take care of all the departments that should be represented, and accordingly C. E. McCarty, assistant trainmaster, J. N. Githens, conductor in Keyser Yard, and Dr. E. F. Raphael, were named. It also developed that J. M. Rizer has been sick for some time and the prospects of his being able to do any active work on the committee being



NEWARK DIVISION SAFETY COMMITTEE

Back row: Dr. W. A. Funk, Dr. A. A. Church, B. R. McMains, C. L. Johnson, D. L. Host, C. G. Miller, A. N. Glennan
 Middle row: Jos. Vandivort, T. J. Daly, E. V. Smith, G. R. Kimball, G. F. Eberly, C. W. Gorsuch, Chairman
 O. J. Kelly, R. W. Lytle, H. W. Roberts Front row: H. B. McDonald, D. P. Laby, J. S. Little,
 E. C. Zinsmeister, C. C. Grimm, J. E. Bashew, H. H. Laist

These committees will periodically hold a united meeting at some central point on the division. Mr. Cahill further reminded those present that every movement of a reform nature has its critics, and at times members of the committee no doubt would be subject to ridicule, but that if they were imbued with the right faith, nothing of this sort would dampen their enthusiasm. All were asked to work with the thought uppermost in their minds that "an ounce of prevention is worth a pound of cure."

A motion was duly made and seconded, which was carried unanimously, that the committee divide itself into East and West organizations, the West End to be in charge of M. H. Cahill, chairman, and C. E. McCarty (whose appointment on the committee is announced), as secretary, and the East End of the committee to be in charge of J. W. Deneen, chairman, and T. F. Shaffer, secretary.

remote, on his own request he was relieved from the work, and his brother, L. A. Rizer, will be appointed in his place.

The committees as they now stand are given above.

The Baltimore & Ohio has completed improvements to all of the bridges on the Washington County Branch between Hagerstown and Weverton, the work consuming about two months. The work was done by the regular bridge force of the Baltimore & Ohio under the direction of bridge experts and was finished last week.

There are twelve bridges on the branch, all of them now have a maximum capacity of 175,000 pounds, sufficient to carry any train. New foundations were built under all the bridges while new girders and other parts were added to the structures to make them safe and strong.

There was an evening of feasting, speechmaking and song recently at the Baltimore & Ohio Y. M. C. A. It was a celebration previously announced as a complimentary banquet to the officers and membership of the association, but became in fact an informal matter of congratulation and felicitation over the return of secretary W. C. Montignani from a tour of Europe.

Lester Mille, of Frederick Street, a Baltimore & Ohio Railroad second division brakeman, fell from his train at Creek and was severely injured about the back and head. His injuries are not fatal. He was brought to Cumberland on the caboose of his train and taken to the Western Maryland Hospital in Butler's ambulance, where he is reported as doing as well as could be expected.

Jack Kemp, assistant at the Baltimore & Ohio Y. M. C. A., has accepted a position as assistant secretary to general secretary Aukerman of the P. R. R. Y. M. C. A. at Altoona, Pa., and took charge of his new position November 1st.

Thomas O'Connor, for many years a familiar figure among Baltimore & Ohio trackmen here at Keyser, W. Va., has returned from a prolonged visit to his native home in Ireland.

Mr. O'Connor has been working for the Baltimore & Ohio for twenty years or more, leaving for a few months periodically to go back to his native country. He left in January, 1912, shortly after he had been hurt while placing some heavy rails in the yards here. His prolonged absence made those who knew him well believe that he had gone back to stay, until he appeared upon Virginia Avenue looking quite well.

From three to four hundred persons are employed in the roundhouse and shops of the Baltimore & Ohio Railroad in South Cumberland, night and day, which means that from six to eight hundred people find work in these great shops, a large proportion of whom reside in this section of the city. The earnings of these employes are spent in Cumberland, mostly in the South End. Many of the men own pretty homes and are excellent citizens.

Since the new roundhouse and shops have been in operation for a few months, there has been more activity in the repair departments of the Baltimore & Ohio at this point than at any time in its history. The character of work done here, owing to the improved machinery and facilities is far higher than was done in the old shops. There is also an airy activity about the place and a neatness and evidence of the care of property that was painfully absent about the old shops. The grounds of the shops have been enclosed by a substantial high fence and the grounds themselves are kept in splendid order. No person is allowed on these grounds who is not employed in the shops, connected with the railroad in some way, or has business in the offices.

System and discipline in the management of the shops is evidenced everywhere. The offices of the master mechanic, Mr. Stewart, are commodious and neat. Here a corps of bright clerks

are busy with papers and books pertaining to the various departments of the big works.

Minor G. Weaver, 47 years old, a Baltimore & Ohio third division engineer, and a resident of South Cumberland, died at 10 o'clock at the State Sanitarium for the Tubercular at Sabillsville. He had been a patient for six months. He is survived by his wife, Mrs. Sarah Weaver, and two children, Yetta and Ernest, all of South Cumberland. He was member of the Brotherhood of Locomotive Engineers.

Local railroad men believe that the low standing of the Cumberland Division in the "Safety First" bulletin is not indicative of either inefficiency or laxity in work. They point to the fact that this division is considered the most difficult of operation of any in the country. The traffic is heavier over the eastern end than over any other division on the road, and the open way and yard facilities are recognized as being somewhat inadequate.

Among the recent changes of the Baltimore & Ohio Railroad are the following:

C. F. Robinson is appointed storekeeper at New Castle Junction, Pa., succeeding L. M. Douglas, transferred to the motive power department.

F. W. Gettle is appointed storekeeper at Garrett, Ind., succeeding F. C. Winter, who has been transferred to other duties.

J. S. Gilmore is appointed assistant trainmaster of the eastern district of the Chicago Division, between Chicago Junction, Ohio, and Garret, Ind.

J. F. Rhodes is appointed agent at Millersville, Ill., succeeding A. T. Michaels, deceased.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

J. H. Keller, employe of the frog shop, has purchased a fine new home on Beth street, Airley Heights.

Jacob McDaniel, blacksmith helper, and John M. Brantner, engineer, have purchased lots on Airley Heights and expect to erect homes there. This new suburb of Martinsburg promises to become popular with the railroad men.

Edward Flick, blacksmith helper of the local shop, and Miss Reta Kees were married recently. They will reside on South Water street.

John L. Schroeder, the well known operator at the local office, and Miss Lucretia Glover, were married at Sleepy Creek. A ten days' honeymoon was spent visiting nothern cities. John is popular with all the railroad men, and he has been receiving hearty congratulations from many of the boys and quite a lot of superfluous advice from the knowing ones.

W. R. Bodine of Hedgesville, who has been signal foreman on this division for a number of years, has been promoted to general signal foreman.

Edgar Shrodes has been placed at the West Cumbo electrical plant as maintainer. This is one of the best plants of its kind on the system. Mr. Shrodes comes to Cumbo from one of the western divisions.

United Links Division No. 352, Brotherhood Locomotive Engineers, and Elizabeth Fitzgerald Division of the Ladies' Auxiliary, held an informal banquet on Tuesday, October 21st, in Feller's Hall. The affair proved to be one of the most successful events of the kind ever held in this city. More than two hundred persons attended, many of them coming from Washington, Baltimore, Cumberland and other points. The menu was a splendid one, and as you may suppose was thoroughly enjoyed by all present.

After the repast, M. S. Deavers, chief engineer of the local division, introduced George W. Sturmer of Baltimore, assistant to general manager Galloway, as the speaker of the evening. Mr. Sturmer, who is a practical engineer and has served at the throttle, proved himself to be an able and powerful speaker. His address was about subjects and matters concerning the engineers and the members of the auxiliary. He was listened to throughout with rapt attention and the discourse was enjoyed by all. One of the pleasing features of the evening's entertainment was an old-fashioned dance in which many of the older members joined with a zest equal to that of the younger set. The music for the banquet and dance was furnished by fireman A. Comery and his up-to-date band. Ask any of those present, "what kind of a time did you have at the banquet?" Answer, "A jolly good time, you bet!"

Railroad men of this division learned with profound regret of the death of engineer William E. Hlyssong, one of the most efficient and widely known Cumberland Valley Railroad engineers. Death was caused by a stroke of paralysis suffered at his home at Lemoyne, Pa. He had been in the employ of the Cumberland Valley for more than thirty years. He pulled the first train over the line when the road was extended from Martinsburg to Winchester, Va., and was well known to many of the Baltimore & Ohio Railroad employes on the Cumberland Division. He formerly lived in Winchester, Va., the southern terminus of the Cumberland Valley, and was familiarly known by the patrons of the road along its entire route.

Ernest Sylvester Martin, age 25 years, a Baltimore & Ohio brakeman on the Cumberland Division, died in the King's Daughter's hospital, this city, of typhoid fever following an illness of only one week. He had been in the employ of the Baltimore & Ohio for several years and had proven himself an efficient railroad man. Surviving are his young widow and

one child, mother, four brothers and one sister, who have the sympathy of his fellow employes.

Samuel Luther Ways, a veteran Baltimore & Ohio engineer, died at his home in this city after an illness extending over a period of almost three years. He was seventy-three years of age, and was born in Woodbine, near Baltimore. He entered the employ of the Baltimore & Ohio in 1861 and served the company for forty-five years. In 1906 he was retired from active service, since which time he has lived quietly at his home in this city. He was well known by every employe along the Cumberland Division. During his long illness many of his old chums and fellow employes visited him to talk over old times and relate thrilling anecdotes of happenings in the life along the rail. The funeral services were held at the late home on Liberty street and were attended by a number of railroad men.

The sympathy of the shop men goes out to N. S. Edwards and R. N. Edwards, fellow employes, upon the sudden death of their mother, Mrs. Sarah Edwards. The sad event occurred at her home on East Moler avenue this city at 6.30 a. m. on October 27th. Her sudden demise was caused by a stroke of apoplexy, which came while she was alone in bed, the other members of the family having arisen to prepare the morning meal. They were informed of her illness by hearing her fall from bed in an attempt to summon aid. Medical attention was quickly procured but the hand of death could not be stayed and she died without regaining consciousness. Her death was a great shock to her children and many friends in this city. After the funeral service at the late home, the body was taken to Petersburg, W. Va., for interment.

C. W. Haymond, car foreman, was transferred to Cumberland, and O. E. Wild, assistant, was made foreman. And, boys, he is a hustler: the repair track is as clean as a new pin, not even a splinter is allowed to lay there. He has the good will of all his men and never has to say a cross word. They all work together and are a happy bunch of car repairmen.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE.....Superintendent, Chairman
R. H. EARLE.....Engineer
W. H. WINKLEY.....Yard Conductor

Brakeman W. Manuel, is the champion pork raiser of the Shenandoah Division. He has three porkers that will average four hundred pounds each, which is a pretty good start in this age of "high cost of living."

Wm. Manuel is now enjoying a short vacation visiting friends on the Valley Railroad District.

The friends of H. O. Hartzell, assistant general industrial agent, were glad to see him on the division, in the interest of business for the company, during the first part of October. Mr. Hartzell was formerly traveling freight agent in this territory and made many friends for the company and himself.

We regret to announce the death of O. A. Keister, night operator and clerk at Strasburg Junction for many years, at his home in Strasburg, September 25th. He was buried in Strasburg on the 28th of September. A large number of his railroad associates attended the funeral. The floral offerings were many and beautiful. Mr. Keister leaves a widow, son and two daughters. His family has the sympathy of the Shenandoah Division employees.

We are glad to report that train dispatcher W. R. Smith, who had the misfortune to break his knee cap and otherwise injure his leg by falling in a baggage car in which he was riding at Harrisonburg, is improving, and expects to resume duty soon in the dispatcher's office at Winchester.

The following changes have been made on the division: C. D. Bosserman, appointed agent at Capon Road, Va., vice W. P. Williams; L. N. Sherman, appointed agent at Mint Spring, Va., vice C. D. Bosserman, transferred.

Conductor W. L. Henry, who held a turn in baggage car on trains 8, 17, 18 and 55 on Valley Railroad District, has been assigned to the position of conductor on ballast train. Brakeman and extra conductor C. E. Dudrow, of Harper's Ferry, will take the place vacated by Mr. Henry in baggage car on these trains.

Agent and operator J. D. Parker is on a visit to friends and relatives at Danville, Va. J. W. Morrow, of Strasburg Junction, takes his place as agent and operator at Raphine, during his absence.

The ballast quarry at Staunton, Va., was reopened October 1st, and the force is busily engaged getting out material with which the Valley Railroad District is to be ballasted.

Brakeman L. R. Powers had the misfortune to have one of his eyes severely injured by a cinder getting in it and has gone to a hospital for treatment.

Conductor R. L. Evans, of Harper's Ferry, is laying off because of an injured hand. His friends hope he will soon be able to return to duty.

Engine cleaner James Murnan, of Winchester, Va., is off on account of an injured arm. His place is being filled by W. G. Shwalter.

Sydney Taylor, crossing watchman at Winchester, who entered the service of the company in 1881 as clerk to roadmaster at Cumberland, Md., and who has been in the service continuously since that time, has been placed on the pension list. The best wishes of the employees of the Shenandoah Division go with Mr. Taylor in his retirement.

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

Thomas Dugan, formerly night foreman at Brunswick, has been transferred to Grafton as day roundhouse foreman to succeed M. P. Nash, who was transferred to Cleveland, Ohio.

E. B. Horner, gang foreman, who has been off duty for the past three months with typhoid fever, has resumed duty. We are glad to see Mr. Horner with us again.

Motive power timekeeper F. W. Tutt and wife spent a few days in Pittsburgh, Pa., seeing the sights.

G. P. Hoffman, car foreman, spent Sunday with his parents at Cumberland, Md.

Mrs. John Hession, wife of engineer John Hession, is visiting friends in Newark, Ohio.

Mrs. Alice Lynch, mother of leading inspector J. J. Lynch, is visiting her daughter, Mrs. Lawrence Higginbotham, in Newark, Ohio.

Bailey Hopp, piece work checker, had just returned from a week's visit with his lady friend in Philadelphia. Bailey reports everything coming his way.

Born unto Mr. and Mrs. W. E. Foley, of 410 Diamond street, Wednesday, October 1st, a nine and one-half pound son. Mr. Foley is assistant yardmaster, and he states that he intends to make a yardmaster out of his son.

W. S. Phillips completed a service record of thirteen years on September 21st, having been absent from duty thirteen days or just one day for each year. His average number of days made each year was 493.

Mr. Phillips, familiarly known as Scott Phillips, is one of the leading engineers on the Monongah Division. At present he is in charge of engine 2101. It present a fine appearance, due to the untiring efforts of engineer Phillips and his fireman. This a record for steady work that merits high appreciation, and engineman Phillips is to be congratulated for his loyalty to duty. He entered the service of the road as a water boy in 1877, was promoted to engineer in 1889 and is considered one of the most successful passenger engineers on the Monongah Division.

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. F. HOOVEN.....	Shop Foreman
V. B. GLASGOW.....	Conductor
J. COXON.....	Engineer
W. A. MORRIS.....	Fireman
G. ADLESBERGER.....	Car Foreman
W. H. HABERFIELD.....	Machinist, Benwood

The agent at Glover Gap, Porter Lough, formerly of Underwood, was very anxious to be relieved October 23rd. There is nothing definite about the plans of Mr. Lough and his wife, but the boys were so anxious to see him do well that three or four volunteered to relieve him.

Operator J. A. Clelland, second trick at "CY" tower, the mighty nimrod of the Wheeling Division, has cleaned his gun and is feeding his "old hound dog" a little better so as to be in shape for hunting. Anybody wishing advice on such matters will do well to seek his counsel.

Wm. Rushford, first at Burton, is working first Glover Gap, vice A. G. Heck, who is sick.

"Ham" Wilson, third at Cameron, took in the world's series at Philadelphia, and says there is no ball team like Connie Maek's bunch.

Chas. Jackson, first at "AY," Holloway, is off on account of his wife's illness, and is relieved by L. E. Kinney, first at Tunnel Siding, "RH."

N. W. Robinson, agent at Burton, has requested a leave of absence for six months.

R. R. Parrish, agent at Fairpoint, Ohio, has returned to his old position after a furlough of two months.

S. L. Little, agent at Proctor, has sent in his resignation to take effect this month.

Mr. Steen, third at Mannington, has joined the ranks of the benedicts. Good luck, Steen.

Charles Miller, third at Glover Gap, is off on a six months leave, and is being relieved by H. S. Barnes.

Mr. McCracken, second at Glover Gap, is off on a leave of fifteen days, and is being relieved by Mr. Eneix.

J. L. Springer, third at Colfax, bid in New Martinsville, first. The boys on the East End are sorry to lose him as he was a great help to them in various ways. We all wish him success in his new office.

A. G. Youst, *Correspondent*.

Dear Sir:

I contend that Brooklyn Junction is the greatest "tonnage office" on the system. The dimensions are 10 x 12 feet. We have seven wires and two register cases. The assistant trainmaster, the assistant road foreman of engines, the supervisor of track and night yardmaster all have their offices here. If there is any office that can beat us for "tonnage," would be glad to hear from it.

F. A. ALLEN, *Operator*.

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. BOSSYS.....	M. D., Relief Department

Mr. Brannon, of Latrobe Street, fireman on the Baltimore & Ohio, fell from his engine while at work Saturday and sustained serious bruises. He was given medical attention immediately, and will be able to return to work in the course of several weeks.

William Hall, an Ohio River Division engineer, was painfully injured and had a narrow escape from being fatally hurt in an accident which occurred in the local yards a short time ago. Engine No. 321, of which Mr. Hall was at the throttle, was sidwiped by a car which was backed onto the track by engine 1234. Mr. Hall was struck by flying debris and sustained a severe cut on the head and other contusions. At first it was thought that he was badly hurt, but later it was discovered that his injuries were not of a serious nature. He was attended by Dr. C. B. Blubaugh. When it was found that he was not badly hurt he was taken to his home at 1800 Covert Street in a cab.

M. B. Craig, dispatcher "RA" office, has returned to duty after a short illness.

G. R. Vanvaley, agent at St. Marys, has returned to duty after a two weeks' vacation.

S. S. Roush, secretary to superintendent, is contemplating moving into his new home on Covert Street. This handsome residence will be completed about December 1st.

T. P. Bumgarner, agent at New Haven, has just returned from a two weeks' vacation. During Mr. Bumgarner's absence extra agent S. M. McDermitt has been acting as agent at New Haven.

Extra agent O. R. Higgins has returned to duty after a protracted illness.

W. F. Evans, operator "OB" office, has returned to duty. He was relieved by operator B. N. Kinkead during his absence.

C. D. Barker, who has been operator at Raven Rock, has returned to his old position as brakeman. A. M. White is his successor.

C. W. Mayhall, coal billing agent, has been spending his vacation in New York city.

C. C. Mader, fireman, has returned from a visit to his old home in Virginia.

F. M. Baker, clerk, division freight office, made another trip to Clarksburg Saturday. There certainly must be an attraction there for him.

George Bohn has returned from Clarksburg, where he spent a few days. He did not go with Baker.

Charles Murray has been employed as messenger in superintendent's office, vice William Johnson, resigned.

Briny Burke, our efficient baggagemaster of the Ohio River Station at Parkersburg, has returned from Butler, Pa., where he spent a few days.

Conductor Ratcliffe has been off duty for a few days on account of a very bad cold.

Baggageman Remus Anderson on Nos. 711 and 712, has been off duty for about ten days. As he was getting off at Spencer he fell between cars and platform, sustaining painful but not serious injuries.

"Bud" Wiggins, stenographer, division engineer's office, is building a house up the car line. He expects to complete it about December 1st.

W. M. Higgins, assistant division engineer, is the proud father of a nine pound boy. But he has nothing on "Andy" Proffitt, M. of W. time-keeper, who has been blest by the presence of an eleven pound girl. Both men received the hearty congratulations of their many friends. They responded by passing the cigars around. We extend our best wishes for bright futures for the new arrivals.

As the result of a trip to Sulphur Springs, Frank Owens, of division freight office, became mixed up in court proceedings with a prominent hack driver, A. Willis. Mr. Owens' suitcase failed to show up, and upon taking up the question with the driver, the latter did not seem to have a good recollection of what had become of it. When suitcase was finally taken into court Mr. Owens' loss was made good, showing that he had a very good case.

O. J. Kelly, division master mechanic at Parkersburg for the past several years, has been promoted to a like position at Newark, Ohio. He is succeeded by J. B. Elliott of New Castle, Pa. During Mr. Kelly's stay at Park-

ersburg he made many friends, who wish him success in his new position.

We had the pleasure of greeting Mr. Coon and Mr. Hair of the General Safety Committee at a meeting held in superintendent Bryan's office October 2nd. This meeting was followed by a meeting at Ohio River shops, which was largely attended by shop men.

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent*, Cleveland

C. H. LEE, *Dispatcher*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER	Superintendent, Chairman
A. N. NEWMAN	Vice-Chairman
J. T. McILWAIN	Master Carpenter
DR. J. J. MCGARRELL	Assistant Medical Examiner
W. K. GONNERMAN	General Car Foreman, Lorain, Ohio
E. R. TWINING	Clerk, Cleveland, Ohio
J. WEINS	Engineer, Lorain, Ohio
WM. CANFIELD	Engineer, Cleveland, Ohio
F. W. HOFFMAN	Conductor, Cleveland, Ohio
W. SHAAR	Hostler, Canal Dover, Ohio
W. S. BERKMYER	Brakeman, Canton, Ohio
C. G. MOINET	Traveling Fireman
T. L. TERRANT	General Yardmaster, Lorain, Ohio
J. H. MILLER	Agent, Strasburg, Ohio
J. CLINE	Assistant Yardmaster
E. D. HAGERTY	Conductor, Akron Jct., Ohio
R. H. TROESCHER	Agent, Howard St., Akron, Ohio
T. KENNEDY	Supervisor, Cleveland, Ohio
E. M. HEATON	Division Operator
G. J. MAISCH	Division Claim Agent

How easy it would be for fatal wrecks to occur on any road where the employe entrusted to the proper handling of trains becomes careless or makes an error or uses poor judgment. Each accident of this kind or other troubles not so great are immediately laid at the door of the division superintendent and he comes in line for censure many times for something he could not overcome. He is expected to handle the division and to keep the force in proper working order. It is not possible for him to be at two places at one time. Neither can he follow each individual who is instructed to perform some particular service. How many of us have done things wrong when the superintendent has stood for it and after lining us up, has made proper explanations to cover our misdemeanors.

It is only natural for us to become lax at times, but it is dead wrong to encourage or condone it. There are but few of us who report all the disobedience of rules that comes to our notice. But by not doing this we are not loyal to the company.

Take the accidents due to poor or improper flagging. There are many times that a flagman walks just a few feet from the rear of his train and in the sight of some trackman or track foreman or yard clerk or some other employe and they pay no attention to it, or if they do, they fail to report it.

The success of this railroad, and all others, as well as the success of our "super" or officers and ourselves, is due to the prompt and proper performance of the individual.

Let us not forget this and every day when we start work, start with a determination of doing more than we did the day before, and to keep awake to our surroundings and call attention to every case of failure to comply with the rules.

A. N. Neiman, secretary to superintendent, has been appointed vice-chairman of the Cleveland Division Safety Committee, vice E. H. Clindenist, furloughed. C. L. Pumphrey, agent at Massillon, Ohio, has been appointed member of the safety committee, vice W. H. Ruch, furloughed.

E. M. Heaton, division operator, and G. J. Maisch, division claim agent, have been appointed members of the Cleveland Division Safety Committee, vice A. J. Bell and Geo. Elford.

J. H. Miller, agent at Strasburg, Ohio, has been appointed member of the Safety Committee, vice C. L. Pumphrey, resigned.

Business is still the heaviest in the history of the division both on the C. L. & W. and C. T. & V. Districts. All of the superintendent's staff has been engaged in facilitating the movement of open cars both in the direction of the loaded and empty movement. Special pickups are being run to keep the open cars cleared up. The demand for open top cars is from both the ore docks at the lake end and the mines for coal. Some idea of the increase of business may be gained from the fact that the movement from Cleveland has increased 435 per cent.

Improvements have been completed on the Akron freight house, which greatly facilitates the freight house work at that point.

Brakeman J. V. McConahy has been promoted to conductor, and passed the examination on C. L. & W., C. T. & V. and New Castle Divisions.

Justus has been changed from a lap siding to one long siding with a middle crossover.

Engineering department is still working on the two bridges at Beach City, which were destroyed during the flood last spring. The extremely heavy road movement has interfered with their work somewhat, but the structural iron is now being placed on the newly built abutments.

Agent Phillips at Canal Dover is as happy as a boy with a new rattle; you know they have built for him a new freight house equipped with the very latest improvements.

We are glad to hear of the promotion of our former road foreman of engines to trainmaster at Garrett, Ind., on Chicago Division.

L. R. Brandenstein becomes tonnage clerk in place of L. C. Kirkland, promoted to time-keeper's clerk at Cleveland Divisional offices.

Superintendent W. T. Lechluder has paid a high compliment to the road firemen for their care with the complicated apparatus of the new stoker engines. We have only had one failure of a train to make its time due to the stoker not working properly.

Dispatcher John Wagner has returned from his vacation, spent in Michigan with his wife's parents.

Its moving time again; dispatcher Lucas has borrowed "Jud" Griffiths moving van for its annual trip.

In a given two hour and twenty minute period on the west end dispatching district, there passed Grafton twenty-two trains, ten of them on the double-tracked Big Four and twelve of them on our line under dispatcher Robinson. Some movement for a single track line.

A system of calling at Cleveland has been introduced to facilitate the movement of trains. Chief caller Sullivan is in charge.

Mr. Clinendist having resigned as division claim agent to accept service with the N. O. T. Co., Mr. Maisch of Youngstown comes to the Cleveland Division in his stead.

Captain Doney, of our police department, we understand has succeeded in solving one of the mysteries of the depot. The person responsible for placing the yellow crepe on Mrs. Malloy's door was no other than our janitress.

No bear stories of big game have yet reached our ears this season, but it looks as if some of the boys are getting ready for them. Chief dispatcher F. J. Hess is priming his gun for the time when the lake season shall close.

"Ed" Doty having returned to Clark avenue yard office, John Fahy, Jr., takes the tracing clerk's desk in chief dispatcher's office.

Our relief agent, M. T. Hill, has returned from a vacation spent partly in Michigan and partly in his home state.

Assistant yardmaster, H. H. Beard had a very bad fall on October 20th., caused by his foot slipping off a rail. He was confined to his home a couple of days. This demonstrates the necessity of always being careful. "Never step on a rail—step over."

Yard clerk Warren and stenographer and chief clerk McCauley, all of the general yardmaster's force, are planning a trip to Baltimore to see the home folks. If all the things happen which they have planned, the monumental city will hear considerable noise in the near future.

Passenger brakeman Albert Murphy, who was hurt at Lester some weeks ago, is still confined to the hospital, but is improving. We hope to see him back on his run in a short while.

Even if we are on the extreme edge of the United States of America, and one false step precipitates one into the waters of Lake Erie, Little Dan Cupid is just as much on the job here as at other points.

Brakeman Gilbert Irish has joined the benedicts and is away on his honeymoon to Baltimore, Boston and Canadian points.

Yard conductors Furgason and Eilert and brakeman Bechler are among those who have requested transportation for "self and wife," on account of honeymoons.

Silent Joe Woodings, our weighmaster, did not ask for a pass, but walked off one morning and came back a husband. We were not let in on this affair, but wish "Woody" the best of luck.

Yard brakemen A. Ruth and C. V. Golski have been transferred to Akron yard for the winter months.

Has anyone seen "Dutch" Stang? Somebody must have sprung a surprise test on him. The last one the trainmaster sprang on "Dutch" had rather a peculiar ending as "Dutch" put the air on from rear of caboose and the engineer got three or four draw bars. When dispatcher asked for explanation of delay at next telegraph station he was given the following reply: "Dot air iss a great ding. Ask de drainmasder about it."

There are a few hundred employes on the Cleveland Division who regret that they could not hear the president make his address at Deer Park. From all we learn from our superintendent, trainmasters, etc., who were fortunate enough to be there, the talk was one which drew every man closer to Mr. Willard, and instilled in them a desire to do greater things than ever before in their respective territories.

Our local staff and safety meetings do much towards drawing each man closer to the head of the division and to each other, producing good results in every way. Were it only possible for the president to have such spare time as would permit him to address the employes on each division, the results would be surprising. There are many of us on this division who hope to hear him at some future time.

We recently had a peculiar case of Safety First in Lorain Yard, where one of our yard conductors, in trying to observe safety principles, was arrested for it and had to get \$100.00 bail before the magistrate would let him go. I guess this is the first incident of its kind. It occurred viz.:

The yard men here are continually having their attention called to "Safety First" and, appreciating what it means to them and the entire yard, have combined to keep the good work up and to protect themselves along with others. For some time we had considerable trouble on account of employes not in train service, and outside parties working along the

line of the yards, jumping on and off coal cars and engines to ride to and from work, endangering their life and limb. Trainmen were cautioned about this and told not to permit it. For their own protection they also made it a practice not to permit anyone to ride the footboards of the engines except those assigned to the crew. An employe holding a pass stamped "Good on freight trains and engines," boarded one of the foot boards and was asked by the conductor to get into the engine cab, and the engine was stopped for him to do so. He got off the footboard but would not get into the cab and when the engine started he again boarded footboard and told conductor he could not put him off. One word brought on another and when the conductor insisted upon his riding in the engine cab, a fight started and wound up in the arrest of the conductor. At the trial, no decision was rendered, it turning out to be a case of hurt pride and personal feeling, and the conductor and crew after investigation by the division officials, were permitted to resume work. The incident has made every trainman more determined to follow up the safety rules more closely than ever.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

C. W. GORSUCH.....	Superintendent, Chairman
O. J. KELLY.....	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. N. GLENNON.....	Traisman
E. C. ZINSMEISTER.....	Master Carpenter
C. C. GRIMM.....	Trainmaster
E. V. SMITH.....	Division Engineer
G. F. EBERLY.....	Assistant Division Engineer
J. S. LITTLE.....	Road Foreman of Engines
G. R. KIMBALL.....	Division Operator

G. E. Griffin is appointed acting day yardmaster at Columbus, vice J. Donohue, furloughed on account of illness.

Clarence Leady has been appointed night yardmaster at Columbus, vice W. C. Mathys, resigned.

Trainmaster D. L. Host has been granted a well-earned vacation, and he and wife will leave for California on the first of the month. During Mr. Host's absence dispatcher H. S. Conley is appointed acting trainmaster.

E. C. Zinsmeister, master carpenter, Newark, is a delegate to the convention of the A. B. & B. Association at Montreal, Quebec.

J. C. Packard, former engineer in district engineer maintenance of way Church's office, has been appointed general maintenance of way foreman, with headquarters at Lore City.

E. W. Dorsey has been appointed signal supervisor, vice W. D. Carroll, transferred to New Castle Division in a similar position.

Freight agent R. E. McKee, Mansfield, is contemplating a trip to California in the very near future.

Operator C. W. Kimbrel went on a hunting expedition to Union Station recently and reports a very fine catch.

Operator W. D. Danford was transferred from Columbus to 6th Street, Newark.

Operator Grover Pierson is paying the old folks a visit at Trinway.

Operator George J. Nagele spent a few weeks with friends at St. Louis, Mo., and Hot Springs, Ark.

The following gang foremen are all at work after spending their vacations at different points in the country: John W. Hughes of upper machine shop; Daniel Oehse of air room; Joseph H. Fuller of brass foundry; George H. Franklin of pattern shop; Clarence A. Church of erecting shop; Wm. L. Clugston of erecting shop; John H. Cahill of rod and link room; Fred Maranville of paint shop.

Emmett Parson, assistant wreckmaster has returned to work after a short vacation. Someone has supplied the information that Emmett took unto himself a bride during his time off. His fellow workmen are all wishing him "good luck" in his new venture.

Earle Holman, shipping clerk at store room, is again at work. Earle surprised his many friends by getting married before leaving on his



ENGINE 2640 WITH "BILLY" WALKER IN THE CAB

Photo taken at Media Tower (Newark Division) by Operator E. G. Huffman

Operator Dan Leatherman was transferred to Cleveland Avenue, Columbus.

Operator Nelson Atwood recently enjoyed the sea breezes at Atlantic City.

We understand that operator Frank Moos is to be joined in the "holy bonds of matrimony" soon. Well, Frank, here's success to you from all the boys.

John Cullinan, gang foreman in erecting shop, John Keely, machinist in erecting shop and D. Duffy, spring maker at smith shop, attended the world's series games at New York and Philadelphia. All report a fine time while on their visit.

W. G. Killworth, foreman of the lower machine shops, is again at work after a two weeks' vacation. He divided his vacation between visiting other shops of interest, and his favorite pastime of fishing. Mr. Killworth is an ardent fisherman and had some fine stories for the boys on his return.

vacation. The cigars were also enjoyed on his return to work. Good luck to you, Earle.

Harvey Smith and wife spent the week of October 6, visiting with friends in Cleveland, Ohio. They report a fine time.

Anton Eisenberger, machinist in lower machine shop, is now a full fledged American citizen. Mr. Eisenberger was granted his third and final naturalization papers on September 25. "Tony" is very proud of them and reports have it that he passed a very fine examination.

Stanley Stater, machinist in roundhouse, left October 13th, to attend a meeting of the advisory board of Relief Department in Baltimore, Md.

Harry Lake, catcher for the Grand Rapids ball team during the season of 1913, is now in our midst. Harry is working in the pipe shop for foreman Wm. Sharp.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

S. C. WOLFSBERGER	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

The Connellsville Division has reason to be proud of the recognition it has received in the promotion of C. L. French to the position of assistant general superintendent of the Pittsburg System. Mr. French was superintendent of the Connellsville Division for a period of three and one-half years. During that time he made a host of friends, and while we regret the fact that he has left us, we join in extending our heartiest congratulations on his promotion.

As a further expression of the esteem in which Mr. French is held by the employes of this division he was presented, at a "fuel meeting" held at Connellsville October 13th, with a very beautiful diamond ring, a pair of cuff buttons and a traveling bag for himself and one for Mrs. French. These were presented by superintendent O. L. Eaton, chief clerk W. O. Schoonover and road foreman of engines B. F. Crolley, respectively. Mr. Eaton spoke in part, viz.:

"Mr. French came to the Connellsville Division about three and one-half years ago. During this time the division has passed through some pretty strenuous times. It has handled the heaviest business in its history. The Sand Patch tunnel caved in and there were numerous other difficulties encountered. But notwithstanding this Mr. French leaves the division standing first among the other divisions on the System in efficiency. We are proud of the record that he has made, and while we will strive for still better results, we have reason to be very proud of our present position.

"I wish to express my appreciation of his treatment during the time that I have worked under him. I feel that I have learned a great many valuable things from him.

"In the successful carrying on of any business, it is necessary to have discipline, and it is true of the railroad company as with any other undertaking. When it was necessary for the superintendent to perform this part of his duty I feel that it was done for my own good. Whenever any encouragement was needed we always found the latch string on the outside and were made to feel that we were welcome.

"Mr. French, your fellow employes on this division feel that they cannot allow you to leave them without some slight expression of

their good will, and I have something here which looks to me like a miniature headlight and which will remind you of our friendship and the hearty esteem in which we hold you. I need not assure you that you are leaving us with our best wishes. You know it."

Following Mr. Eaton, chief clerk Schoonover said in part:

"A meeting of this character seems to offer an opportunity to say something about safety, economy and greater efficiency.

"'Safety First' has become the slogan of this company. Safety of the lives and limbs of employes, the traveling public and property is the greatest single economy which every employe can further. We should always have 'Safety' foremost in our minds and endeavor to convince our fellow employes that next to honor, 'Safety' is the dearest thing to them and their families in the world.

"Economy in the use of materials and supplies and the conservation of time, energy and resources when exercised by employes is retroactive in its results. It benefits the company and them as well. There is a moral obligation resting upon every employe to exercise the same degree of economy in the use of materials, supplies and time belonging to the railroad company that he would exercise in his own personal affairs. The company pays us good money for our services and in return they should get value received.

"We have not even earned our wages when we have done merely that which we were obliged to do. We have done our duty only when we have done that which we know constitutes interested service. When we have put the best that is in us into the task, we will have the greatest efficiency on the Connellsville Division. Some time ago we thought that if we could get the division in first place we would be extremely happy; we succeeded in getting in first place and we are happy. But we must work hard to continue so.

"Mr. French, we also wish to express the esteem with which we regard you and our admiration for your character. During the three and one-half years that you were superintendent, and so ably controlled the machinery of the Connellsville Division, each one of us has been given gentle counsel and encouragement at your hands.

"We have not confined our gratitude to mere words, however; we have also purchased this pair of cuff buttons which we ask you to accept as one of our gifts. When you look upon these tokens will you not think of them as a memento of our pleasant relations? Our greatest gift, our good wishes, will go with you wherever you may go."

Road foreman of engines B. F. Crolley then felicitated Mr. French viz.:

"Some time ago we held a similar fuel meeting at Connellsville and gave our departing road foreman of engines a present. In his little talk that night, among other things Mr. French said that there was somebody who pushed Mr. Cage along. It was his better self in the person of his wife. That is what

I say tonight. There was a woman behind Mr. French who pushed him along.

"Mr. French, as a further token of our esteem we present to you this traveling bag in the name of the Baltimore & Ohio employes of the Connellsville Division. It was the lady who made Mr. French what he is and we are going to present him with this little grip for Mrs. French."

Mr. French responded in part, viz.:

"I must confess that this has taken me a little unawares, particularly because of the things that Mr. Eaton has felt disposed to say in regard to our relations. Everything about our relations, so far as I am concerned, has been harmonious. The three and one-half years that we spent together on this division have been, I think, three and one-half years of the most congenial relations I have had during my entire railroad career. And while we have worked hard (the situation has required hard work), at the same time I have always felt that I have never had a more loyal corps of men, both as members of the staff and employes of the service, than I have had here at Connellsville and on the Connellsville Division.

"I have been on the Connellsville Division for three and one-half years. I have thought about the division during my waking hours and have dreamed about it at night, and some were not very pleasant dreams. I think we should feel a just pride in what we have accomplished on the Connellsville Division, for what we have done has resulted in putting Connellsville on the railroad map and putting it there in a way that has made it one of the most talked about divisions on the Baltimore & Ohio System.

"These things are expressions from my heart and I am saying them not so much for what has been accomplished, as for your encouragement for the future. All that is necessary is for you men to do just as you have been doing, and to let out your belts just one more notch. We have left a pretty good record, but it can be made a better record, and I hope to see the Connellsville Division climb even higher. I know that with your present superintendent and staff of men under him, we are going to realize greater things from you.

"In being transferred to Pittsburgh I do not feel that I have left the division entirely. I feel just the same interest that I have always felt in the employes and members of the staff on the Connellsville Division. I came among you practically as a stranger, but in a very short time you made me feel that I was not a stranger. If, in handling the difficulties which have come up from time to time, I have done anything to lighten your load, or if I have been able to give you any advice, I want to assure you that it has been done with the kindest feeling and it has been a pleasure more than a duty to do so. I hope that the conditions on the Connellsville Division among the members of the staff will be, if anything, a little closer than they were when I was here.

"There is always a bright future ahead for the man who does his duty. It may seem at times that it is a long time in coming, but the

opportunity shows itself when you least expect it. Don't get discouraged; don't think you are going to remain in the same position; there is always something better for the man who does his best and who tries to accomplish greater things. Opportunity will come to each of you if you will fit yourselves for it. Create the position for yourself so that the officials of the railroad will look on you as a man who is capable of accomplishing greater things. With your opportunity will come greater responsibilities.



WARREN O. BROWN

Son of O. S. Brown, Assistant Agent, Spafford, Penn.

I never had that as thoroughly exemplified as since I have been in Pittsburgh. I think one of the things we are prone to do is to disparage the positions of those above us, not thinking of what they are giving in service and time. Every man has his own responsibilities; every man, as he advances in the walks of life, has added responsibilities and you must school yourselves to meet them when they come.

"I cannot say how much I appreciate the gift which you have just given me, but I do know that it was not necessary to present me with anything to cause me to remember the men on the Connellsville Division. I have talked so much about the Connellsville Division that I am having people believe that there is none like

the Connellsville Division. I may have been able to direct you in my feeble way by suggestions, and I think we have all worked by suggestions; nevertheless you are the men who have carried out those suggestions, and usually have done twice as well as I suggested. My success on the Connellsville Division is the result of the loyal support I have received from the members of the staff and the rank and file. It makes me happy to think that I can leave the division with the kindly expressions of good will and friendship that have been given here tonight in part through these tokens. These, however, are of minor importance—it is the feeling which prompted you to make these gifts which greatly affects me. And it is such things which one should be very proud of."

Effective October 1st, J. S. Gilmore, assistant trainmaster at Smithfield, Pa., in charge of the F. M. & P. branch, was transferred to the Chicago Division. He is succeeded by C. M. Stone, former assistant trainmaster, with headquarters at Leckrone, Pa. Before taking up the duties of his new position Mr. Stone met with a very painful accident in the Connellsville yard. While assisting to raise an ice truck at the ice house the door of the truck closed on his finger, crushing it to such an extent as to necessitate amputation at the first joint. The injured member is getting along very nicely.

L. M. Port, a member of the car distributor's force, died at his home in Connellsville, October 10th, after an illness of about two months. Funeral services were held from the family residence in Tenth street and were in charge of Rev. Proudfit of the Presbyterian church. Mr. Port had a wide circle of friends in and around Connellsville, who extend their deepest sympathy to the bereaved relatives.

The ever-busy stork while passing through Somerset on October 16th, stopped at the home of fireman and Mrs. W. J. Cartwright and left a baby boy to brighten their home. They are the recipients of many congratulations.

L. H. Albright, former wheel pressman in Connellsville shops, has been transferred to Somerset as clerk to general foreman M. E. Martz, vice T. E. Carey, who has resigned to accept a clerical position at Meyersdale.

C. Martin, a former brakeman, who lost his right hand while making a coupling at Ralphton No. 4 Mine, April 30th, 1912, has been appointed day caller at Somerset.

General foreman M. E. Martz of Somerset spent his vacation hunting in the vicinity of Hyndman, Pa.

Conductor W. R. Frazee of Somerset is also off duty in search of members of the feathered tribe. Bill left no word where he was going, doubtless being afraid that the caller would be looking for him.

The D. F. Strayer Company of Johnstown erected a smoke stack on the second boiler which was put in operation at Somerset recently.

Locomotive inspector H. J. Romesburg moved his household effects to Somerset recently, owing to the transfer of the shop force from Rockwood.

Brakeman and Mrs. W. B. Frazee of Somerset are the proud parents of a baby boy.

We are pleased to announce the complete recovery of Mrs. C. E. Stoops, wife of clerk to the assistant superintendent at Somerset, from serious illness following an operation.

Assistant superintendent at Somerset has returned from New York, where he attended the wage conference with conductors.

Brakeman C. W. Raygor, employed on the night shifter in Somerset yard, is wearing one of those smiles that won't come off, owing to the arrival of a baby boy at his home.

Engineer W. E. Alexander of Somerset met with a very painful accident at Wells Creek Mine on October 9th, caused by a large lump of coal rolling from the coal tippie and striking him on the foot. He will be off duty for a few weeks as a result.

Brakeman L. H. Lee of Somerset has at last broken away from his single blessedness and taken unto himself a wife in the person of Mrs. Sadie Spangler. What's the matter with the single girls, Levi?

Fireman "Bird-eye" Wilson, after having lost his regular run, decided to take time by the forelock and get married so as to avoid losing any time after taking another run.

Conductor J. R. Zerafoss, conductor A. Robb and engineer E. B. Brill of Somerset, have returned from a ten days' fishing trip to the South Branch. They report a very successful catch.

Conductor J. M. Smith is building a new home just east of Somerset.

It has just come to light that L. H. Albright, in company with Miss Grace Mullen, daughter of postmaster Mullen of Hyndman, went to the Cumberland Gretna Green on September 1st and had the knot tied. Lloyd is clerk for general foreman Martz of Somerset.

A very sad accident happened to one of our brakemen at Cumberland on the evening of October 15th. J. C. Hostetler, while turning angle cock on first car in the train, was caught between engine and car when the engine dropped back. He was taken to the Allegheny Hospital in Cumberland, where he died about 9.30 P. M. He was well thought of by his fellow employes in the train service.

Extra passenger conductor John Taylor has resigned his position to operate a farm which he has purchased in Florida, where he expects to spend the balance of his days.

Brakemen Edward and W. D. Long of Connellsville were called to Martinsburg, W. Va., a few days ago owing to the serious illness of their mother.

John Darrah, pensioned brakeman of Meyersdale, has started on a trip to San Francisco, Cal., for his health.

Brakeman C. Chambers of Connellsville was called to Oakland, Md., recently by the death of his sister.

J. E. Creedon of the timekeeper's office, spent his vacation with relatives at Soldiers Grove, Wis.

Yard clerks P. R. Lohan and J. P. Crouse, of Connellsville, while on their vacation took in the world's series in New York and spent several days in Buffalo, N. Y.

Time clerk J. L. Scarry, assistant storekeeper M. Burch and machinist A. L. Friel of Connellsville took a few days off for a trip to Boston and New York.

Mrs. H. Whitmore, wife of a Connellsville conductor, was called to Wilkes Barre, Pa., recently owing to the illness of her mother.

Lost.—Pair of eye glasses in Connellsville yard or on a westbound freight train. Enclosed in case marked "Wm. J. Bailey, M. D., Connellsville, Pa." If found please forward to general yardmaster, Connellsville, who will return them to owner.

On the evening of October 28th, a committee representing the men in train service on the F. M. & P. Branch called at the home of assistant trainmaster J. S. Gilmore, at Smithfield, Pa., and presented him with a handsome traveling bag and Mrs. Gilmore with a silk umbrella. The gifts were presented by engineer "Bert" Hill, who gave a very appropriate talk.

During the past few years Mr. Gilmore has been assistant trainmaster of the Connellsville Division, in charge of the F. M. & P. District, with headquarters at Smithfield, Pa., to which position he was promoted from that of yardmaster at Smithfield.

The gifts mentioned were given on the occasion of his departure to the Chicago Division, to which he was just recently transferred as assistant trainmaster, with headquarters at Chicago Junction. He will remove his family to Tiffin, O., where they will make their future home.

Mr. Gilmore desires to express his appreciation of the manner in which he has been remembered by the men, through the columns of the magazine.

Operator T. G. Leonberger and family of Markleton, Pa., are spending a few weeks with relatives in Louisville, Ky.

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, Demmler, Pa.
G. W. BOGARDUS	Road Engineer, Glenwood
W. H. HEISER	Yard Conductor, Pittsburgh, Pa.
J. J. McGOOGAN	Yard Conductor, 30th St., 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. MURLAND	Road Conductor, Connellsville, Pa.
T. D. MAXWELL	Road Engineer, Connellsville, Pa.
J. S. BARTLETT	Sec'y, Superintendent's Office, Pittsburgh

Division operator G. W. C. Day recently lost his youngest married daughter. She died very suddenly at her home in Wilkingsburgh. The telegraphers of "DS" office, Pittsburgh, sent a floral offering and a letter of sympathy was also sent by the members of the Order of Railroad Telegraphers of the Pittsburgh Division.

Wm. Fellowes, the popular manager of "DS" telegraph office, Pittsburgh, has just returned from a well earned vacation. He visited many points of interest in the East. Wire chief L. E. O'Donnell was in charge during Mr. Fellowes' absence.

Telegrapher Eugene Murray of "DS" office, Pittsburgh, while on his vacation traveled over many parts of the Baltimore & Ohio, visiting Cleveland, Lorain, Akron, etc., taking a look at the places which he communicates with on the wire every day.

Wire chief A. W. Showalter of "DS" office, Pittsburgh, will shortly leave with his family on a trip to visit his father at Missoula, Montana. Mr. Showalter, Sr. is trainmaster at that point on the Northern Pacific.

Clerk to division operator Clarence Baker some few weeks ago was suddenly called to his home on account of the death of his father. The boys on the line were all sorry to hear of Mr. Baker's loss.

Chief messenger Griffin, in the telegraph office at Pittsburgh, was promoted to messenger in the office of car distributor. Messenger Roche was promoted, vice messenger Griffin.

Telegrapher J. Yeager, Jr., local committee-man of the Order of Railroad Telegraphers, will shortly go to Baltimore as a member of the Telegraphers' General Committee to meet A. W. Thompson, third vice-president, when negotiations will be opened up for a revision of the existing agreement.

Operator A. A. Kayser, recently of Point Mills, has bid in clerk operator position at Elm Grove, vice D. G. Button, who bid on and was placed at Taylorstown as agent at that point, vice J. W. Hancock, who is now on sick leave in California.

Operator J. V. Young took a flying trip to the Pacific Coast and visited Seattle and Portland.

Mrs. C. S. Kerr, wife of C. S. Kerr, of the car distributor's office, is visiting her old home in Mansfield, Ohio.

Agent Leroy L. Williams, of Evans City, bid on Rand 2nd trick in order to be near Pittsburgh. It is understood that Mr. Williams will take up the study of dentistry shortly.

Operator F. B. Billups, late of Rand, has bid in a first trick at Vista. Here's hoping you like your first trick, Fred.

Operator E. E. Evans of Bertha E. D. T. 1st trick, has been brought into Pittsburgh and is dispatching trains on 3rd trick on the Pike in a very creditable manner. Mr. Evans has been relieved at Bertha by operator A. O. Fair.

Operator W. G. Fitzgibbons, late of Schenly tower, bid back into his old job at 3rd Marion Junction. "Fitz" finds it cold walking from Hazelwood to Schenly on the Junction R. R.

Operator G. W. Dickenson, formerly coal billing agent at Glenwood, bid in 3rd trick at Rand, agent J. J. Carroll of Willock relieving him at Glenwood, agent F. Whetley of Allison Park relieving Mr. Carroll, and former agent R. R. Wagenman relieving Mr. Whetley at Allison Park.

Operator A. J. Long on 1st trick at Callery is back to duty again after being very ill for several weeks. Operator S. A. Meyers took care of 1st trick at that point in a very creditable manner.

Operator C. A. Capehart, late of Bessemer tower 1st trick is now on sick leave in California, and writes that he is a much healthier person since his arrival there. He sends his "73" to all his "old time" friends.

Operator "Jimmie" Moon of 2nd Wheeling Junction is now on sick leave on account of nervous troubles. He is contemplating a trip to his father's plantation near the Everglades of Florida. He is being relieved by operator Dillingier.

Agent J. A. McKie of Knox, Pa., was recently made agent at Ellwood City, vice J. H. Hossler, resigned.

Account of shortage in relief agents, agent Louie Schmidt of Renfrew was sent to Ribolds temporarily.

Operator J. M. Fleisher is now happy because he is on his proper job, 1st trick at Butler.



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Please mention this magazine

NEW CASTLE DIVISION

Correspondent, F. E. CORBY, Chief Clerk, New Castle

DIVISIONAL SAFETY COMMITTEE

- C. H. WALDRON Trainmaster, Chairman
- C. B. SMITH Yard Conductor, Painesville, Ohio
- E. L. HANNAN Pipe Fitter, Painesville, Ohio
- D. B. MCPATE Yard Conductor, New Castle Jct., Pa.
- F. D. ABLETT Painter Foreman, New Castle Jct., Pa.
- L. L. WAGNER Road Conductor, New Castle Jct., Pa.
- M. L. RANEY Yard Engineer, New Castle Jct., Pa.
- DR. W. W. HOBSON Ass't Med'l Ex'r, New Castle Jct., Pa.
- F. C. GREEN Supervisor, Ravenna, Ohio
- G. A. PURKEY Road Conductor, Chicago Jct., Ohio
- W. H. O'MARA Yard Conductor, Haselton, Ohio
- CHAS. CRAWFORD Road Engineer, Chicago Jct., Ohio
- H. H. SMITH Agent, Newton Falls, Ohio

J. K. Yohe, assistant trainmaster, New Castle Division, has been promoted to supervisor of transportation, Pittsburgh District. W. P. Cahill, chief dispatcher, has been appointed assistant trainmaster, J. O. Huston, promoted from night chief dispatcher to day chief dispatcher, and C. S. Steinmetz, western district first trick dispatcher, has been promoted to night chief dispatcher. We are all glad to see the boys move up and wish them all success.

CHICAGO DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN.....Superintendent, Chairman, Garrett, Ind.
M. J. DRISCOLL.....Shop Committeeman, Garrett, Ind.
O. M. BAILEY.....Engineer, Garrett, Ind.
O. F. BELL.....Conductor, Garrett, Ind.
H. P. WEIRICK.....Brakeman, Garrett, Ind.
D. G. THOMPSON.....Fireman, Garrett, Ind.
W. E. SARGENT.....Yard Committeeman, Garrett, Ind.
J. E. LLOYD.....Assistant Division Engineer, Garrett, Ind.
J. D. JACK.....Claim Agent, Garrett, Ind.
DR. H. F. HUTCHINSON.....Ass't Med. Examiner, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Junct., Ohio
S. ARCHER.....Yard Committeeman, Chicago Junct., Ohio
L. J. DAVIS.....Shop Committeeman, Chicago Junct., Ohio
E. V. KUGEREN.....Shop Committeeman, South Chicago, Ill.
JOHN DRAPER.....Acting Agent, Chicago, Ill.
N. B. BAIR.....Yard Committeeman, South Chicago, Ill.
J. W. HUFFMAN.....Agent, Auburn Junction, Ind.
J. S. BARND.....Operator, Fostoria, Ohio
T. E. SPURRIER.....Claim Agent, Tiffin, Ohio

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS.....Chairman
G. 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
C. I. BENDER.....General Foreman, Maintenance of Way
JAMES GAGHIN.....Engineer
ARTHUR JENSEN.....Fireman
THOMAS HASEY.....Switchman
JOHN HALKY.....Car Inspector
WM. DAVIS.....Boilermaker
CHAS. STANGE.....Engineer
JOHN McLEAN.....Car Repairer
ROBERT SISSONS.....Engineer
OLIVER JOHNSON.....Fireman
C. B. BIDDINGER.....Conductor
E. SNTDER.....Conductor
WM. GEOTZINGER.....Machinist
JAS. LANGTON.....Machinist
T. F. YATES.....Blacksmith
HARRY MARSEALL.....Car Inspector

Henry Loveridge, secretary of the advisory committee of the Relief Department, registered at the land drawing in Montana, but was not successful.

Clyde Biddinger, switchman, employed by the Baltimore & Ohio Chicago Terminal at East Chicago, was nominated for alderman, third ward. The primaries were held by the citizens' party on September 15th.

The new sand house at East Chicago has been completed and is now in operation

Contractors are busy at work on the new power house at East Chicago.

Henry Bardley, machinist, is on the sick list; also Wm. Gursky, boilermaker helper.

John Lawbley, pipe fitter, who has been sick since September 15th, 1912, left for New Mexico for his health.

John Keay, employed as a clerk at Robey street, has been promoted to the position of stenographer in the superintendent's office.



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Please mention this magazine

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
- G. W. PLUMLY.....Division Operator
- R. R. SCHWARZELL.....Assistant Trainmaster
- C. E. WHARFF.....Relief Agent
- L. A. PAUSCH.....Supervisor
- 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
- H. M. COLE.....Draughtsman

Clare N. Beyerly and Miss Josephine Faulkner, time clerk in the transportation department, and R. W. West and Miss Annabelle Denton, were married at Chillicothe, Ohio, at high noon, Saturday, October 18th. The announcement of the West-Denton engagement was in a previous issue of the magazine, but the Beyerly-Faulkner engagement was made only a few days prior to

the wedding and was of considerable surprise to their many friends. Both couples are now absent on a short wedding tour and will immediately go to housekeeping on their return to Chillicothe.

Chief clerk N. R. Martin of the master mechanic's office is spending the week-end at Washington, Ind.

Paul Copple, file clerk in the superintendent's office, has resigned, and his position is now filled by Carl Iuler.

C. Wilkins of Baltimore, Md., has accepted a position as tonnage clerk in this office, vice W. L. Sperry, who has been transferred to the time-keeper's office on account of the resignation of H. M. Mercer.

Leo Mullen has also been promoted from night clerk to day clerk, vice Neal Griffith, resigned. The night clerkship is now being filled by Robert Erdman.

Chief train dispatcher F. C. Donaldson, has been promoted to the position of assistant trainmaster. He is succeeded by night chief dispatcher C. D. Pairin and the latter by dispatcher Guy Davis, appointments taking effect October 18th.

C. R. Duncan, chief clerk to superintendent, and R. Mallem, road foreman of engines, have returned from a trip to New York, where they went to see the world's series. While there they were the guests of Josh Devore, left fielder of the Philadelphia Nationals. They had the pleasure of meeting Matthewson, Tesreau, Herzog, and the great all round athlete, Thorpe, and some other members of the Giants.

Miss Leona M. Streitenberger, stenographer in the local freight office, has just returned from a delightful trip at Washington, D. C., Philadelphia and other Eastern points.

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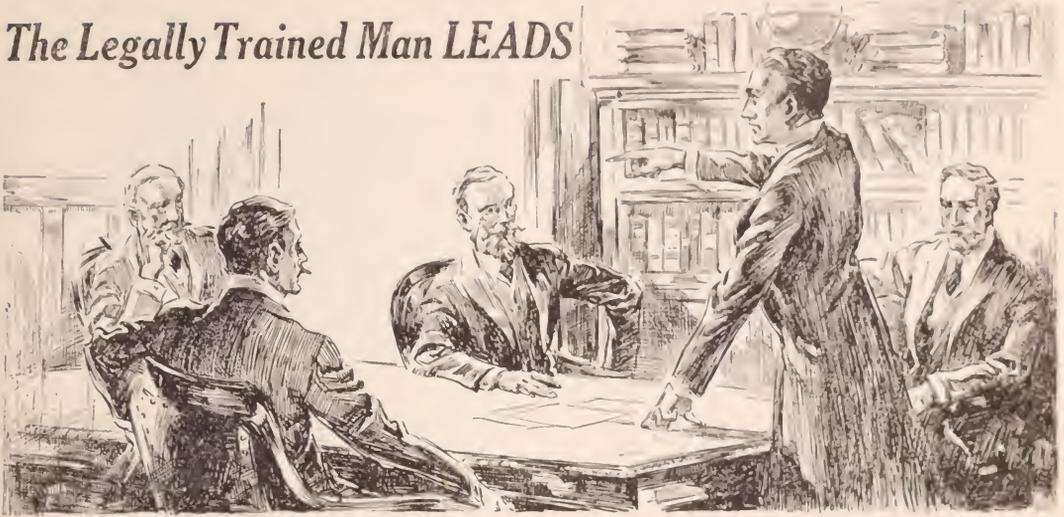
INDIANA DIVISION

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
- DR. J. P. LAWLER.....Medical Examiner
- J. J. GIVEN.....Special Agent

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becomes the slow freight when the Human Engine goes wrong.

You Can't Fail—

if you have vigor of body and the power of mind that goes with it

You Can't Succeed—

if your body is weak and ailing and despondent with the worry of the incomplete man.

I am the Master Builder

whose own body is the most perfect in the world and who has perfected more human bodies than any other living man.

Take the Strongfort Route to the land of achievement, the land of vitality, energy and power. YOU have as much right to be a real man as anyone else has. Let me direct YOU, as I direct everyone who rides over my road—personally and individually. Send 4c to cover mailing of my free book, "Intelligence in Physical Culture."

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DUGDALE CO., 1094 Dugdale Bldg., Washington, D. C.

Please mention this magazine

Fireman Fred Hinkle was run down some time during the night of October 2nd or morning of October 3rd near Aurora and was horribly mangled. No definite account of the accident can be given as no one saw him at the time of the accident. Hinkle had been working on the Cochran hill engine for several days and had gone to Aurora that night to visit friends. The supposition is that he attempted to board a westbound train passing through there when he met with the fatal accident. Hinkle was thirty-one years old, single, and leaves a father, mother and one brother in this city, where he was raised.

James Flanagan, who for a number of years was trainmaster's clerk, but during the past three months has been clerk to chief dispatcher Copeland, is on leave of absence. Miss Julia Feagans of the superintendent's office, Illinois Division, is filling the vacancy.

Engineer A. W. Spillman has taken a through run on the Louisville Branch. Main line boys regret to lose Mr. Spillman as he was a hustler and a runner too.

Quite a lively interest is being taken by the railroad boys in Seymour over the coming election in Seymour, owing to the fact that the mayor to be chosen has control of the appointment of our chief of police. Our present chief, T. J. Able, is an old Baltimore & Ohio boy and of course the entire railroad fraternity regardless of party affiliations is anxious to see Mr. Able reappointed chief.

The regular Safety Committee meeting was postponed until October 24th in order to meet with the General Safety Committee from Baltimore. Owing to other pressing business John Hair of the General Committee was the only member who could attend this meeting. Before the meeting closed Mr. Hair gave the members of the local committee a very interesting talk on the "Safety First" movement, on which the company is spending so much time and money, to make its road, not one among, but the safest road in the country. We feel that the safety movement has gained so much for the safety of both the traveling public and its employees that no one can help but notice the benefits derived by this great and humane movement.

Fireman Carl Shaw and Miss Emma Miller of Indianapolis, Ind., were married September 10th by Rev. Pettus of the Christian church of this city. Both are popular young people.

Night chief dispatcher J. H. Demann has been promoted to day chief and dispatcher Parker has been assigned temporarily to night chief, both promotions being caused by the promotion of day chief Copeland.

Engineers Thomas Gudgel and Joseph Steward have returned from a fishing trip to the lake region of northern Indiana.

G. V. Copeland, who for a number of years has been chief dispatcher here, has been ap-



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No Money Down—13 Cents a Day

Get *this* offer on an Oliver *Visible* Typewriter before you spend even \$10 for some old-style, cumbersome, second-hand machine or some little cheap make.

Learn how 15,000 people have secured Olivers—the *great world-wide leader* of all machines—the \$100 kind—the typewriter that made others *adopt visible writing*—the typewriter that you see everywhere—the full size commercial machine.

Extraordinary Price

Our low price is a tremendous surprise to everybody—it seems impossible—but we have thousands of satisfied customers to testify that we live up to every claim.

Rent Money

Get the details of our wonderful Rental Purchase Plan. Learn how you can own a superb Visible Writing Oliver for a few pennies a day *and no money down*.

Life Guarantee

Read a copy of our record-breaking guarantee. Note how we have absolutely protected each purchaser for the entire life of the machine.

Read a few of our testimonial letters from customers and learn how generous and fair we are in our treatment—how we wait for payments in case of sickness or misfortune.

Half an Hour to Learn

People who had never written on a typewriter learned from our plain instructions in half an hour.

Let us tell you about the free trial privilege—how without advancing a cent to us you can have one of these fine machines in

your office or home to *use free*. You won't be urged to keep it unless you are more than pleased.

No Red Tape

We have no collectors. We charge no interest. *We aim* to please you so thoroughly that you will tell your friends.

Interesting Catalog

Send your name today and get a remarkable book describing in detail the construction of the famous Model 3 Oliver, telling how it's made and the features which put it in the lead.

Creative Plan

Get full details of the most remarkable selling plan ever devised for the purpose of putting standard typewriters in the hands of those who need them.

Everything Is Free

Your name won't be followed up with a salesman—we have none. Just read about the typewriter, the low price, the easy terms, the life guarantee—that's all we ask. Please do it now.

This coupon is to make it convenient for you to send for our offer *now*. Just fill in your name and address, tear out and mail—a lead pencil will do.

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Gentlemen: You can send me your best and typewriter offer *free*. I am not buying anything or obligating myself in any way.

Name

Street

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The Real "Firing Line" of the World's Work

The value of your hands and the work they must do, demand nothing less perfect in gloves than the pliable, strong and adaptable Hansen. It is the only glove which gives *you* detailed, personal service—worthy of your work. Ask to see this Protector—it has earned the name.

Hansen's Gloves



include the strong, but moderate weight "Glad Hand" Gauntlet, flexible, durable. No binding seams; no scratching rivets. The leather in all Hansen's Gloves retains its softness, smoothness and shape to the last. Washing in gasoline leaves them as clean and shapely as new.

The many styles fully described in booklet, for every wear everywhere, include the Protector Gauntlet of strongest horsehide, the Slip-off Switchman's Mitten, etc. Gloves and mittens for driving, farming, motorcycling, and ordinary wear. If yours is not a Hansen dealer, write and we will tell you where to buy. Address—asking for our Free Book—

O. C. HANSEN MFG. CO.
282 Milwaukee Street
MILWAUKEE, WIS.

pointed assistant trainmaster with headquarters in Seymour.

Oscar Stevens, who has been running an engine on the Indiana Division, has also been promoted to assistant trainmaster with headquarters in Seymour.

Engineer C. H. Creager, a member of the advisory board of the Relief Department, has just returned from a meeting in Baltimore. Mr. Creager is also a member of the Examining Board on the book of rules for the Indiana Division. He states that they have examined 654 employes up to the present time, which shows how the Indiana Division examiners have been pushing this work along.

Members of the Indiana Division Safety Committee were much pleased by the compliments passed by Mr. Hair of the General Safety Committee on the work that has been and is being done by the local committee here. Mr. Hair stated that no other division on the system had done more than the Indiana Division in the interest of safety. This speaks well both for our superintendent Hagerty and the men he has chosen for this work.

Below is given a letter from conductor F. P. Green in reply to a request from a member of the committee for a report of any unsafe conditions that he may have noted along the road.

O. E. HENDERSON,
Safety Committeeman,
Seymour, Ind.

You have requested me to make reports for Safety Committee. Glad to say that I have nothing to report at present, as I have reported several things in the past, all of which I am proud to say have been looked after and remedied. I think that if all the employes would get together and report all safety work to our genial chairman of this safety board, who is always on the alert for the safety and welfare of the employes on the division, in the next year we can make all other divisions of the system stand up and take notice of the progress we are making in the interest of Safety First.

Yours respectfully,
F. P. GREEN, *Conductor.*

On the morning of October 2nd, brakeman Perry Gates of this city was thrown from a cut of cars at Lawrenceburg, run over and instantly killed. He was a son of James Gates, deceased, who for many years worked for the old O. & M. and the Southwestern. Young Gates was twenty-three years of age, single, and had many friends here. The funeral on Friday, October 3rd, was conducted by Rev. D. L. Thomas of the First M. E. church.

Engineer Walter Darling, who was injured in wreck last July, is improving rapidly. He has not yet been able to get around without the aid of crutches.

Miss Laura Shepherd, sister-in-law of brakeman Albert McGinnis of this city, died Thursday, October 2nd, after a lingering illness. Miss

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The latest and the best talking machine at \$50.00, the **CORTOFONE**, just out.

Given away absolutely **FREE**

This is a revolution of the talking machine business

WITHOUT one cent of expense to you, we will send this wonderful **Cortofone** to your home wherever you are. An opportunity of this kind was never offered and may never be offered again.

The **Cortofone** has the sweetest and clearest tone and at the same time is the most powerful instrument, bar none, even those sold for \$200.00. You will be amazed, astounded when you hear it play. Listening to a vocal record on the **Cortofone** is like being in the presence of a living, breathing performer. The **Cortofone** will bring the actual presence of the greatest band and orchestra organizations, the greatest violin, cello and other instrumental soloists right in your home.

The **Cortofone** is 21 $\frac{1}{4}$ inches long, 15 $\frac{3}{8}$ inches wide, 13 $\frac{1}{4}$ inches high; the usual price of other instruments of similar size is \$50.00 or more.

The **Cortofone** has a powerful double spring playing about four records with one winding.

The **Cortofone** is built for a lifetime and we guarantee its mechanism for five years.

Remember that this wonderful **Cortofone** is given to you absolutely free without the expense of a single cent to you; not on a free trial or for free use but it is given to you as your property for all time without you paying a single cent for it.

How is this possible?

How can we do this?

Here is our answer:

These wonderful **Cortofone** are given away for the sole purpose of popularizing the Cort records. The Cort records are all ten-inch size, double-sided; that is, every Cort record has two of the best selections, one on each side, and the price for each double-sided record is 75 cents, which is the regular price of other ten-inch records.

There are about 800 selections of the world's very best music ready on the Cort records now. They contain all the very best popular songs of the day, all the Grand Opera selections and are all sung by the greatest artists, those who are daily delighting the most critical audiences of New York City; you can hear it in your own home whenever you want it—all the best bands, orchestras, violinists, or all the other concerts—and all these on the Cort records and on the **Cortofone**.

HERE IS OUR OFFER

This wonderful **Cortofone** will be sent to your home at once and you will never have to pay a cent for it, all you will have to do is to buy two Cort records weekly or eight Cort records monthly and pay 75 cents for each of these records when received. In order to get this wonderful free **Cortofone** fill in the coupon and mail same to us at once.

Cort Sales Co. 330 Sixth Avenue
New York City
In the shopping center



The **Cortofone** is 21 $\frac{1}{4}$ inches long, 15 $\frac{3}{8}$ inches wide and 13 $\frac{1}{4}$ inches high. The usual price of other instruments of similar size is \$50 or more. The **Cortofone** is finished in rich weathered oak; is equipped with a powerful noiseless double spring motor, running about four records with one winding. Its tone chamber is acoustically perfect; the sound waves travel in an entirely enclosed chamber, free from the presence of any mechanism.

CORT SALES CO.,

(In the Shopping Center)

330 6th Ave., New York City,

Please send Cortofone free to

NAME _____

ADDRESS _____

Shepherd was well and popularly known in this city, where she had always lived. The large concourse of friends who attended the last rites showed how well this young lady was loved and respected by all who knew her.

We are showing the well kept and cozy little home of Henry Greenwood, machinist, of Washington, Ind. Mr. Greenwood, with his wife and two bright little children, can be

pretty good marksman and has bagged some big game, we believe he would hesitate to pull the trigger if he came face to face with a real Michigan Deer.

J. M. Shay, general inspector at Cincinnati, has been transferred to another division. Before starting in on his new position he will spend a few weeks on a farm in West Virginia. Before leaving, the Cincinnati Terminal boys,



HENRY GREENWOOD, MACHINIST, WASHINGTON, IND., AND FAMILY

seen on the walk in front. Mr. Greenwood has been employed at Washington shops since March 1st, 1903, and is very well thought of among the men of his craft and the management of the shops.

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

E. C. Skinner, agent C. H. & D. at Cincinnati, will leave next week for a hunting trip into the wilds of Michigan. He is going after deer and other large game, and while he is a

47 in all, attended a banquet in his honor at the hotel Sterling. C. M. Hitch was transferred from Lima to Cincinnati, succeeding Mr. Shay.

On October 18th, the White Sox and New York Giants, world's baseball tourists, started on their trip around the world, leaving Cincinnati on a special train over the C. H. & D. at 10.30 p. m. The train consisted of baggage car, four standard sleepers, two ten section compartment cars and one observation, all steel equipment.

J. P. Fallon, recently appointed trainmaster at the Cincinnati Terminal Division is confined to his home with a severe attack of malarial fever. Here is hoping "Jim" will be able to resume duty shortly.

Our good friend, L. M. Burke, the hustling young baggage agent at Cincinnati passenger station, had quite a novel experience the past week in the way of looking after and feeding a trained bear. Among the pieces of baggage received was a trained bear, checked in from Chicago, which the owner failed to call for. The bear remained on hand at Cincinnati for four or five days, during which time it was necessary for our friend Louie to feed and exercise him. We feel safe in saying that by this time Louie is as good a bear dancer as ever stepped on the platform.

ILLINOIS DIVISION

Correspondent, H. H. SUMMERS, Ass't Shop Clerk, Washington.

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
- FRED SCHAWB.....Engineer
- W. GORSAE.....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. PRICHETT.....Yard Foreman, Springfield

G. A. Moore, machinist at Flora shop, who has been laid up for the past three months with an injured foot, has returned to work and his friends and fellow workmen in Flora shop are glad to have him in their midst once more.

C. W. Renner, machinist, and J. F. Handley, pipe fitter, both of Flora shop are spending their vacation in Grafton. Mr. Renner hails from the Grafton territory and he journeyed back to see friends and induced Mr. Handley to make the trip with him to the old stamping ground.

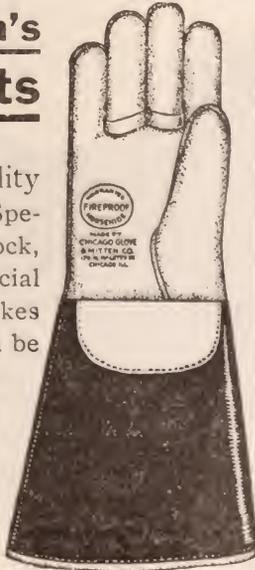
M. J. Griffin, one of the oldest passenger engineers on the Illinois Division, died suddenly at his home in St. Louis on October 3rd. He had been in Washington only a day or so before

Firemen's, Engineers' and Bridgemen's Gauntlets

EXTRA quality horsehide. Special selected stock, tanned by a special process which makes it fire-proof. Can be washed. Always soft and pliable.

Seamless Palm Pattern

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Your Credit Is Good With Me **My Big Bargain Book FREE**

30 Days' Trial

THIS BIG COMFY ROCKER Made in My Elgin Factory

This is a sample of 3000 bargains. You save from 15 to 50% and secure better qualities than you find elsewhere. I sell everything to completely furnish your home, also diamonds, watches, jewelry, and numerous other articles on the most convenient monthly payment plan, which is simple and easy, no red tape, no collectors—satisfaction guaranteed.

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It shows 3000 bargains beautifully pictured and properly described. Many in natural colors. It tells all about my plan. A post card brings it to you FREE. Address

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A. LEATH & CO.,
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B. & O. Operators Wanted, to Sell Fox Typewriters



We want a Local Agent in every city and town where the Fox Typewriter is not now represented. If you do not care to do active soliciting you can be our "Local Correspondent" and send us in the names of possible customers. If a sale results we pay you a commission. In either case you will need a Sample Typewriter to use and to show. This we will let you have at a price so low you can easily afford to own it. Furthermore, you can pay for it in small monthly installments and your commission can also go to help pay for it.

The Fox Typewriter is a beautifully finished, high grade, Visible writer, with a light touch and easy action and extreme durability. It has a back shutter, two-color ribbon, card holder, interchangeable platens and carriages, is fully automatic, and is sent out complete with fine metal cover and hardwood base. There is no "red tape" tied to this offer, and it is open to any responsible person in the United States.

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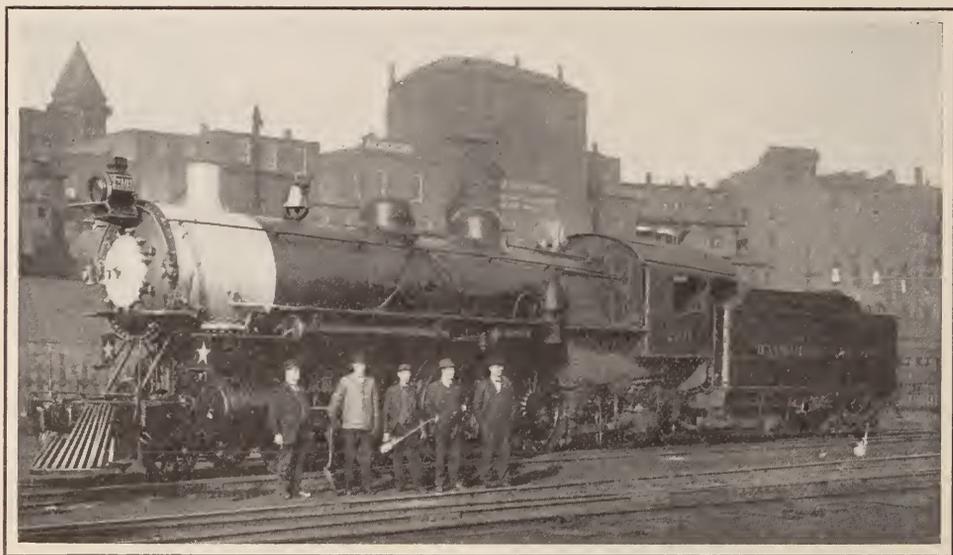
and as was his usual custom, had been around seeing all his friends and appeared to be in the very best of health.

In the wreck which occurred when train No. 3 struck the rear end of a freight train at Summerfield, Ill., on the morning of October 6th, Henry Alberti, Sr., who was in charge of engine No. 1472 pulling train No. 3, was instantly killed. From what we can learn Mr. Alberti was in no way responsible for the accident. He had just been promoted to a regular passenger run and was on his first trip when the accident occurred. He was one of this company's most loyal and reliable employes, and was a model husband, father and citizen, and in his death we feel a sincere regret. To the bereaved family we extend our deepest sympathy.

bridges which went out during the flood last spring and the work of removing the old structure and putting in the new has been pushed hard, but as White River is a very treacherous stream to work with, the progress has not been all that was anticipated.

We have just learned of the sudden death of Otto C. Busse, father of Phillip Busse, clerk in master mechanic's office at Washington, Ind. Mr. Busse was also a brother of F. W. Busse, chief clerk to general superintendent of motive power F. H. Clark, and resided in Vincennes.

W. J. Donahue, piece work inspector in the car department at Washington, saved his vacation this year until October in order that he could make a trip East and witness the world's series games. Mr. Donahue is a baseball



ENGINEER W. S. PHILLIPS WITH MASTER MECHANIC M. H. OAKES, ROAD FOREMAN OF ENGINES T. K. FAHERTY, FIREMAN SINSEL AND THE REV. MR. HICKLE

Miss Nettie Feagans, who for years has been the able stenographer in the office of trainmaster C. G. Stevens at Flora, Ill., has been transferred to a similar position at Seymour, Ind. As she has a sister in the Seymour office she feels that she will be better satisfied in the Indiana town, and we hope that she will, although we are sorry to lose her.

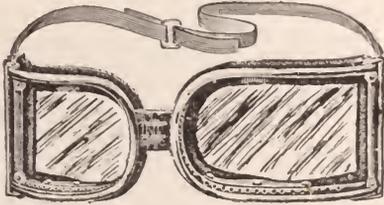
The construction work of putting in the new bridge over White River, just west of Washington, Ind., has been seriously delayed on account of an underground current coming in and striking the cofferdam, which was built for protection in putting in new piers. This false work was all destroyed and it was necessary to have special piling prepared of length sufficient to get down far enough to furnish necessary protection. This is one of the

enthusiast and thoroughly understands the game and it may be taken for granted that he enjoyed the games immensely. He is entertaining his friends on the corner now by explaining to them what a wonderful pitcher Matthewson is and, still more wonderful, how the Athletics can hit.

If any one wants to know anything about the pleasures of making a trip of about 100 miles to see a girl Sunday night, starting home expecting to reach there about 2.00 a. m., waking up with the pleasant news that you will have to get out at the next station stop beyond your home town and sit on the platform till the next train going your way, which is two or three hours later, in order to reach home in time for work Monday a. m., just ask Leo Isenogle, fuel accountant in the master mechanic's office

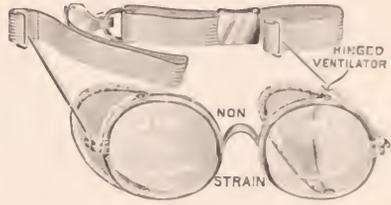


No. 284



No. 200

Safety First With NON-STRAIN GOGGLES



No. 800

NON-STRAIN GOGGLES Sold by Your Watch Inspector

Insure Your Eyes from cinders, blasts of ice-cold air or hot winds, dust, insects and all other annoyances that will seek the eyes. Avoid it all by using Non-Strain Goggles. If your watch inspector cannot supply you pin a one-dollar bill on your letter and we will send a pair to you prepaid.

OPHTHALMUSCOPE CO., 402 Dorr St., Toledo, O.

Genuine Blue White CHRISTMAS DIAMONDS On Your Own Terms

Give a Diamond for Christmas this year—the best of all gifts. Nothing could please wife or sweetheart better. Constantly increasing in value and always worth every cent you paid for it. Our startling low prices and easy long time terms will be a revelation to you. By our method, you buy direct from the importers, save all middlemen's profits and pay in little amounts from time to time.

Certified Guarantee with every Diamond—guaranteeing its exact carat weight, color, quality and value. A safe way to buy and save money—no inconvenience—and have the Diamond at once.

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 here illustrated or shown in our Beautiful, FREE, costly Art Catalog of Diamonds and Watches, will be sent for examination without obligation. This offer is open to every honest person—open to you. Note the wonderful values shown here.

No. 30 (Platinum) $\frac{1}{2}$ - $\frac{1}{16}$ carat — No. 31 $\frac{3}{8}$ ct. — No. 32 $\frac{1}{2}$ ct.

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No. 36 $\frac{1}{2}$ - $\frac{1}{16}$ ct. — No. 37 $\frac{5}{8}$ - $\frac{1}{2}$ ct. — No. 38 $\frac{3}{4}$ ct.

Compare these prices with others.

Terms 20% down and 10% monthly; 10% discount for cash.

We import the rough Diamonds, cut them here, save

33 per cent duty. Give the saving to you. Write

today for our big catalog and special World-beating

offer of One Carat Diamonds for only \$100, also

about our unparalleled buy-back offer.

All Diamonds, also Watches, on easy

terms—no money first. Send

for Catalog showing more

than 1000 choicest

Diamond Pieces.

GENUINE DIAMONDS \$100 Per Carat



Write Today

Perfect Cut Guaranteed

The Walker Edmund Co.,

Established 1887

Diamond Importers, Dept. TA

7 West Madison St., Chicago

Please mention this magazine

at Washington. He has been there a couple of times and knows all the details of the game.

It will be of special interest to many of the employes of the Illinois Division as well as friends elsewhere to know that C. B. Kellar, the hustling young agent of Washington, is aspiring to the position of mayor of the city of Washington. Mr. Kellar is a live young man and should he be successful in the race we have no doubt but that he will make a good mayor for that city.

We had the general safety committee on the Illinois Division October 22nd and 23rd. They made stops at Washington, Flora and Cone, and at each point an interesting talk was given by the members on the subject of "Safety First." The "Safety First" movement has gotten all the employes on the Illinois Division interested and they are always glad to have the general committee come out to see us.

The accompanying picture shows general foreman W. H. Kellar and road foreman Fred Hodapp, the picture having been taken just outside of Mr. Kellar's office in the engine house at Flora, Ill. Mr. Kellar is general foreman of the



W. H. KELLAR AND FRED HODAPP

Flora shop and Springfield District of the Illinois Division and Mr. Hodapp (the gentleman with the coat on), was recently appointed to the position of road foreman of the Illinois Division, with headquarters at Flora, Ill., mention

of which was made in the October issue of this magazine. At that time we were unable to obtain a picture of Mr. Hodapp. He is a hustling young man of much ability and is making good in his new position.

We are showing herewith a picture of the observation end of Pullman car Miami, which runs in train 12 between St. Louis and Cincinnati, leaving St. Louis at 9.00 p. m. It will be noticed that this car carries an electric sign



PULLMAN CAR MIAMI

which is by no means an ordinary affair and presents a very pretty appearance in the Union Station at St. Louis. We were able to secure this picture through the courtesy of Mrs. Sterling, the wife of our hustling passenger foreman, E. C. Sterling, located at St. Louis.

For the benefit of the employes of the Washington shops, we want to use this magazine to announce the reason S. E. Nell, steel car foreman at Washington shops, is wearing that smile that don't come off. He is the proud possessor of a new girl baby which arrived on October 17th. Mr. and Mrs. Nell both came from Garrett and his friends on the Chicago Division will no doubt read this item with special interest.

The employes of the Flora shop are proud of the new stationary boilers which have just been installed and placed in operation this month. The old boilers had been in ever since the shop was first built and were hardly capable of handling the business of the Flora shop, as the work has more than doubled since the shops were built. The new boilers will make the working conditions much better for the men as well as increase the output of the shop and the facilities for handling the work.



Engineer Tom Cushing, of the "On Time Train," Burlington Route, times his "perfect score runs" with the Hamilton Watch which he has been carrying for years.

Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement from \$12.25 to \$150.00.

Write for "The Timekeeper"

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania
Master Builders of Accurate Timepieces

Over one-half (56%) of the Railroad Men of America on Railroads maintaining Official Time Inspection carry the

Hamilton Watch

"The Railroad Timekeeper of America"

This fact is strong proof of the accuracy of the Hamilton—and Hamilton accuracy is famous everywhere in America that trains are run.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American



**YOU!
YES, YOU
CAN GET IT**

DEMONSTRATING
TUB FREE

\$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!

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; Mullins, Florida, \$150 in two days; Corrigan, N. Y., \$14 in 48 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.



I grant credit—Furnish samples—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 quickly. SEND NO MONEY. Just name on postcard postal for free offer. Hatched

H. S. ROBINSON, President Robinson Mfg. Co.
506 Vance Street, Toledo, Ohio

TOLEDO DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

J. CORCORAN.....	Superintendent, Chairman
B. GROVE.....	Agent
J. BAVIS.....	Engineer
W. DAY.....	Conductor
F. GORMAN.....	General Yardmaster
M. SHEA.....	Trainman
N. F. BUCKLEY.....	Fireman
H. BOHANAN.....	Yard Conductor
M. THOMPSON.....	Trainman
HUR WEST.....	Trainman
E. MORAN.....	Shopman
NK PROCTOR.....	Shopman
N. HOLMES.....	Shopman
J. GLEASON.....	Shopman
J. TAUBKENS.....	Section Foreman
H. ODELL.....	Secretary

Daniel L. Moorman who is at present traveling passenger agent of the C. H. & D. at Toledo, Ohio, becomes northern passenger agent with headquarters at Detroit, Mich., succeeding J. Lee Barrett, who resigned to accept position as manager of Detroit tourist bureau.

B. M. McNeff, at present traveling passenger agent with headquarters at Dayton, will succeed Mr. Moorman as traveling passenger agent with headquarters at Toledo.

F. B. Dickison, at present city ticket agent of the C. H. & D. at Dayton, will succeed Mr. McNeff as traveling passenger agent with headquarters at Dayton.

The safety meeting held at Dayton October 20th was very well represented.

W. F. Packard, formerly dispatcher, but now inspector for the Ohio Utilities Commission, called upon the boys in the dispatchers' office recently. "Paek" is looking younger right along.

G. S. Smith, formerly dispatcher at Flora, has accepted a similar position with the C. H. & D. on the Toledo Division.

H. C. Brant, assistant chief dispatcher, has been appointed division operator, and the boys are offering congratulations.

B. H. Gehring, formerly connected with the Wellston Division as dispatcher, recently called upon the boys at Wellston. "Ben" says the C. G. W. are doing a good business, and that "Safety First" is the watchword on the Corn Belt Route also.

"Lon" Hackard, chief clerk to general yardmaster at Perry street, returned recently from a pleasant visit with relatives in Chicago.

C. E. Poe, traveling timekeeper from Baltimore, spent several days checking up the timekeepers on Toledo Division.

We were all sorry to hear of the death of Wm. Rouche's father at Carthage recently; also the death of James Murray's mother.

Wilber Morris has returned from a trip to New York City.

E. J. Barrett, an old time operator, was among our callers recently. "Ed" is now located in Los Angeles, Cal.

Miss Clara Hoffman returned to work after several days' sickness, Miss L. E. Yesterling filling her position.

L. C. Sauerhammer, supervisor hours of service bureau, spent several days in Dayton checking up items connected with his department and instructing on hours of service laws.

WELLSTON DIVISION (C. H. & D.)

Correspondent, _____
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES.....	Superintendent, Chairman
A. A. JAMS.....	Trainmaster
H. G. SNYDER.....	Division Engineer
G. A. RUGMAN.....	Supervisor
S. J. PINKERTON.....	Supervisor
P. D. FAIRMAN.....	Engineer
P. J. SWEENEY.....	Conductor
H. E. ROSEBOOM.....	Conductor
S. FISHER.....	Section Foreman
P. CLANCEY.....	Section Foreman
F. DRAKE.....	Relief Agent
S. M. BAKER.....	Supervisor
DR. F. S. THOMPSON.....	Company Surgeon
C. GREISHEIMER.....	Master Carpenter
E. B. CHILDS.....	Stationary Engineer
M. ROSEN.....	Secretary

While making trip over the Ironton Branch on a motor car accompanied by master carpenter Greisheimer, making an inspection of bridges, preparatory to making up the regular B. & B. programme, a wheel on the motor car worked loose and left the rail, catching division engineer Snyder underneath the car, and badly wrenching his knee joint. Mr. Snyder was brought to Dayton on train 203 and placed in charge of company surgeon Thompson. Mr. Snyder will be confined to bed for about four or five weeks.

E. J. Soehner has been employed as timekeeper in the M. of W. department to take the place of Chas. Shoemaker.

Tonnage clerk in the superintendent's office L. S. Morrow enjoyed his "annual" vacation with the folks down home at Bartlett, Ohio.

G. R. Pinkerton has been employed as M. of W. accountant on account of Lee Fleming resigning.

L. E. Fenner, accountant on the Toledo Division has been appointed chief clerk to the superintendent, because of the promotion of T. J. Reagan to chief clerk to the superintendent of the Toledo Division.

L. S. Morrow, the popular tonnage clerk of twenty-two summers hopes soon to have his new desk. Heretofore he has been using a little red table and finds it very hard to spread

TPUS
B80
PRIVATE



**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, but 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.*

How often have you heard it said that men usually stay at one desk a natural life (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 a stationer and roadman and arose to the Presidency of the Pennsylvania Railroad; and Wm. J. Harahan, President of the Suburban Air Line Railway, who began as office boy for a 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 make shipment to obtain shortest mileage and quickest delivery and how to classify goods to obtain lowest rates are two vital factors in business competition. The man who possesses this valuable knowledge 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 these 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 Commission course will enable you to study AT HOME, without leaving your present 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' Progress 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.

I am interested in the new profession—Traffic Management. Please send me "Ten Years' Progress and Information in One" and full information and Traffic Book free of cost.

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Other Courses: LAW, HIGHER ACCOUNTANCY, BUSINESS ADMINISTRATION, BUSINESS ENGLISH, BOOKKEEPING.

Name _____
Occupation _____
Address _____

himself. It is hoped that he will soon marry a young lady from Bartletts. Everybody else is doing it.

T. M. Edwards, agent at Celina, Ohio, returned to his duties on October 16th, after a much needed rest spent at Hot Springs, Ark.

Our genial and popular chief dispatcher, J. J. Fitzmartin has again returned to his desk after enjoying a ten days vacation. During his absence, his duties were very ably performed by dispatcher L. E. Weed.

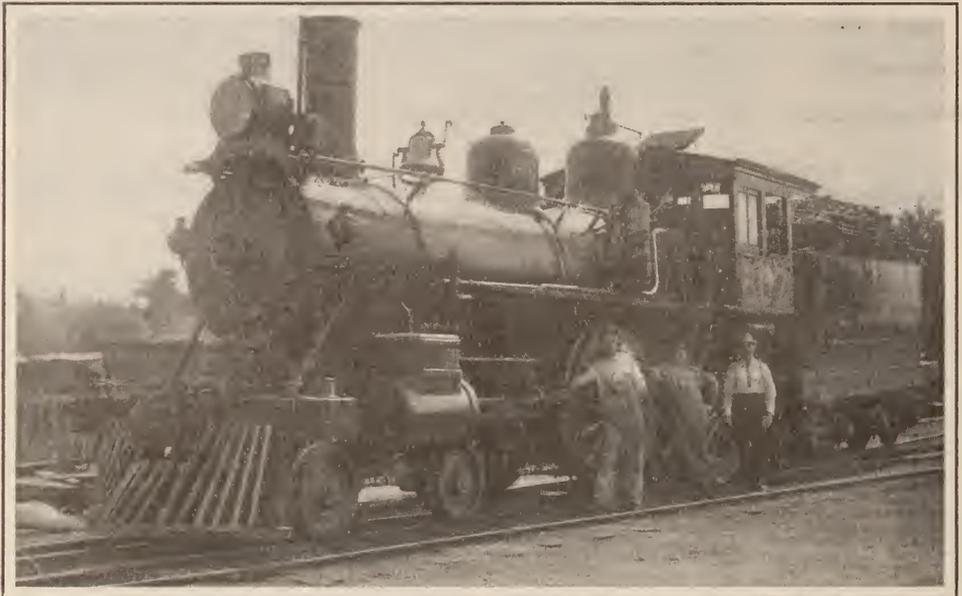
Lee Fleming, our M. of W. & S. accountant has resigned his position in the office to take up the work of firing on the Toledo Division. Lee is looking forward to the not far distant future when he can take his place on the right side of the cab.

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
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
CHAS. BARTH.....	Blacksmith Helper
GEO. HANRAHAN.....	Machinist



ENGINEER H. C. RANDALL

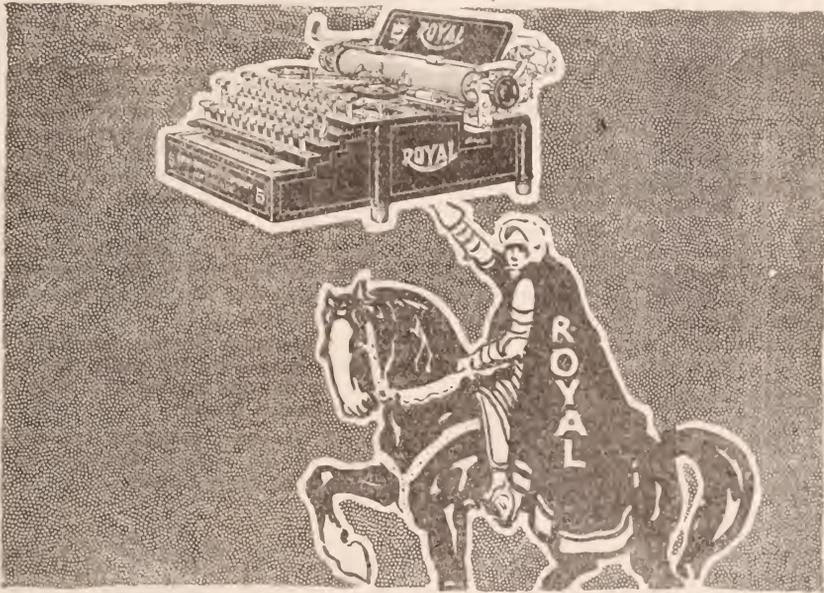
Chief timekeeper Rowland spent last Saturday night and Sunday with old time friends at Wellston. "Jap's" periodical visits to Wellston are causing some speculation as to their real meaning.

The wedding bells have rung out twice during the month of October, engineers B. F. Shelton and L. T. Sifford both deciding that the highway of life can be made more pleasant with some one to give a word of cheer after the run is completed.

Miss Elizabeth Rowland has been employed as stenographer in the office of the chief clerk to take the place of J. S. Powell, who recently resigned.

The postal photo herewith shows engineer H. C. Randall with his newly overhauled special pride, engine 207. "Hank" Randall entered the service of this Company as fireman in April, 1880, and was promoted to engineer December, 1880. He is one of the old guard on this division, having learned his trade in the old wood burner days.

Engineer Randall has had the reputation for years of being one of the up-to-date engineers in the care of his engines and when number 207 was turned out of the shops a few months ago, she was given to "Hank" and assigned to his runs exclusively. This is not a new engine by several years but with "Hank" Randall handling and caring for her, she had the appearance



The Challenge of Modern Efficiency

¶ The Royal has cut another Gordian knot of "Big Business"—has solved another high-priced problem. The same standard model of the Royal that turns out your correspondence does the "special" classes of billing work without any special attachments, and type-writes tags, tabs, labels, record slips and cards of every known form.

¶ The Royal Master-Model is a modern letter-maker in a class by itself. The Royal **does the most**, for it does the work of several typewriters in one: (1) General Correspondence, (2) Writing upon all forms and widths of Cards, Envelopes, Tags and Labels, and (3) Condensed Billing, Loose Leaf and Unit Order work—all this without a dollar of added cost to the purchaser.

ROYAL TYPEWRITER COMPANY

Room 44, ROYAL TYPEWRITER BLDG., 364-366 BROADWAY, NEW YORK

BRANCHES AND AGENCIES THE WORLD OVER

of coming right from the factory. A sure way to start trouble would be to make light of her size or to intimate that her bell could be brighter. The many friends of engineer Randall are hoping for his speedy recovery from the illness that has kept him off "207" for the past several weeks.

The entire division was grieved to learn of the sudden death of D. C. Christy, B. & B. foreman at Montezuma, recently. Foreman Christy was one of the oldest employes in the B. & B. department in years of service, and died after a very short illness.

Adam Storch, blacksmith foreman, Moorefield shop is one of the hard workers in the Safety First movement and his latest bit of work along this line is the installation of a fine electric "Safety First" sign in his shop. The sign is copied from the Safety First button and is an artistic piece of work. Mr. Storch is justly proud of it as it was made in his own shop under his supervision.

The monthly meeting of the Safety Committee for October was held in the master mechanic's office at Moorefield and it was found to be a good plan as several of the shop men and other employes at Moorefield attended

and many useful points were brought out and discussed.

Miss Patricia J. O'Brien, stenographer to superintendent White has returned from her annual vacation and reports having had an enjoyable time.

J. McKeown, supervisor on the Springfield Division who, by the way, helped to build the line from Indianapolis to Springfield, is relaying some of his light rail with the rail released on the Indianapolis Division. The only thing that disturbs him in this connection is, that there is not enough of it. The heavy rail in this territory makes a decided improvement and will be well looked after under Mr. McKeown.

L. E. Earlywine, statistical clerk in the superintendent's office has returned after a week's vacation and to all appearances was much benefited by it.

Car distributor Gossert, familiarly known as "Mutt" is wearing the smile that won't come off, over the late arrival of a little son whom he has named Eugene.

C. W. Havens, assistant trainmaster, was called to the Toledo Division to examine operators on manual block.

THE BALTIMORE AND OHIO FAMILY

BARNESVILLE, Ohio, Oct. 1, 1913.

*Editor Employes Magazine,
Baltimore, Md.*

Dear Sir:

I wish to commend the Company for the excellent magazine it is publishing in the interest of its employes. I read it with more interest than any periodical I get. Being an old employe, now retired, the subjects treated especially appeal to me. I like the spirit of fraternity which pervades its pages, and feel sure that it is doing a wonderful amount of good to the men and indirectly to the service.

I am glad to be numbered in the great Baltimore and Ohio family and also that through the Relief Department a way has been devised to continue that relationship through life, even though I am beyond the age for active service. I get most of the numbers of the magazine from the agent here, but am short Nos. 6

and 10. If possible I would like to get these two numbers and have my name placed on the list for all future numbers. I am willing to pay the regular subscription price and will remit on notice as to amount.

Fraternally yours,

ISAAC R. LANE,

Pensioned Agent.

Mr. Lane's name has been placed on our free list for each issue. What a gracious and kindly spirit he shows in calling us sixty odd thousand employes all members of the Baltimore and Ohio family!

The family—dearest of all earthly possessions—how rich its influence, how priceless its welfare! Next to our own family, our home family, should come our business family. For the welfare of the first depends so largely upon the welfare of the second. Are we holding as high as we can the interests of our business family?

Say Pop! we just gotta have a Columbia Grafonola this Christmas

Make *this* Christmas last all winter. Give $\left. \begin{matrix} \text{him} \\ \text{her} \\ \text{them} \end{matrix} \right\}$
a Columbia the one ideal gift for all the family for all the year around. No one thing will give so much pleasure, to so many people, for so long a time, at so little cost.



8500 dealers ready to demonstrate any Columbia, playing any record that you select. You can be sure it is a Columbia by the tone-control "leaves" at the front, which have taken the place of the old double-door idea.

New catalogs for 1914 ready—Columbias from \$25 to \$500. You will want the great catalog of Columbia records too.

IMPORTANT NOTICE: All Columbia Records will play on Victor Talking Machines; likewise all Columbia Grafonolas will play Victor Records.

COLUMBIA GRAPHOPHONE COMPANY

Box 418, Woolworth Bldg., New York

Toronto: 365-367 Sorauren Ave.
Prices in Canada plus duty

Creators of the Talking Machine Industry. Pioneers and Leaders in the Talking Machine Art. Owners of the Fundamental Patents. Largest Manufacturers of Talking Machines in the World. Dealers and prospective dealers write for a confidential letter and a free copy of our book "Music Money." Manufacturers of the Dictaphone.





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 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 employees. 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.

Our Diploma Will Make You a Recognized Legal Authority

We are authorized by the State of Illinois to confer on all our graduates the Degree of Bachelor of Laws (LL.B.). Our diploma is one that you will feel proud to possess, because it is a recognized proof of your legal knowledge.

Which School? We realize that the question of selecting the right school is a hard one for you to settle in your own mind. It is especially hard in view of the fact that ordinarily you must decide

on a school from its own statements of its merits. Unfortunately, the school that is not based on sound educational principles can write just as attractive an advertisement and can get up just as attractive a catalog as can the school that is conducted on sound educational principles. For this reason we are willing to assume all the risk by not asking you to begin paying for our course until you have seen it.

Evidence is the name of a handsomely illustrated book we wish to send you free of charge. This book contains over 50 pages of evidence as to the merits of our Law Course particularly, and our University generally. The book is not filled with our own statements of ourselves, but with reproduced letters and statements from our own students and others who are competent to judge us as an educational institution. This book is costly and will be sent only to those earnestly interested in the study of law.

The attached coupon will bring the handsome "Evidence Book" and full information about our Home-Study Law Course.

We have courses which prepare you to be:

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE



The Christmas Special



The Columbia "Grand" Grafonola
Price \$ 500.

Columbia

65 cents is the price of a thousand different
10-inch double-disc Columbia Records.
Others from 75 cents to \$7.50.

OUR GUARANTEE—

Quality the finest.
Reproduction the best.
Will outwear any other record on the market.

To demonstrate this a sample advertising record will be mailed you for 25c.
Ask for catalog of records, also of Columbia Grafonolas from \$25 to \$500.

IMPORTANT NOTICE—All Columbia Records can be
used on your disc talking machine. (If any standard make).



COLUMBIA GRAPHOPHONE COMPANY

BOX 418 WOOLWORTH BUILDING, NEW YORK

TORONTO: 365-367 SORAUREN AVENUE

Manufacturers of the Dictaphone
Dealers wanted—Write for special proposition

Prices in Canada plus duty

Records

Please mention this magazine.



CHARGE OF SCOTS GREYS AT WATERLOO

WELLINGTON held this regiment of cavalry in reserve at the battle of Waterloo, awaiting the supreme moment when an overwhelming charge might turn the tide of battle. The instant the French lines wavered the order was given to charge and the Scots Greys Cavalry hurled themselves against the French like a thunderbolt. This charge ended forever the career of Napoleon and his dream of universal empire vanished away with the smoke of his artillery. The celebrated picture shown herewith from Ridpath's History, the original of which was purchased by Queen Victoria, illustrates but one event of all the thousands which makes up the history of every nation, empire, principality or power in the world famed publication.

Ridpath's History ^{OF} THE WORLD

WE will name our special low price and easy terms of payment only in direct letters. A coupon for your convenience is printed on the lower corner of this advertisement. Tear off the coupon, write your name and address plainly and mail. We do not publish our special low price for the reason Dr. Ridpath's widow derives her support from the royalty on this History, and to print our low price broadcast would cause injury to the sale of future editions.

Six Thousand Years of History

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 Greek and Roman splendor; of Mohammedan culture and refinement; of French elegance and British power, to the dawn of yesterday. He covers every race, every nation, every time and holds you spellbound by its wonderful eloquence.

46 Page Booklet FREE

WE will mail our beautiful forty-six page free booklet without any obligation on your part to buy. It will show Ridpath's wonderfully beautiful style. He pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability, and makes the heroes of history real living men and women, and about them he weaves the rise and fall of empires in such a fascinating style that history becomes as absorbingly interesting as the greatest of fiction.



**WESTERN NEWSPAPER ASSOCIATION
CHICAGO**

10
13

FREE COUPON

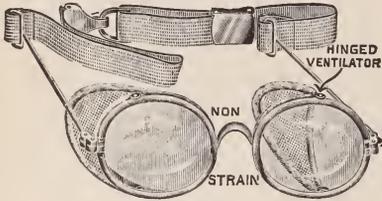
Western
Newspaper
Association
H.E. SEVER, Pres.
140 So. Dearborn St.,
CHICAGO, ILL.

Please mail, free, 46-page sample booklet of Ridpath's History of the World, containing photographs of Napoleon, Queen Elizabeth, Socrates, Caesar and Shakespeare, diagram of Panama Canal, etc., and write me full particulars of your special offer to Baltimore and Ohio Employees Magazine readers.

FOLD HERE. TEAR OUT, SIGN AND MAIL.

NAME

ADDRESS



No. 800

Look at this Clear Vision Comfortable Fitting Goggle

Ask Your Watch Inspector for

Non-Strain Goggles

Beware of Imitators. Take no substitute. See that our trade-mark—"Non-Strain" is on the box. If your watch inspector cannot supply you pin a one dollar bill on your letter and we will send a pair to you prepaid.

Ophthalmoscope Co.

402 Dorr Street

Toledo, Ohio

Why Gasolene Is Dangerous Around Home



A DANGEROUS PLAYTHING FOR YOUR CHILDREN

"Gasolene evaporates rapidly, and the gas it makes is seven times more dangerous than gunpowder. A single spark would cause a frightful explosion." (Extract taken from "Individual Fire Fighting," published by the Rochester [N. Y.] Chamber of Commerce.) Is this volatile, elusive liquid a safe plaything for your or your neighbor's child? Then why store it above ground? Why not put it away in a

Bowser Safe Oil Storage System

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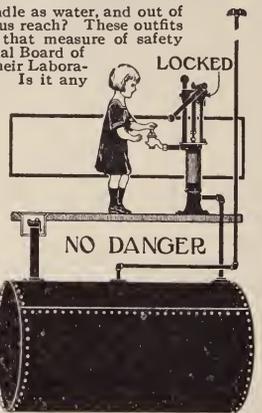
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 2

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Geo. M. Linn

Second Vice-President

From Clerk to Second Vice-President of the Baltimore and Ohio

George M. Shriver Notable Example of Self-Made Man



IN THIS issue of the *Employes Magazine* we introduce our second vice-president, Mr. George M. Shriver, to the employes of the Baltimore & Ohio-Cincinnati,

Hamilton & Dayton System.

Mr. Shriver is the chief executive of the accounting department. He scarcely needs an introduction to Baltimore & Ohio men, for he has grown up in the service of the Company and is widely acquainted with the officers and employes in all branches of the service.

It is an unwritten law of the American railroad profession that each employe stands upon his own merit and has it within his power to win promotion to positions of greater responsibility, conditional upon the ability to discharge duties of increased importance. Longfellow wrote that,

"The heights great men have reached and kept,
Were not attained by sudden flight;
But they, while their companions slept,
Were toiling upward in the night."

Mr. Shriver's career in the service of the Company has borne out the truth of

Longfellow's inspirational lines. His advance has not been made suddenly, but he has attained his present position as the result of over twenty-six years of continuous service with the Company, during which there has been an utter disregard of fatigue when anything required attention.

Mr. Shriver is the son of the late Rev. Samuel S. Shriver, a Presbyterian minister, and was born at Hightstown, New Jersey, in 1868. After receiving an education in the public schools of Baltimore, Mr. Shriver entered the employ of the Company in 1887 as a clerk in the Accounting Department, and was later in the service of the United States Express Company, which operates over this Company's lines.

In 1888, Mr. Shriver became private secretary to Charles F. Mayer, then president of the Consolidation Coal Company, and when Mr. Mayer became president of the Baltimore & Ohio, in the fall of 1888, Mr. Shriver re-entered railway service as private secretary to the president.

When in 1896, John K. Cowen became president, Mr. Shriver continued as his secretary and also filled the same position under President L. F. Loree. In 1901,

shortly after President Loree took charge, Mr. Shriver was promoted to assistant to president, and filled this position during Mr. Loree's administration and the term of President Oscar G. Murray. A year after Mr. Willard became president, Mr. Shriver was elected second vice-president at the meeting of the board of directors held January 12, 1911, and on April 11, 1912, was elected to the same office on the Cincinnati, Hamilton & Dayton Railway.

The nature of Mr. Shriver's duties during his long service has given him an intimate knowledge of the physical and

financial history of the Company and at the same time has brought him into daily contact with every feature and branch of the service, with the result that he is recognized as having a wide knowledge of the Company's activities and keen appreciation of the requirements both of the Company and the communities it serves.

Last spring, when the Eastern Railroads decided to petition the Interstate Commerce Commission for an increase in freight rates, Mr. Shriver was elected Chairman of the Committee of Accountants to prepare and submit the statistics in support of the application.



The following, reprinted from the editorial page of the New York Sun, was written by the late Mr. Frank P. Church:

WE TAKE pleasure in answering at once and thus prominently the communication below, expressing at the same time our great gratification that its faithful author is numbered among the friends of *The Sun*:

DEAR EDITOR:

I am eight years old. Some of my little friends say there is no Santa Claus.

Papa says "If you see it in *The Sun* it's so." Please tell me the truth; is there a Santa Claus?

VIRGINIA O'HANLON.

Virginia, your little friends are wrong. They have been affected by the scepticism of a sceptical age. They do not

believe except they see. They think that nothing can be which is not comprehensible by their little minds. All minds, Virginia, whether they be men's or children's, are little. In this great universe of ours man is a mere insect, an ant, in his intellect, as compared with the boundless world about him, as measured by the intelligence capable of grasping the whole of truth and knowledge.

Yes, Virginia, there is a Santa Claus. He exists as certainly as love and generosity and devotion exist, and you know that they abound and give to your

life its highest beauty and joy. Alas! how dreary would be the world if there were no Santa Claus! It would be as dreary as, if there were no Virginias. There would be no childlike faith then, no poetry, no romance to make tolerable this existence. We should have no enjoyment, except in sense and sight. The eternal light with which childhood fills the world would be extinguished.

Not believe in Santa Claus! You might as well not believe in fairies! You might get your papa to hire men to watch in all the chimneys on Christmas eve to catch Santa Claus, but even if they did not see Santa Claus coming down, what would that prove? Nobody sees Santa Claus, but that is no sign that there is no Santa Claus. The most real things in the world are those that neither children nor men can see. Did you ever see fairies dancing on the lawn? Of

course not, but that's no proof that they are not there. Nobody can conceive or imagine all the wonders there are unseen and unseeable in the world.

You may tear apart the baby's rattle and see what makes the noise inside, but there is a veil covering the unseen world which not the strongest man, nor even the united strength of all the strongest men that ever lived, could tear apart. Only faith, fancy, poetry, love, romance, can push aside that curtain and view and picture the supernal beauty and glory beyond. Is it all real? Ah, Virginia, in all this world there is nothing else real and abiding.

No Santa Claus! Thank God! he lives, and he lives forever. A thousand years from now, Virginia, nay, ten times ten thousand years from now, he will continue to make glad the heart of childhood.



RED CROSS STAMP, FROM THE SALE OF WHICH THE FIGHT AGAINST TUBERCULOSIS IS LARGELY FINANCED. PERHAPS NOTHING WE CAN DO AT CHRISTMAS WILL BRING ABOUT SO MUCH PERMANENT HAPPINESS AS THE GENEROUS USE OF THESE STAMPS



Jemolo

RIGHT OF WAY

CLEVELAND PLAIN DEALER

Improved Handling Will Increase Equipment Efficiency

Address of General Superintendent of Transportation
C. C. Riley at Deer Park

IN dealing with the subject of equipment efficiency, consideration must be given to the factors that limit performance. The principal factors which may be classed as uncontrollable are the average haul, the minimum load, demurrage rules, unbalanced traffic. Improvement in equipment efficiency must be made independently of the limiting factors. The remedial agents on which reliance must be placed are proper facilities and maintenance thereof, improved handling through terminals, organization, supervision, check of operations.

Under normal conditions an important factor in performance of freight equipment is the average haul of the loaded car. It is not always realized that mere figures representing average miles per car per day do not always reflect car efficiency. A road whose average is twenty-five miles per car per day may be rendering more efficient service than a road whose average is fifty miles per car per day.

Numerous attempts have been made, with little success, to increase the minimum carload. The operating and traffic departments are not always in accord as to what these minimums should be. A number of states either have

laws or orders of state commissions prescribing the minimums. Railroads themselves are responsible for a number of low minimums. It is believed that some progress is being made, but not much can be looked for in the immediate future.

One of the deterring influences on car efficiency is delay in loading and unloading. These delays are legalized by demurrage rules, by orders of various state commissions and by state laws. It is doubtful if much can be done toward reducing these delays in the immediate future. It will probably take several years of commercial activity such as railroads are now enjoying to make a beginning.

Unbalanced traffic is a feature greatly affecting car performance, which is given but slight consideration. Statisticians usually consider the movement of traffic in relation to direction only, regardless of the fact that it may be different on different divisions. The freight district is an operating entity and should be so considered in determining the effect of unbalanced traffic upon operating economy and equipment efficiency. Direction, on roads where the flow of traffic is subject to changes, should be disregarded.

It is necessary that equipment be put in proper shape by the time business

moves in the early fall. Unless this is done there will be a lagging in operations which cannot be overcome during that season. Poor power means increased cost because of engine failures and the necessity of running lightly loaded trains and light trains to relieve engines that have failed.

As a rule, performance of equipment is fairly satisfactory between terminals. The speed of trains on roads is a negligible factor in average miles per car per day. On railroads which have a fairly uniform gradient on an individual freight district a high percentage of car and locomotive efficiency is secured. More than seventy-five per cent of delays occur in yards and terminals. Conditions are practically no better than a few years back, and there is vast room for improvement. Sufficient force of proper caliber, good facilities and comprehensive reports are necessary for terminals and larger stations, and good supervision must be had there. It has been only a few years since operating reports, except those showing loads and empties to be moved, were not received from larger stations because of the labor involved, notwithstanding the fact that a large terminal usually has more cars than a freight district. Lack of proper facilities at terminals and larger stations not only decreases the efficiency of locomotives and cars, but increases operating expenses. On nearly every road may be seen examples where \$35 per day is saved by taking off a switch engine and \$50 per day expense caused by resulting per diem and overtime. Since the per diem rate has been increased, it may be stated as an axiom that it is cheaper to delay an engine than a train of cars.

Perhaps the greatest results in equipment efficiency will be secured through

proper organization and supervision. It is believed that better performance will come through strong divisional organizations rather than through the general offices. This organization should be sufficiently large to permit of thorough supervision of all operations. The division should be equipped with competent officers who should handle the details and in whom full confidence should be placed. The handling of details by the general officers dwarfs the division officers and lessens their efficiency. It is better and more economical to have too large a force than too small, as there should be elasticity in every organization.

In the matter of operations no system will be efficient unless there is proper supervision. The simple issuing of instructions will not suffice, the matter must be closely watched. On the average railroad too much is taken for granted and not enough care is exercised to see that instructions are understood and obeyed. This should be made a matter of routine. In supervision the average railroad is weak in that there is not enough of it. Too much dependence is put upon reports. Many operating officials receive more reports than can be looked over in half a day and keep a large number of records of current operations that do not "turn a wheel or earn a dollar." More satisfactory results can be secured from fewer reports and better supervision. One form of supervision that can be used to advantage contemplates an examination at stated times by experts or officials of other roads who are not familiar with the property and can judge of the operation from an unbiased standpoint. The official who is on the ground is very often too close to the work to get the proper perspective. A great deal of supervising efficiency is wasted through the old but revered custom of

"putting it up to the other fellow." Explanations should not be exacted for every deviation from the normal. It should be sufficient to point out the error made and, if circumstances warrant, outline the proper procedure. Criticism presupposes knowledge and should not be indulged in unless the proper way can be pointed out. The supervising officer, by precept and example, should nullify the old saying that railroading is the art of evading responsibility.

There is a lot of unnecessary work and useless correspondence on railways which is not tolerated in any other business. Operation is always in a state of incompleteness and always presents vulnerable points of attack. De-

lays will always occur. Demands for explanations and solicitation of complaints should be eliminated. This class of correspondence should be sent to the operating official on the firing line only in exceptional cases, as it produces no good results and takes up time that could be better spent.

The operating official being responsible for net revenue feels called upon to make reductions when business shows a marked decrease. At these periods the mistake is often made of reducing the supervising

force. To the minds of many the reduction of expenses consists of cutting some one off the pay roll regardless of consequences. Real economy can often be effected by increasing the expenses.

* * * * *

All that I have said thus far is for the most part from an article prepared for the *Railway Age Gazette*, purposely made

to deal with generalities. There are so many specific things of vital interest in proper car handling that an enthusiast could talk about them all day. Mr. Kearney has prepared much interesting data on this subject.

There are, however, two things that are now being done with which perhaps you are not familiar. One is the better handling

of L. C. L. freight. When Mr. Willard returned to the Baltimore & Ohio Railroad in 1910, many cars were being lightly loaded. In fact many of them were going over the road with the proverbial "box of lemons and barrel of crackers." A reform then instituted has resulted in increasing the L. C. L. carload forty per cent. in little more than three years.

Through the improvements thus made, a saving of nearly sixty-five thousand



C. C. RILEY

General Superintendent of Transportation

cars was effected in the six months ending March, 1913. This saving was effected in heavier loading of merchandise cars alone, and because of that saving the Baltimore & Ohio Railroad passed through the heaviest tonnage experience in its existence, with practically no shortage in box car equipment. It was able to move twenty thousand cars of grain from Chicago, most of which it would not have received but for the reform. It was able to give to the Wheeling and Pittsburgh Districts more than fifteen thousand cars, which business would not have been received but for this reform.

About a year ago, four principles for the handling of L. C. L. freight were established. The first was the abolition of the regardless-of-quantity car. The second was the placing of a ten thousand pound minimum on L. C. L. freight loaded on one division to another division. The third was the placing of a five thousand pound minimum on L. C. L. freight loaded on a division to a point on the same division. The fourth was the abolition of minima on cars loaded with L. C. L. freight and handled in local freight trains. We expect this year to save in the same way seventy-five thousand box cars. If this can be done, these seventy-five thousand box cars will probably prevent a box car shortage this winter.

It would, no doubt, interest you to know what has been done in the way of increasing the carload of L. C. L. freight, but there is a fly in our ointment. It was found that a few agents falsified their reports. They found it easier to report a car out with eleven thousand pounds than to put that amount of freight into it. We got suspicious of one particular station because the agent always showed the weight of freight

loaded in each car in even thousands. According to his reports he never loaded a car with 10,500, 11,340 or 12,320, but it always contained 10,000 or 11,000 or 12,000. A man was sent there to investigate. He found that when the day's loading was over a check clerk would go into the cars and guess at the weights. The agent evidently did not think his check clerk was a good guesser because when he got the figures in the office he multiplied them by two and reported the results as the proper weights.

Another thing that increased the car supply was the use of cars formerly rejected by shippers. At the beginning of the grain season last fall, nearly half of the cars furnished were rejected as unfit for loading. In the Southwest, which is a great originating territory, and where the box car supply is depleted early in the fall, roads are obliged to load almost any kind of cars that are on hand. This necessity has developed great ingenuity. They will tell you, and it is for the most part true, that any car with a roof can be loaded with grain. With the use of this knowledge and by securing the enthusiastic support of the mechanical department, most of the cars formerly rejected were used for grain loading. It was due to the excellent services of Mr. Tatum and Mr. Cromwell that this result was possible. By the liberal use of lumber to cover holes in sides and floors, and of paper or muslin to line the cars, Mr. Tatum and Mr. Cromwell succeeded in putting the cars in such condition that the grain people loaded more than ninety-five per cent. of the cars which had previously been turned down. This is called to your particular attention because very many times cars can be used with the exercise of a little care.

There is one thing more. The greatest factor influencing equipment efficiency is the operation of the yard. It is my opinion that there is not a large railroad yard in the United States that is handled properly, economically or efficiently. This is not because we have not able men in our yards, for we have. Many times I have been astonished at the ingenuity and initiative displayed by yardmen in doing things with their pitifully inadequate facilities. The condition is one of method, not of men. All of us who have had to do with yard operation have had drilled into us the necessity of operating our yards at the smallest expense; not necessarily economically, but cheaply. We must get away from the idea that cheapness is synonymous with efficiency. To get away from it what do we have to do? Our friend Begien says "The essence of operation is information." To be successful we must have in our yards proper information and

sufficient forces to prepare and make use of it. As accurate information must be had in the yards as is had at the stations, something we do not now get. We must know every necessary detail, so that conditions will not be known half way or guessed at.

Permit me to make this prophecy: Sometime, somewhere, a man will arise with the courage to place yard operations on the proper basis. His goal will be efficiency. He will know that efficiency in yard operations means a revolution in present methods. His aim will not be how cheap, but how good. It will take courage to do this because such action will break time honored precedents. After he does arise and blazes the trail for us to follow, we will wonder why we did not think of and do the same things long ago. And in full appreciation of what he has done, we will enshrine him in our hearts and class him among the truly great.

Rolling 'Round at Relay

By JOHN RANDOLPH STIDMAN

Clerk Auditor Merchandise Receipts

All aboard for Washington! Washington Ex-
press.
There's a glory in the prospect as we sweep
along the way,
But the sweetest to my fancy is the scene of
loveliness
When we're rolling, rolling 'round the curve
at old Relay.

Take a look far up the valley where the river
winds along,
Hear the singing of its water join the humming
of the rails,
As we leap across the viaduct so sturdy and so
strong,
That has stood almost a hundred years and
falters not nor fails.

Do you want to go to Washington? Then take
the Line of Blue,
There is action in its pulses, there is life
within its sway;
There's a picture you'll remember that will
thrill you through and through
When you're rolling, rolling 'round the curve
at old Relay.



Keeping Christmas

From "The Spirit of Christmas," by
HENRY VAN DYKE



Copyright, 1905 by Charles Scribner's Sons,

Romans, xiv, 6: "*He that regardeth the day, regardeth it unto the Lord.*"

IT IS a good thing to observe Christmas day. The mere marking of times and seasons, when men agree to stop work and make merry together, is a wise and wholesome custom. It helps one to feel the supremacy of the common life over the individual life. It reminds a man to set his own little watch, now and then, by the great clock of humanity which runs on sun time.

But there is a better thing than the observance of Christmas day, and that is, keeping Christmas.

Are you willing to forget what you have done for other people, and to remember what other people have done for you; to ignore what the world owes you, and to think what you owe the world; to put your rights in the background, and your duties in the middle distance, and your chances to do a little more than your duty in the foreground; to see that your fellowmen are just as real as you are, and try to look behind their faces to their hearts, hungry for joy; to own that probably the only good reason for your existence is not what you are going to get out of life, but what you are going to give to life; to close your book of complaints against the management of the universe, and look around you for a place where you can sow a few seeds of happiness—are you

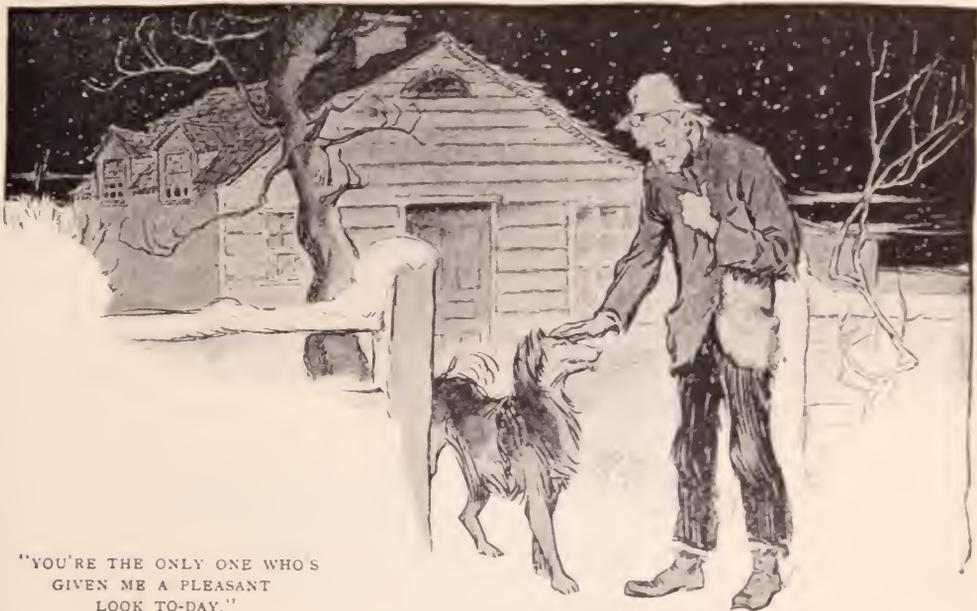
willing to do these things even for a day? Then you can keep Christmas.

Are you willing to stoop down and consider the needs and the desires of little children; to remember the weakness and loneliness of people who are growing old; to stop asking how much your friends love you, and ask yourself whether you love them enough; to bear in mind the things that other people have to bear in their hearts; to try to understand what those who live in the same house with you really want, without waiting for them to tell you; to trim your lamp so that it will give more light and less smoke, and to carry it in front so that your shadow will fall behind you; to make a grave for your ugly thoughts and a garden for your kindly feelings, with the gate open—are you willing to do these things even for a day? Then you can keep Christmas.

Are you willing to believe that love is the strongest thing in the world—stronger than hate, stronger than evil, stronger than death—and that the blessed life which began in Bethlehem nineteen hundred years ago is the image and brightness of the Eternal Love? Then you can keep Christmas.

And if you keep it for a day, why not always?

But you can never keep it alone.



"YOU'RE THE ONLY ONE WHO'S
GIVEN ME A PLEASANT
LOOK TO-DAY."

The Night Before Christmas

By Lillian Bennet-Thompson

After a Smash-up "The Whistler" seeks shelter from the Storm but finds himself playing quite a part

NO!" The woman fairly snapped out the sharp monosyllable. "You're the third hobo that's been here today. If you don't clear out—and do it quick—I'll set the dog on you!"

"Is he insured?" asked the man, replacing his battered hat on his head and regarding the hatchet-faced woman in the doorway with a half whimsical smile.

"Insured? What do you mean?"

He shrugged his shoulders.

"I'm about hungry enough to eat dog. Look here, ma'am, I'm willing to do any kind of work to earn a meal, if you'll only—"

"That's what they all say," she interrupted acidly; "and the last one sneaked off with my best shovel. I said 'no,' and I meant it! Git!"

With a quick movement, she retreated into the hall, and slammed the door with a resounding bang. The tramp stood for an instant looking at the wooden barrier; then, with another half shrug, turned and shuffled slowly down the path to the gate, where he paused and glanced undecidedly up and down the deserted snowy turnpike.

A white-breasted collie strolled leisurely around the corner of the house, hesitated, and advanced toward the man at the gate with slow, stately tread.

Stretching out his long head, he sniffed inquiringly, drew back, advanced again, and slipped his smooth, cold nose into the tramp's hand, looking up with friendly brown eyes and wagging his tail.

The man patted the sleek head.

"Old chap," he said, "you're the only one who's given me a pleasant look today. If there ever was any of the milk of human kindness in this town, it soured long ago. Folks hereabouts are mighty shy on the Christmas spirit. They act like it was extinct."

A fit of coughing interrupted him. For a moment he struggled for breath.

"Well"—he stroked the dog's head again with a hand that shook from weakness—"I guess I'll be movin'. A merry Christmas to you, old chap!"

With a final pat he opened the gate and sauntered down the road. The collie crouched in the path and watched patiently until he was out of sight.

The keen December wind blustered noisily along, snatching little clouds of feathery snow from the tops of the high-piled drifts and whirling them along in its boisterous passage. It nipped the man's ears and nose in its arctic fingers and slapped his sunken cheeks until they smarted.

He shivered and drew his tattered coat closer about him, burying his unshaven chin in the turned-up collar and thrusting his numbed hands deep into the pockets of his trousers.

Little trickles of icy waters, melted from the snow that caked itself about his feet and ankles, ran down inside his worn and broken shoes with a touch like liquid fire until every step became a separate agony.

"The Whistler," as his comrades called him, pursed his blue lips and tried to whistle, but the attempt was a dismal

failure. Things were very bad indeed when he could not whistle.

On either side of the turnpike stretched broad meadows and fields, sleeping beneath a thick counterpane of snow, dotted here and there with orchards or an occasional farmhouse with many outbuildings. Just out of sight, around the bend, was the little town of Blue-
mere.

It was a pleasant, homelike country; it looked hospitable; but the Whistler knew that it belied its appearance. Had he not visited every cottage in the village, every outlying farmhouse, in quest of a meal? The Christmas spirit was a scarce, exclusive commodity, which kept within doors and refused to be cajoled with fair words or ingratiating smiles.

At the bend in the turnpike, the Whistler struck off in the direction of the railroad and turned his steps toward the water-tank, a little distance along the track.

The short winter twilight was rapidly deepening into night, and there was a freight due to pass through about six o'clock.

A "side-door Pullman" would be very acceptable; but if this were lacking, a long, stout board would enable him to manufacture a "hammock." He would then crawl underneath and be borne far from the place where every man had more to eat than he wanted, but was willing to give none of it away.

The Whistler crouched in the shelter of a string of box cars drawn up on a siding near the tank, slapped his arms across his thin chest and stamped his feet to keep them warm, while from his lips issued a piping flood of melody.

Propped against one of the cars was a heavy plank, which he had secured from a pile of lumber.

Along the rails came a soft, musical hum, deepening into a crashing crescendo, as the headlight of a train swung into sight and the big engine puffed and panted to a standstill beside the tank.

The train was not a freight—it was made up of day-coaches and Pullmans; but it would serve. Even under the

composed himself as comfortably as possible.

The train moved slowly off, gathering speed as it swept by the little station platform and roared into the darkness.

The fact that he did not know where he was going did not trouble the Whistler. His destination was something he



CAREFULLY HE ADJUSTED THE PLANK

shelter of the cars the wind was unpleasantly violent. The Whistler decided to wait no longer.

He crept out from his hiding-place, picked up the plank and cautiously made his way along the line of coaches.

Carefully he adjusted the plank. He rested its ends on the trusses of one of the forward cars and crawled between the trucks onto his "hammock." Then he drew his coat closer about him and

never bothered about. Undoubtedly he would arrive somewhere tomorrow. And tomorrow would be Christmas Day. Some kindly disposed person surely would give him something to eat on that day.

The crash and rattle of the heavy cars, as they lurched along, did not disturb him. He was used to the thunderous chorus of the wheels and rails. In spite of the gnawing of hunger and the choking

cough that racked him with almost every breath, he slept lightly, instinctively holding himself onto his precarious perch.

Suddenly there was a loud shriek from the whistle. The brakes ground hard. There followed a crashing, rending sound. His hands were torn loose from their hold, and he was lifted in the air and flung violently to one side.

Something soft and fluffy enveloped him. He realized dimly that he had been hurled into a snowbank beside the track.

Hoarse shouts arose. Lanterns flickered, lights flashed up inside the cars, and dark figures hurried along, casting grotesque shadows on the snow.

The Whistler was very drowsy and not a little annoyed at being awakened from his slumber. Gingerly he felt his bruised legs and arms, crawled out of the snowbank, and slouched along to where a crowd of passengers and trainmen surrounded a wrecked baggage car.

A few bruised heads and limbs proved to be the worst injuries sustained by the passengers and crew. Perhaps the worst misfortune befell the members of a theatrical company, whose car had been the greatest sufferer. Scantly clad, the outraged Thespians grouped themselves at doors and windows and anathematized the inferior rolling-stock of the road, the while they gazed bitterly at the overturned baggage car and their shattered trunks.

Gaudy wardrobes lay scattered broadcast along the tracks. Gowns and hats, slashed doublet and colored hose fluttered in the wind.

The Whistler regarded the scene apathetically. To him the accident meant only a long delay in getting to his destination—wherever that might be—and, acting on impulse, as always, he turned his back on the train and began to mount the bank beside the track.

A gust of the chilling wind buffeted something soft and warm against his hand. Lazily he looked down at the object—a long white Rip Van Winkle beard.

Thrusting it into his pocket, he continued his climb. He soon found himself on a smooth macadam road lined with fine houses. Turning north, he shuffled forward, whistling softly to himself and keeping a sharp lookout for a barn or a garage to shelter him for the remainder of the night.

It was barely midnight, if the clock in the church tower were a trustworthy guide—yet the town seemed wrapped in slumber. The houses presented dark, forbidding exteriors. Save for a lonely pedestrian or two, hurrying in the direction of the railroad, the streets were deserted.

The Whistler was aware that he was very tired and very hungry. The cold was increasing, and a fine, dry snow was beginning to fall. It peppered his face on the wings of the furious wind, stinging like particles of sharp-edged sand. But he set his teeth and plodded on, crooking his elbow to shield his mouth from the icy blast that seemed to scorch his throat and lungs, bringing on choking paroxysms of coughing.

He had reached the outskirts of the town before he found a place that appeared likely to meet his requirements. A broad lawn, mottled with clumps of trees, sloped gently down to the road. Standing well back, sheltered by towering firs, was a big, substantial-looking house.

There was a barn in the background, and a garage, too; either might be open.

Pausing at the edge of the lawn, the Whistler made a brief but satisfactory reconnaissance of the house and its surroundings, then limped up the driveway which led to the barn.

Under the carriage stoop he stopped suddenly and, with lifted head, listened intently. A window on the second floor, almost directly above the place where he was standing, was partly open. A slender beam of light fell across the snow. In an instant he had shrunk into the protecting shadow of a tree close beside the driveway. Creeping behind the thick trunk, he looked up.

It was no part of his program to be interrupted at this promising stage of the proceedings; but the person who had raised the window was no watchful servant 'no wary house-owner who desired to ascertain the meaning of that slinking shadow on the lawn.

Instead, the Whistler beheld a diminutive maiden clad in a white nightgown, kneeling on a chair and peering into the darkness. Then a small, sweet voice came faintly to his wondering ears.

"Santa! Santa dear! Is that you? Oh, let me see you just for a minute, please!"

There was silence for a moment.

"Oh, dear! I thought it was Santa Claus coming up the drive! And I did want to see him so much!"

The child disappeared, and the Whistler found himself staring blankly up at the place where she had been. In the darkness, he smiled to himself.

"Bless her little heart!" he murmured. "She thought I was Santa Claus."

He stood for some time watching the open window, but the child did not reappear. The snow was falling thickly,

and the Whistler was covered with the powdery flakes; but still he loitered.

Perhaps he was thinking of another little girl who had begged to be allowed to "see Santa Claus just for a moment," or, perhaps, the sound of the childish voice brought back memories of a boy who had lived long ago—oh, very long ago—and who had tried hard to keep the sand man away on Christmas Eve so that he might catch a glimpse of the stout old gentleman, who, somehow, in spite of his generous girth, manages to come down the smallest chimneys.

Yet what could that young, honest, clean-hearted boy have to do with the Whistler, old—and, perhaps—

With numb fingers, the Whistler fumbled in his pocket. He drew out a long white beard, and fitted it deftly over his chin, smoothing it down carefully as he chuckled to himself.

Then he stepped up on the porch, grasped the trellis that supported the gnarled trunk of a wistaria vine, and swung himself up to the open window.

With one leg over the low sill, he paused and looked into the room. It was furnished all in blue and white—white muslin curtains, looped back with broad blue ribbons, blue paper with clusters of white roses, a white enameled bedstead with a blue embroidered coverlid, sundry small white chairs, and a little white table on which stood a blue china plate heaped high with sandwiches and cakes, a glass, and a bottle of milk.

There was a square of paper propped



against the bottle, and by the light of the night lamp, the Whistler read in large, sprawling, childish characters, "For Santa Claus."

The Whistler's eyes glistened. Noiselessly he slid over the sill and tiptoed to the table. With a shaking hand, he seized one of the sandwiches and began to eat. Surely bread and chicken never tasted so good before, nor was milk so sweet and refreshing. And the little cakes!

"Are you *very* hungry, Santa Claus?"

With a start, the Whistler turned. He had almost forgotten the child. She was sitting bolt upright in bed, looking at him with wide, wondering blue eyes.

"Are you?" she repeated, as he did not answer.

Still the Whistler stared; a half-consumed sandwich in one hand, a glass of milk in the other. He drew a long breath.

"Yes," he said finally, "I guess I was pretty hungry."

The child nodded sagely.

"I thought you would be," she said, "so I asked Auntie May to put some supper here for you. I'm always hungry when I've been out a whole lot, and you must have come a long ways tonight."

The Whistler set the empty glass on the table, beside the equally empty bottle and plate. He took a hesitating step toward the bed, stopped, and glanced toward the open window.

"Where is your pretty red suit and your fur cap?" inquired the child curiously. "Did—did you leave 'em in the sleigh?"

The Whistler nodded.

"Yes," he said. "They—well, you see, chimneys aren't what they used to be. I have to make myself as small as possible, or I'd probably stick half-way and then I couldn't get down or up."

The child made a gesture of understanding.

"That's what I thought," she said. "And that must be why you're so thin—the fat all got rubbed off, didn't it? Auntie May told me that sometimes you couldn't get through the chimney at all, but had to come in the window, so I asked her to leave one open downstairs, and she said she would.

"But"—suddenly remembering the courtesy due to a guest—"won't you sit down? I'm afraid the chairs are pretty small, but there's room for you here, if you don't mind."

She patted the blue coverlid with an inviting gesture.

The Whistler shook his head, but there was a wistful look in his sunken eyes.

"Thank you very much," he said, "but I mustn't stop. You see, there are so many other little children that I must visit before morning, and—"

"Just a moment?" she pleaded. "I—I've never seen you before, you know though I've always wanted to. Last year I waited for—oh, hours and hours, and watched hard; but somehow I fell asleep, and when I woke up in the morning, you'd come and I hadn't seen you at all. Please stay—just a *little* while?"

She held out a pair of round white arms, and looked up with the most alluring smile in the world.

The Whistler gazed down into the upturned blue eyes, and a sudden mist dimmed his own. He tried to speak, but only a husky whisper came.

Then slowly, uncertainly, as if drawn by a force he was powerless to resist, he shuffled over to the side of the bed and knelt down.

The child put out one warm, soft hand and stroked his unshaven cheek.

"You're all prickly, aren't you—just like father is sometimes," she observed

critically. "But I don't mind. And I think your beard is quite beautiful."

"Don't stop! Do it again!" The cry was almost wrung from him. Then he added, somewhat shamefacedly, as if to explain his emotion, "You see, I—I had a little girl once, and she—she used to do so sometimes."

"Did she? Then she must have loved you a lot, 'cause I always pet father when I love him most. Is she still a little girl like me, or has she growed up?"

The gentle fingers had pulled off the battered hat and were busy twining themselves in the tangled mass of snow white hair that crowned the Whistler's head.

"If she—if she had lived, she would have been grown up by this time." His voice was low, toneless, dull with a pain that time had been powerless to heal.

Instinctively the child understood. Her hand gently smoothed his cheek and her sweet voice thrilled with a tender sympathy, as she whispered:

"Oh, I'm so sorry—so *very* sorry, Santa dear."

Presently she added, softly:

"What was the name of your little girl?"

"Ruth."

"Ruth what?"

"Nothing—just Ruth. She had another name once, when she was very little, but—"

"Wasn't it Ruth Santa Claus?"

"No—not that. I—I forget what it was. She had golden curls, too, just the color of yours, and blue eyes. She—she was very like you."

"And did you love her the way father loves me?"

"Yes"—almost fiercely. "God knows I did. I guess I must have loved her too much. She was all I had in the world to

cherish. Sometimes I think she is back. But twenty years—twenty years—"

The Whistler bowed his white head for a moment; then straightened up with a sharp sigh and shook his shoulders as if casting from them a burden of memory that was too heavy for him to bear.

"Good-by," he said yearningly. "Good-by, little girl."

"I suppose you've *got* to go. But it was nice of you to come, and I'm *very* glad I saw you. I wish father and Auntie May could have been here, too."

"Then I couldn't have come," the Whistler told her. "You see, grownups never see Santa Claus. It's only when they're little people that he pays them real visits. When they get big he doesn't come any more. They don't need him."

He rose to his feet.

"Good-by, Santa dear."

"Good-by," he said brokenly, as he turned toward the window and started out into the gloom.

"Aren't you going to kiss me good-by?"

The childish voice held a note of keen disappointment.

The Whistler looked from the child to the window and back again. His hands clenched and unclenched. He had resisted cold and hunger and fatigue—he was used to them—but the little golden haired girl awoke in him a great desire which overwhelmed him in a surging wave, breaking down all barrier of restraint, and would not be denied.

With a half-strangled sob, he bent over and put his arms about the child, holding her close and bowing his white head above her golden one.

Then all the father love, all the smothered tenderness in his empty, hungry heart found release, and he shook from head to foot with sobs of anguish.

Two little arms stole about his neck and on his grimy cheek he felt the pressure of childish lips.

"I love you," she whispered, "I love you lots, Santa Claus."

He could not speak. His arms just tightened their clasp and his lips rested reverentially on the tumbled curls.

Somewhere in the house a door shut sharply. Hurried footsteps sounded on the stairs.

With one bound, the Whistler was at the window. He bent over the low sill and grasped the wistaria vine.

"Good-by, Santa Claus! Merry Christmas!" called the child, throwing kisses with both hands.

The Whistler's face was strained and wistful as he turned for a farewell glance.

"Good-by, little one," he whispered huskily. "It's—been good—to see you." The next instant he was gone.

Below stairs lights were burning and excited voices called one to the other. A man leaned from a window on the first floor. As he caught sight of the fugitive figure dodging across the lawn, he raised his voice in a shout:

"Halt! Stop thief!"

The Whistler broke into a run.

"Stop, or I'll shoot!"

Still the fleeing figure ran on. The man in the window raised his arm. A spurt of flame blazed against the darkness, followed by a sharp report.

The hurrying figure stopped, wavered, swayed, and collapsed into a dark, huddled heap.

The man in the window turned with an exclamation of satisfaction, and strode through the hall to the telephone.

"Oh, daddy, did you hear that? It was Santa Claus cracking his whip! He came into my room to see me—and he kissed me good night! Did you see him? Has he gone?"

Wrapped in the blue coverlid from her own little bed, the child stood on the lowest step of the stairs, trembling with cold and excitement.

John Heyward turned quickly.

"Bess!" he exclaimed. "Go back to bed, my child, before you catch cold."

But as her lips quivered, he added, more gently, although his face was hard and set:

"Yes—he's gone."

"But did you see him, daddy?" she persisted. "He was so nice to me—and he had such a long beard. He had a little girl once—her name was Ruth—but she died. And he ate all his supper—every bit. He was very hungry, and oh, so cold—but he had to go, because the other little girls and boys expect him."

As she prattled on eagerly, the stern expression faded from Heyward's face and a look of terror took its place.

There were other people in the hall now—frightened, excited servants and a tall, sweet-faced girl whose eyes filled with tears as the child told how Santa Claus had "rubbed himself all thin" trying to get down so many narrow chimneys.

With a quick command to one of the men, Heyward turned and darted out of the front door and across the lawn.

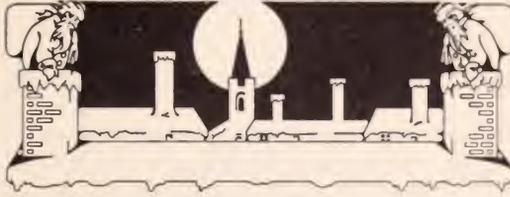
At the foot of a giant fir tree lay the Whistler, his eyes closed, his pale face upturned to the sky. One hand clutched the white beard. The other was pressed to his side, and through the stiff fingers a dark liquid oozed, forming a sinister, spreading stain on the snow.

He looked as if he were sleeping peacefully. One would have said that he was quite comfortable and happy.

The storm had ceased. A watery moonbeam slanted from the scudding

clouds and fell upon the thin, pallid face. Perhaps unseen fingers had stroked away the lines of care and pain and suffering, for the broad forehead was as smooth and unfurrowed as a little child's.

With terror clutching at his throat, John Heyward laid his ear to the shrunken chest beneath the thin and threadbare coat—but there was not the faintest flutter of the heart within.



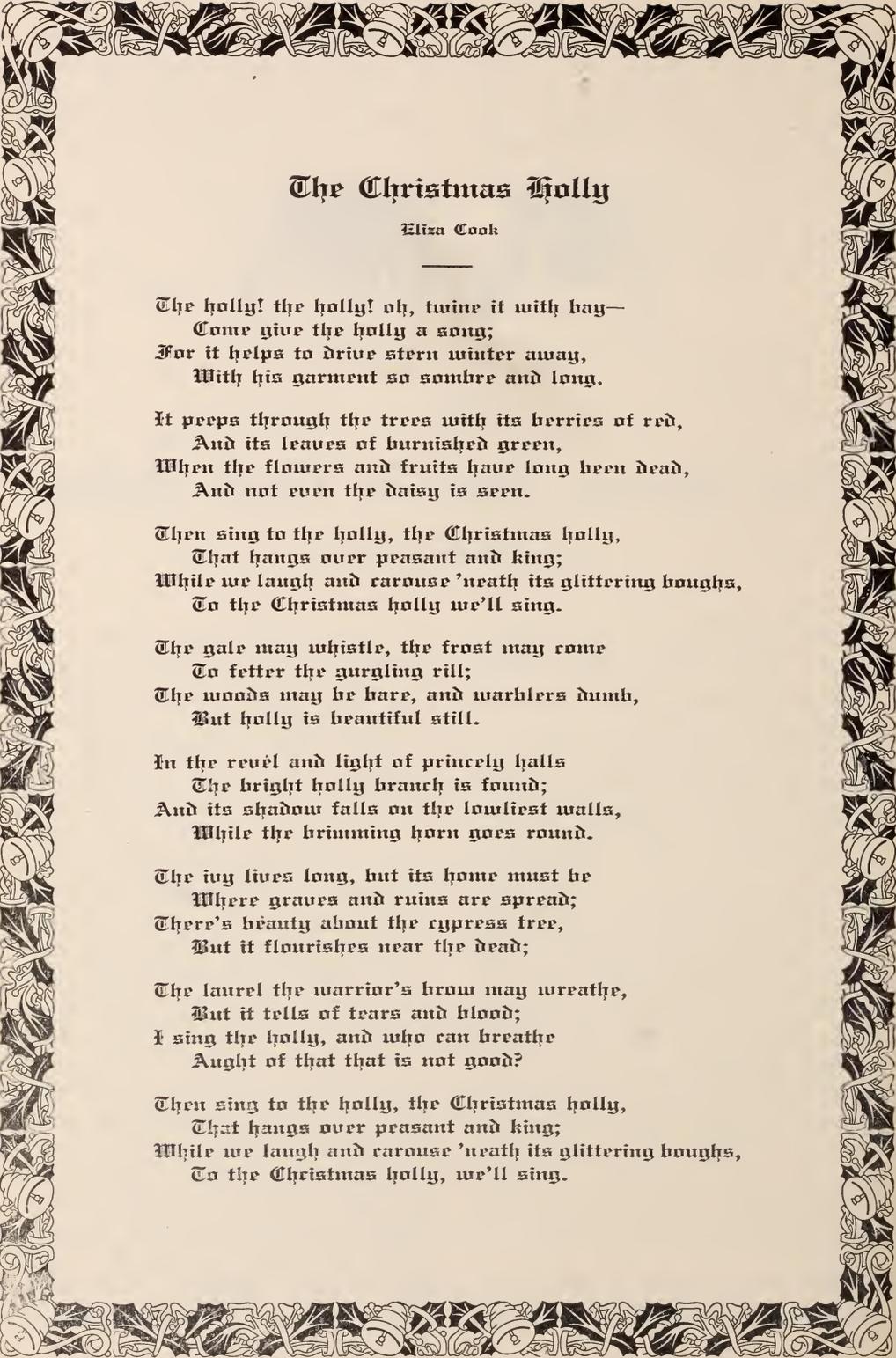
The Square Deal in Rate Fixing

The Lynchburg (Va.) News

Railway rates should be raised, in the opinion of the *Clifton Forge Review*. "Within the past week," says that newspaper, "we have heard two prominent business men declare in favor of an increased freight rate for the railroads. The gentlemen in question are identified with industries that are large shippers over the Chesapeake and Ohio Railway. They take the position, as do others who have given the subject serious thought, that it is unfair to the railroads to have operating expenses increased every year and permit the income to remain the same. It is also argued that with the railroads making money, prosperity of the genuine kind will not be long delayed. This is the proper view to take of the condition of affairs in this country, for with the railroads unable to earn a reasonable return on the money invested, the general public will feel the result very promptly."

Our esteemed contemporary states an unassailable conclusion. It is but the

sheerest folly to suppose that the public can enjoy prosperity if railways are made the subject of unfair or unreasonable rate conditions. You cannot fetter railroad enterprise without fettering trade development. You cannot cripple railroad operation without crippling business. And railroad initiative, enterprise and efficiency will undergo the crippling process, if the maximum of high-grade service and equipment is required, and no consideration given to the need of increasing rates with a view of meeting the heavy drain of increased expense thus contemplated. This is common sense as well as common justice. And the man who arbitrarily insists that railroad rates should remain stationary, regardless of the relations that the sufficiency of those rates sustain to operating costs, assumes a position too obviously illogical to deserve serious attention—and in the last analysis writes himself down as quite as hostile to legitimate business development as to the common carrier systems of the country.



The Christmas Holly

Eliza Cook

The holly! the holly! oh, twine it with bay—
Come give the holly a song;
For it helps to drive stern winter away,
With his garment so sombre and long.

It peeps through the trees with its berries of red,
And its leaves of burnished green,
When the flowers and fruits have long been dead,
And not even the daisy is seen.

Then sing to the holly, the Christmas holly,
That hangs over peasant and king;
While we laugh and carouse 'neath its glittering boughs,
To the Christmas holly we'll sing.

The gale may whistle, the frost may come
To fetter the gurgling rill;
The woods may be bare, and warblers dumb,
But holly is beautiful still.

In the revel and light of princely halls
The bright holly branch is found;
And its shadow falls on the lowliest walls,
While the brimming horn goes round.

The ivy lives long, but its home must be
Where graves and ruins are spread;
There's beauty about the cypress tree,
But it flourishes near the dead;

The laurel the warrior's brow may wreath,
But it tells of tears and blood;
I sing the holly, and who can breathe
Aught of that that is not good?

Then sing to the holly, the Christmas holly,
That hangs over peasant and king;
While we laugh and carouse 'neath its glittering boughs,
To the Christmas holly, we'll sing.

Practical Suggestions for Engineers and Firemen

W. J. Duffey, Wheeling, W. Va.

AN article in the October issue of *Railway and Locomotive Engineering* by C. D. George, entitled, "Why so many fail as Engineers and How to Succeed," deserves more than passing notice. If all of our engineers and firemen on the Baltimore and Ohio System would read it I feel that some of the engineers would ask, "Am I in that class?" And the firemen could obtain many pointers that would be of great advantage to them in preparing for promotion to engineers. For the benefit of some of our readers who do not take the publication referred to, I will quote a few of his remarks.

"The cause of so many failures as engineers is due to the fact that after passing the examination they take no interest in their work, except to get in the time and draw their salary, and that if 90 per cent. of the men who 'got by' the examination were unexpectedly called up for re-examination six weeks after promotion, they would fail."

While this assertion may be true in some cases, and on some railroads, I hope that it does not apply to the engineers on our System. Admitting that it is not always the man that passes the best examination that makes the most successful engineer, nevertheless we must agree that he can be depended upon to take proper care of his engine in cases of break downs, etc. The faculty of handling his train successfully over the road must

be acquired from careful observation, strict attention to duty and good judgment, qualifications that he should develop during his apprenticeship as fireman.

Our Company has gone to great expense in furnishing us with the best type of locomotives, with all modern improvements; E. T. Locomotive Brake Equipment, Superheaters, Stokers and Walschaert Gear. It is true that we were not required to pass an examination on these new attachments, yet I believe the new locomotives would have given better service on some divisions had we as engineers studied them before they were adopted by our Road. We had to learn by experience after they came, and I believe in some cases it was costly experience to the Company, causing damage to the engines and delays to trains. In regard to the Superheater engines, I asked an engineer who had been assigned to a regular engine and had run it about a month, how he liked it, compared to the Saturated engine. He said, "she does not haul her train any better, but you can carry more water and none of it goes to the cylinders or out of the stack." He evidently was using the Superheater elements as an auxiliary boiler.

It is just such cases as this and others of a similar nature that prompts me to say that none of us are too old to learn. If we have not already done so we should

begin now. The locomotive builders furnish bulletins in pamphlet form, covering all new improvements, explaining them in such a manner that it would be no trouble for us to understand them.

The advice given to firemen in Mr. George's article is practically identical with the system in vogue on the Wheeling District in regard to what they should know before they are examined for promotion. When they are called up for examination, before any questions are asked from the regular form, they are required to be familiar with all parts of the locomotive, naming each part, how it is connected, etc. They must know the relative position of the eccentrics to the crank pin and relative position to each other, how to test for cylinder packing and valve blows, the use of lead and lap, how to trace steam from the dome to the atmosphere, with the slide and piston valves, explaining fully how it transmits power. They must also understand the essential parts of the injector and lubricator and how they do the work.

The fireman who can explain these questions satisfactorily to the examiner

seldom fails to pass the examination, while the one who does not answer them shows conclusively that he has devoted very little if any of his leisure time to the study of the locomotive. A fireman of about five years' experience who was being examined for promotion a short time ago was unable to tell how many parts there are in the steam chest. He stated that he never had an opportunity of looking into one, although he ran into one of our largest terminals. I feel safe in saying that if our firemen would spend a few hours occasionally in the shops at their terminals they would learn a great deal about the locomotive, and the Master Mechanic or Shop Foremen would be only too glad to give them the information they are seeking.

In conclusion I wish to add that the success of any railroad depends on the faithful and efficient services rendered by its employes. And I feel that the more we know about a locomotive and our duties as engineers and firemen and the more harmoniously we work together, the greater assurance our officials will have of our loyalty to the Baltimore & Ohio Railroad.

"Cooperation Essential," says Fireman

Cooperation means pulling together. Did you ever notice a team of horses that had stalled on the street when only one horse at a time would pull? The wagon stood still, but when the horses pulled together it moved.

The community interests between the railroad company, its employes and the public are so blended that it is hard to tell where one ends and the other begins, and

the service performed is so large that each should be bound by the dictates of self interest to deal justly with each other.

Cooperation means seeing the railway company's business through the same glasses that you see your personal business.

T. A. RILEY, *Fireman*,
Shenandoah Division.

On Another Train

How the Poor House was Cheated on Christmas Eve

By William O. Freise

Office of the Train Master

Wheeling, W. Va.

THERE—it is just striking nine! It just seems as though this evening will never go; Christmas eve, too, and not a passenger in the place to go out on 208. I wonder what wifey is doing—maybe decorating the Christmas tree for Little Edgar and May. Won't they be happy tomorrow when they find out that Santa Claus has not forgotten them!"

The speaker was a tall, slim man, Nathaniel Goodman by name, the ticket agent of Brownville, a small town in Illinois. He settled back in his seat and with a smile endeavored to amuse himself by reading over one of the company's time tables.

It was bitterly cold outside, this Christmas eve of 191—. Snow was falling softly and the merry peals of the church bells echoed the thoughts of Christmas time. The streets were crowded with Christmas shoppers, bundle-laden and hurried on by their happy missions.

From the midst of the crowd that thronged the business section of the town came a woman, whose face indicated that she was about sixty-five. She was wrapped in a thin shawl and her uncertain step marked the infirmity of years. Down the narrow street toward the railroad she slowly walked, stopping every

few yards with a shiver and a sob. At last she reached the depot and after a moment's hesitation went inside.

Nathaniel Goodman was surprised at this sombre figure on Christmas eve, but said,

"What can I do for you this evening?"

"Nothing," she replied, "only I want to buy a ticket to Denley, how much is it?"

"One dollar and forty cents is the fare, Madam. I suppose you are going to visit some of your children over Christmas?" "Yes," she replied, opening her pocket book to procure the required amount of fare, then sobbed quietly "If you only knew."

"There," he said, pushing a small white ticket toward her. "that will take you right into Denley."

She took the ticket, put it into her pocketbook and asked "Would you be so kind as to tell me when the train arrives?"

"Certainly I will, go over there and make yourself comfortable," and Goodman pointed to a bench in the far end of the room. She moved over slowly to the dark corner he had indicated, sat down and pulled the flimsy shawl about her, for she yet had nearly one hour and a half to wait.

As the time slipped by, Nathaniel forgot about his charge in the corner. And only once was the quiet of the depot

broken, then by the entrance of a brakeman.

"Hello, Nat," he said as he entered, "miserable night on the road—almost a foot of snow back of the ridge there."

"Yes, I suppose it is pretty bad, Cliff; guess you're glad you're through for tonight. How's 208?"

"Right on time, but I do not think she'll reach Indianapolis before morning. Good night, Nat—a Merry Christmas to you and all the family," and he moved out of the depot and slammed the door as a "same to you" followed him.

By this time the fires had died down lower and lower and the howling of the wind outside told that the storm was likely to last all night. Half past ten came at last, and 208 pulled into the station. Only two passengers had purchased tickets, and they were out on the platform long before the train arrived. Nathaniel, so anxious to get home to help arrange the Christmas surprise for his children, turned impatiently as 208 pulled out, extinguished the light in his small office and putting on his coat, and buttoning it close about his neck, slipped out of the depot and locked the door after him. But the silent figure in the corner remained.

"Whew!" Goodman cried as he stepped outside, "this sure is some night. Christmas makes the people seem to like it," and pulling his coat up around him more closely, he was soon lost in the crowd.

Half an hour later, in the solitude of the deserted depot, the poor old woman opened her eyes. She had fallen into a light sleep until the clock struck eleven and awakened her. She pulled her shawl more closely around her and shuddered. "My babies," she crooned in a low, sad voice, "my babies whom I rocked upon my knee have deserted me and send me to the poor house on Christmas eve. I

cannot stand it, I cannot stand it," and she buried her face deep in her hands, sobbing. Lower and lower the fires flickered, colder and colder sifted the wind under the station door and outside Santa Claus was winging the skies with his reindeer and Christmas cheer.

* * * * *

Christmas morning dawned upon Brownville, wrapped in a beautiful coat of snow, and Nathaniel Goodman left his home cheerily. His wife and children were happy and that was all he cared about. He was the first to reach the depot, to open the ticket window and prepare for the rush of Christmas day. But he had just gotten the fire crackling in the big stove when the "brakee" arrived.

"Merry Christmas, Nat," he said, "the storm left us a fine Christmas morning." "Yes indeed, Clif, it is an ideal Christmas—going out on 26?" "Yes and—what the deuce, Nat—come here, quick."

Nat dropped the poker on the floor and rushed over to where Clif was standing. There, seated with her face buried in her hands, was the woman who had purchased the ticket the night before. Nat shook her and raising her head exclaimed,

"My God! Clif, she's dead; I clean forgot her."

"Dead," exclaimed Clif, "what do you mean?"

"Well, I'll tell you, Clif. This woman purchased a ticket from me to Denley last night and asked me to let her know when 208 arrived. I promised to do so but forgot her, and now we find her cold in death. Let's see if we can find any papers on her," and he started his search. Clenched in her thin fingers was a letter. Nat made haste to open it. When he finished reading he burst into tears and passed the letter over to Clif, who read in an undertone,

"MOTHER:

We are unable to help you now; you had better take my advice and go to the Poor House. When I get a little money I will come and take you out.

YOUR SON"

"Clif," said Nat, after drying his eyes, "that poor woman has her Christmas gift. She went out on another train, but it didn't stop at the Poor House."

Building a Home for Evangelist Jennie Smith

JENNIE Smith was born in Ohio, August 18, 1842. For twenty years she was an invalid, and for over sixteen years was entirely helpless, except for a short period, during which she could use her forearms.

Her railroad work began in railroad baggage cars as she was carried from

ful testimonial to her power for good over men, although at this time she was still helpless. When all medical aid had apparently failed, she was healed on April 23rd, 1878, it seemed as by a miracle.

She originated the Railroad Department of the W. C. T. U., was made its National Superintendent, and served in this capacity for fourteen years. Then she was made a National Railroad Evangelist.

Her work on the Baltimore & Ohio began in 1881. The Company gave her and her co-workers every facility. During that first year, 1276 persons professed conversion at the towns along our road from Philadelphia to Grafton, W. Va. Of this number fourteen became ministers of the Gospel. And through the influence of her saintly life, thirty-seven, whom she has led to Christ, have gone into the ministry. She is still active in the work.

Frances Willard, perhaps the foremost figure that has ever appeared in the fight against intemperance, certainly the greatest woman preacher we have ever had in this country, once said: "There is no doubt that Miss Jennie Smith has shaken hands with more working men than any other woman living."

Several hundred dollars has already been realized toward helping this splen-



EVANGELIST JENNIE SMITH

place to place for medical treatment. Often she was taken into churches, where hundreds were converted as she talked to them from her couch.

She was first called "The Railroad Evangelist" by the Ohio State Woman's Christian Temperance Union, a wonder-

did woman buy a home, and the prospect of securing the desired sum is very favorable. Every man who knows her will want to add his offering. The per-

Publicity Agent and J. T. Moffett, Superintendent Transportation of the Washington Railway and Electric Company, together with the following Baltimore &



EVANGELIST JENNIE SMITH ON THE FIRING LINE

sonnel of the following committee insures the efficient handling of the funds received:

Chairman, W. I. Steere, Manassas, Va.; George H. Winslow, Secretary Washington Terminal Y. M. C. A., Washington, D. C.; E. Dow Bancroft, Secretary R. R. Y. M. C. A., Columbus, Ohio; J. E. McKim, Secretary Union Station R. R. Y. M. C. A., St. Louis, Mo.; L. B. Schloss,

Ohio men: George M. Shriver, Second Vice-President, Baltimore, Md.; J. S. Murray, Assistant to the President, Baltimore, Md.; T. E. Stacy, Secretary Y. M. C. A., Baltimore, Md.; E. K. Smith, Secretary Y. M. C. A., Brunswick, Md.; W. C. Montignani, Secretary Y. M. C. A., South Cumberland, Md.; R. R. Jenkins, Secretary Y. M. C. A., Chicago Junction, Ohio.



“Santa Claus is a woman with the credit as usual going to a man.”—*N. Y. Press.*



S. B. Henderson, the Runner-up in Ticket Sellers' Contest

"Information is the Foundation of Efficiency" says he.

By S. B. Henderson, Ticket Agent, New Concord, Ohio

CONVINCING a man that the goods you have for sale is the "brand" he is looking for, is dependent in a great degree upon proving to him that in the event he buys your goods you can deliver them as represented. It is necessary, then, that you know your road, believe in it, and can communicate your enthusiasm to your prospect. In selling transportation, knowing your road means a great deal, far more than appears to the ordinary person. In the first place you must know the country it traverses and the way other lines are located in relation to your own. You must be familiar with your rate sheets, your time tables, your equipment and, figuratively speaking, have a map of the world rolled up and laid away in your brain so that you can pull it down and show it to your prospect at any moment.

The ticket agent should know his trains thoroughly, *i. e.*, the means furnished to carry out the company's contract. He should know where they originate, where they go and the equipment they carry. He should know what trains carry sleepers and where sleepers are made up in terminals early to be picked up by late trains; what trains carry diners and all about other special equipment that is kept up at great expense for the convenience of the traveler.

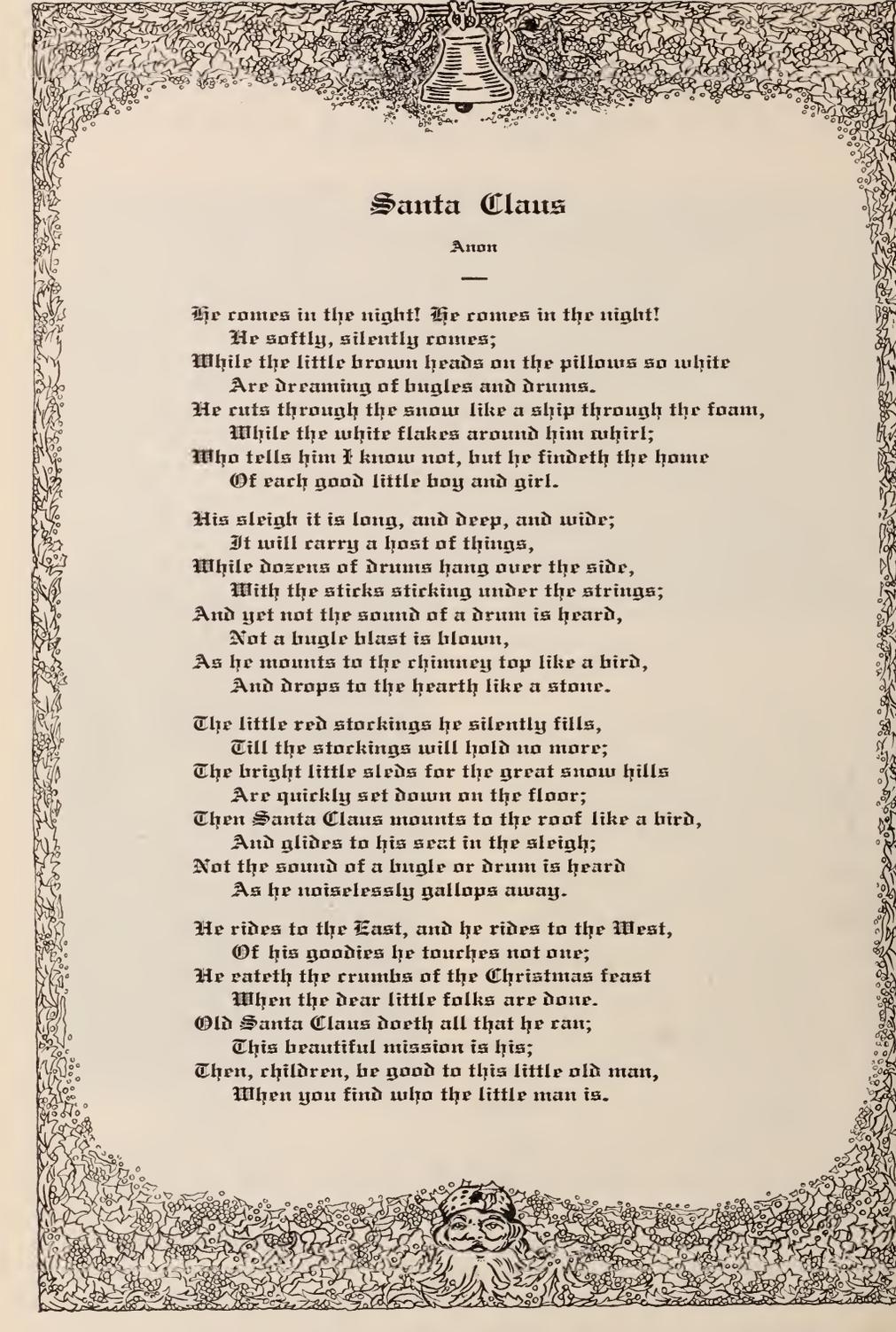
Take pains to find out about your terminals in the larger places, their accommodations and their location in relation to the business district. If you know what

you have to sell, you are in a fair way to convince a man that you have what he wants. In your personal treatment of your caller, be courteous, truthful and accurate. Don't misrepresent your goods, as your buyer, his friends, his children and their children will have occasion to travel for years to come, and their transportation is what the road you represent



S. B. HENDERSON

profits by. Also don't knock the other line. Knocks are like boomerangs. They come back and confound the thrower. We of the Baltimore & Ohio don't need to knock. We have enough good things of our own to talk about without taking a "crack" at the other fellow.



Santa Claus

Anon

He comes in the night! He comes in the night!
He softly, silently comes;
While the little brown heads on the pillows so white
Are dreaming of bugles and drums.
He cuts through the snow like a ship through the foam,
While the white flakes around him whirl;
Who tells him I know not, but he findeth the home
Of each good little boy and girl.

His sleigh it is long, and deep, and wide;
It will carry a host of things,
While dozens of drums hang over the side,
With the sticks sticking under the strings;
And yet not the sound of a drum is heard,
Not a bugle blast is blown,
As he mounts to the chimney top like a bird,
And drops to the hearth like a stone.

The little red stockings he silently fills,
Till the stockings will hold no more;
The bright little sleds for the great snow hills
Are quickly set down on the floor;
Then Santa Claus mounts to the roof like a bird,
And glides to his seat in the sleigh;
Not the sound of a bugle or drum is heard
As he noiselessly gallops away.

He rides to the East, and he rides to the West,
Of his goodies he touches not one;
He eateth the crumbs of the Christmas feast
When the dear little folks are done.
Old Santa Claus doeth all that he can;
This beautiful mission is his;
Then, children, be good to this little old man,
When you find who the little man is.

Mirandy's Prize Cake

The Climax of the Christmas Feast

By Thomas N. Miranda

THE holiday season, crisp and bright, always brings an invitation to me. It is wrapped in chimerical odors of wild-turkey baking in the clay and Mammy's never-to-be-forgotten pumpkin pies. Sometimes, not

Mirandy "sure did" have a surprise for my "tummy." Had I not been able to control my appetite, I think I would have been tickled to death, but not via the palate route. I could have eaten, and eaten, and eaten, and then gently, had



CHRISTMAS AT THE OLD HOMESTEAD IN THE SOUTH

always, there is a vision of frost-covered persimmons and toasted chestnuts, as I open the billet and read:

"It will never do for you to plead 'too busy.' We expect you, and Mirandy's got a mouth-watering surprise to tickle your palate."

I been able to, I most assuredly would have eaten more. After that there would have been nothing to do but die and go to heaven. And that done, I am sure I would have started out right away in search of heaven's pantry, in the hope of finding more of Mirandy's prize cake.

She asked me if I liked it. I just smacked my lips, and smiled back, as children who understand black mummies do.

When I came North, I noticed that my grip seemed heavier than usual. I suspected Mirandy. I remember too that mother patted my back as I took a firmer

time when I used to kneel at Mirandy's knee and say:

"Bless mama, bless papa, bless Mammy"—but I stopped there. I had blessed those responsible for the feast before me. That was sufficient.

That was Thanksgiving time. Now, I am looking ahead, unselfishly, to Christ-



"LE' ME SEE, CHILE—YOU DOAN GIT NO FRESH EGGS IN TOWN, DOES YOU?"

hold of the handle. Then I understood. Mirandy just placed her apron over her grinning features and sniffed:

"Lawsy chile, you sure is growin' 'spicious. If you's goin' to go, den go-on fo' you misses you train." It all comes back to me now.

I lifted out one, two and then the third of Mammy Mirandy's cakes. And I had a distinct recollection of hearing an echo of years ago floating back from the

mas. You may all, each one of you, share my feast if you care to. I cannot be with you; I cannot send each of you a "luscious bite" and so, in the very words of Mammy, I am going to give you the recipe. She said:

"Chile, you could never cook it, never! Le'me see. You don't git no fresh eggs in town, does you?. Well, umh! first, you takes five cups of flour, one pound of good butter, three cups of brown sugar, and

three eggs. Stir dat thoroughly, den add (and mind, keep stirring all de time you is mixin' dis cake) two cups of butter-milk, two teaspoonfuls of bakin' soda."

Right there I interrupted her with, "Mammy, you mean to say teaspoonsful, don't you?" She stared at me.

"Who's tellin' dis reecep anyhow? Now you done mixed me up." I coaxed further, re-reading what she had told me. When I struck "baking-soda," she took up the conversation.

"Dat's whar I left off. Now don't stop me no more 'bout teaspoonsful and teaspoonfuls, you know what I's meanin' anyhow. Baking-soda, dat's right, now you add a half-teaspoonful of cloves, a pinch of nutmeg, two teaspoonsful (does dat suit you?) cinnamon, one pound box of cleaned raisins, one pound box of cleaned currants, one-half pound of dates, one-half pound of figs, one-half pound prunes, one-half pound of citron, one-half pound of candied cherries, one-half pound of sweet almonds, one-half pound of Brazil nuts (or if you prefer pecans, or other nuts, you can use'm or put'm all in fo' dat matter, but I'se tried'm all an' I likes Brazils an' sweet almonds best), den you stir dat all up a whole lot, and den you add, while stirring, one-half pint of licker or brandy. (I did not interrupt her but I take the liberty now to inform

you that she did not mean 'licker,' liquor or whiskey, but liqueur, the imported sweetened spirits, either French or Italian.) Now den, you gits dat all mixed up fine and nice, put wax paper on the tins you is going to bake the cake in, grease it well with butter to keep it from sticking, and you is already. Be sure dat de oven is red-hot when you put the cake in to bake, and bake very, very slowly for three an' a half to four hours, and be careful dat you don't burn or scorch it. Dat's all, chile, 'cept de eatin' part."

"How many cakes will that make Mammy?" I asked.

"Chile I 'most forgot dat part. Well, dat make just enough batter for two cakes de size of dat candy box you done brought home to Miss Nellie."

That meant that the recipe she gave me was for two cakes that would fit into a five-pound circular candy box. To make one cake, use just half the proportions named in the recipe.

It *is* expensive of course. Who wants a cheap cake for Christmas or New Year's dinner. Good? Um!

There will be others thinking of Mammy when they eat such cake, and maybe there will be memories of "Bless mama, bless papa, bless Mammy." I hope it may be so. Merry Christmas!



"Pleasant weather in the heart makes pleasant all the day."

Waste of Coal for which Firemen are Responsible

(Extract from report of Committee on Firing Practice
International Railway Fuel Association)



ON arrival of his engine, a fireman should observe the water-level and condition of fire. If the fire needs spreading, this should be done; if fire is in good shape, it might be well not to spread it or apply more coal, for the reason that the engine might become too hot, resulting in waste of steam at the pops.

Use blower as lightly as possible under all conditions, as the unnecessary use of the blower is not only a waste of so much steam, but it will cause clinkers to form with some kinds of coal.

Trim the tank carefully, so that there will be no possible chance of any coal falling from same. Coal so lost is not only a total waste, but there is danger of its striking people along the track at crossings or on platforms at stations.

Do not use chunks of coal; crack that which is too large. Good combustion cannot be obtained otherwise.

Do not try to fill scoop too full, as some of it will fall, and it will be impossible to place coal in fire box properly if scoop is too full.

Do not allow any coal to roll out of gangway; keep it scraped back into the coal space of tank.

Pump the engine as carefully and systematically as the firing must be done. Keep in mind the work engine will be called on to do—that is, keep fire in such

shape that when grades are encountered steam pressure can be maintained without its being necessary to cut off the water supply through the injector; also when engine is to be worked lightly or is to drift, the fire and the water in the boiler should be in such shape as to prevent waste of steam at the pops. Also keep in mind whether train is on time. This applies more particularly to passenger trains.

It is necessary that fireman know that the ash-pan is clean, that grates are in good shape and the fire in proper condition before leaving the terminal. At places where stops are made, see that fire and water are in such shape as to allow the engineer to get train under motion and reverse lever hooked up before the door has to be opened in order to feed more coal to fire box.

If necessary to add coal while at a station or terminal, line up the sides and corners, leaving a bright fire in the rest of the box, to avoid waste of fuel and black smoke.

Firemen should make a study of combustion, so as to understand the theoretical as well as the practical methods of good firing.

Engine should be fired and kept in condition to get all the heat possible out of the coal, not forgetting that in some localities from 25 per cent. to 35

per cent. of the heat is procured by burning the gases liberated from the coal. If poor firing is being done, causing gases to escape through flues and stack, just that much heat (coal) is going to waste, causing extra work on the part of the fireman and loss to the company by coal not being properly consumed.

The fireman must keep his mind on his work, knowing about where the next shovel of coal is to be placed, keeping the fire level and bright.

The proper amount of air must be admitted to fire in order to get combustion; this is accomplished by light and systematic firing. If improper firing is being done, such as slugging the engine and not closing door between scoops of coal, the

fire box will become temporarily chilled, improper combustion will be the result, and the gases from the coal will pass through the flues and out of the stack unconsumed—an absolute waste of coal.

Engines should be brought into terminals and to the pit with fires in good condition, and decks free from loose coal.

Avoid using lump coal as much as possible while pulling into the yards and taking engine to clinker pit, as in most cases chunks so used are but partially burned, resulting in same being knocked out when fire is cleaned.

It is imperative that engineer and fireman work together and co-operate in every way. Otherwise good results cannot be obtained.

Every Employe a Traffic Agent for the Baltimore and Ohio

We are always in need of assistance to secure freight and passenger business. Our employes can increase our revenue thousands and thousands of dollars if they will co-operate in soliciting the patronage of shippers and travelers.

We are all working for the Baltimore & Ohio, and every one of us can become an effective agent for the Company if we will. For instance; when you go into a store to look at shoes, clothing or other merchandise, you can make it known to the salesman that you are a Baltimore & Ohio man and ask him how he and his family travel. When you purchase his merchandise you can say to him: "There is \$5.00 of my money. It was earned by me for

helping the Baltimore & Ohio Railroad give good service to customers. We can give you and your friends and employes the same good service. Do what you can to send your business our way."

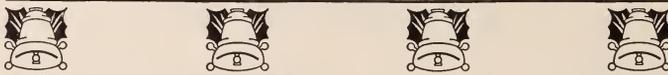
Sometimes you will overhear someone say—"I am going away tonight or tomorrow." This is a splendid chance for you to say—"Why not use the Baltimore & Ohio? It will carry you safely, swiftly and comfortably to your destination."

Such solicitation as this will build up our traffic enormously. It will help the road, hence you. And you can do it in a legitimate, dignified and pleasant way.

E. A. WALTON, D. P. A.,

Baltimore, Md.

The Boss don't want discoveries: he wants RESULTS.



A Greeting from the Wheeling Division

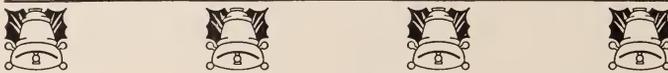


Merry Christmas and Happy New Year to you all.

As the old year passes out and the new approaches, let us all forget our past differences, if we have any, and commence 1914 with a strong determination to improve the many opportunities it may present. Let us avoid unpleasant feelings toward each other and enter the new year equipped with nothing but good wishes and a fraternal spirit. Let us work unitedly and with but one end in view—namely, to improve in the discharge of our duties as far as is possible, giving the company not only the service they require of us individually, but making a special effort to do something more both individually and collectively.

Thus our work will be much easier. We will not consider it a task but a pleasure, and when another year shall have rolled around, we will find that we have accomplished more than we ever dreamed we could; loyalty will be the watchword of each one of us—progress the order of every day.

—A. G. Youst, Correspondent



Fighting the Blizzard on the Cleveland Division

By T. L. Terrant, Lorain

ON the early morning of Sunday, November 9th, a high wind sprang up along the lake front, and snow began to fall rapidly. By 7 a. m. the gale had reached a velocity

completely cut off from all outlying points.

Freight trains and crews were stalled in drifts at various places on the division and three passenger trains were snow-bound, making it necessary to discharge



A GAME OF CHECKERS—BLACK TO MOVE AND WIN

of sixty miles an hour and snow flew thick and fast. This storm continued until 5 a. m. Monday morning, completely tying up Lorain Yard and the Cleveland Division.

Throughout Monday the 10th, we had high winds and snow at intervals of every hour or so, and the drifts in the yard and on the main tracks were from three to twenty-three feet deep.

Traffic was stopped, wires blown down and our general offices at Cleveland were

the passengers and take care of them at nearby farm houses. No. 2 was in a seventeen foot drift near Berea, and could not be dug out until Tuesday the 11th. Lester was completely covered up and all the Great Lakes were strewn with wrecked vessels, resulting in a loss of \$5,000,000 and over 200 lives.

Assistant trainmaster Tuttle was snowed in at Lester, and immediately began work in trying to get various

crews relieved and an open track. The telephone line between Lester, Lorain and Seville was the only means of communication, all the telegraph lines being down.

By the telephone, we managed to move some relief trains, to get a few freights into terminals, and to take care of some of the passengers. For sixty hours Mr. Tuttle remained on duty at Lester,

by crews which went out from Lorain.

Assistant trainmaster Fitzgerald had started from Massillon with a number of men and had broken the way from Massillon to Lester. By combining the two relief trains at this point, we were able to rerailed engines, clear main tracks and get a line into Lorain so that engines could be brought to the roundhouse for



WHO SAID—"BEAUTIFUL SNOW"?

working as train dispatcher, until dispatcher could be brought from Cleveland.

On Monday morning a relief train was started from Lorain, in charge of road foreman of engines G. H. Kaiser, and general yardmaster Terrant. It required five hours with five Q-1 engines to clear the Benton cut of snow, and to remove a freight train from it that blocked the main track. The drift at this point for a quarter of a mile completely covered the gondola cars in the train, and in some places hid the hopper cars from sight.

Lester was finally reached at 6.20 p. m. and four of the crews were relieved

supplies, etc., and the men brought home for rest. With every man working long hours and putting every ounce of his energy into the relief work, the road was opened on Tuesday, and trains were run from all points with reduced tonnage.

Cleveland seemed to get the worst part of the drifts, and while the Lorain and Massillon boys were working toward Lester, trainmaster Fahy had a gang trying to break his way through the Cleveland yard and to reach Lester, while superintendent Lechluder took a gang and worked his way from Cleveland to Akron, thence to Warwick and into Lester, bringing train dispatchers with

him and installing them at Lester. From this point the trains were handled for several days until wires could be repaired into Cleveland.

The storm and snow was the worse in the history of the Cleveland Division,



LORAIN ROUND-HOUSE AFTER STORM

and it was only by the hearty co-operation of the men and their determination to stick to the finish that enabled us to open the line in such a short time.

The hardships endured during the fifty-five hours of continuous work and exposure were well repaid by the attitude



A CESSATION OF HOSTILITIES FOR A PICTURE

Left to Right, Wm. Gardner, Inspector; Geo. Bevan, Boiler Maker Foreman; J. A. Subjeck, General Foreman; Wm. F. Mitchell, Round House Foreman; O. H. Eggenberger, Clerk

of our superintendent when he finally reached the central point toward which all crews were working, namely Lester. He put himself in the places of his men

and encouraged all who had a part in the work.

On November 16, Mr. Lechluder sent the following letter out on the division:

"To all employes:

"The snow storm which visited this territory on Sunday, November 9th, was the worst on record at this season of the year.

"The damage through the destruction of telegraph and telephone communications, and delay to traffic, will cause a loss of



ANOTHER MINUTE'S REST FOR A SNAP SHOT OF THE SAME GROUP

approximately one quarter of a million dollars.

"It now behooves each of us to put forth extraordinary efforts to offset this loss as much as possible. Your untiring efforts in opening up the road as quickly as was done is appreciated by the Company, and by myself.

"I would like to have each person who performed some special duty during this strenuous period drop me a line giving an outline of his work, so that proper record can be made and sent to our Magazine."

CONSTRUCTION



Progress Along the Right of Way— Recent Promotions

Progress on the work of restoring the damaged railroad lines in the district affected by the floods in the central west last spring, is indicated by the rapidity with which permanent bridges are being installed to replace those damaged or carried away by the high water. The structural steel work to be used in the double track bridge of the Cincinnati, Hamilton & Dayton line over the Miami River, at Hamilton, Ohio, is on the ground and is being erected.

Contracts have been closed by the Baltimore & Ohio Railroad with the McLean Construction Company of Baltimore, for the enlarging of open Pier 5, in the Locust Point terminal, at Baltimore. The new pier, which will be the largest of its kind on the Atlantic seaboard, will cost \$100,000, and, under the contract, will be completed in three months. The timber which will be used

in the construction of the pier will be especially treated by the Baltimore & Ohio at its timber preservation plant, at Green Spring, W. Va.

Progress on the extensive improvement work which the Baltimore & Ohio Railroad has under way between Orleans Road and Little Cacapon, W. Va., is indicated by a contract which has recently been placed with the American Bridge Company, of New York, for 2,500 tons of structural steel to be used in the two bridges on the new line. The bridges are at Magnolia and Kessler's Curve. The Magnolia improvement, as the work is known, involves the construction of a double track stretch of 11 miles, which will provide four tracks over a considerable portion of the division east of Cumberland. The plan eventually is to have a four-track stretch between Cumberland, Md., and Martinsburg, W. Va.

Work on the Magnolia improvement was begun four or five months ago, and the rapidity with which it is being pushed is attracting the widespread interest of engineers and others concerned in construction matters. The work, it is estimated, will cost \$6,000,000 and is a part of the vast program of betterment which president Willard inaugurated soon after he came to the railroad.

The maintenance program of rail and tie renewals on the Baltimore & Ohio Railroad is being pushed vigorously, as indicated by the records for the month of October. During October, 86 miles of main line tracks were relaid and 250,000 new cross ties were put in the right-of-way. The rail was of the heavy class, weighing 100 pounds to the yard; and about 157 tons are required to the mile.

Thirty-five miles of new rail were laid on the Cumberland Division during October, and 25,000 cross ties were used on this section of the road.

The heating apparatus in the passenger station power plant of the Baltimore & Ohio railroad is being renewed, installation having begun on two 225 horsepower engines. The boilers are of the most improved type, equipped with attachments for abating smoke and patent stoker devices are also a feature of the new boilers. The work is being done by railroad forces.

William G. Curren has been appointed to the position of assistant general superintendent of transportation of the Baltimore & Ohio Southwestern-Cincinnati, Hamilton & Dayton lines, with

headquarters at Cincinnati. The appointment is effective at once and is in accordance with a plan of the Baltimore & Ohio operating officers to extend the supervision over the Southwestern lines of the System.

Under the new organization an office of the transportation department is established in Cincinnati, directly in touch with the office of general manager



WILLIAM G. CURREN

W. C. Loree, with whom the new official will work in connection with the office of the general superintendent of transportation, at Baltimore. Heretofore matters concerning the transportation department of the Baltimore & Ohio

System have been handled through Baltimore, but under the new arrangement a complete organization will be operative from Cincinnati in handling the Baltimore & Ohio Southwestern and the Cincinnati, Hamilton & Dayton lines.

Mr. Curren, who becomes assistant general superintendent of transportation, on the staff of general superintendent of transportation C. C. Riley, at Baltimore, has been connected with the transportation department of the eastern lines for some time past. The new transportation official started his railroad career as a station agent with the Pennsylvania lines, later entering the service of the Erie Railroad, and became a supervisor of transportation. He resigned this position to become superintendent of car service of the Kansas City Southern Railway, at Kansas City, Mo., and became identified with the Baltimore & Ohio System about three years ago, as a member of the staff of general superintendent of transportation Riley.

M. H. Cahill, assistant superintendent of the Cumberland Division of the Baltimore & Ohio Railroad, at Keyser, W. Va., has been promoted to superintendent of the New Castle Division, with headquarters at New Castle Junction, Pa. The change is effective at once and Mr. Cahill succeeds H. H. Temple, who has resigned.

The new superintendent was born in 1872 and entered railway service in November, 1887, as a telegraph operator at Lexington, Ohio, on the division of which he has just been put in charge. He was advanced to train dispatcher at Akron, Ohio, in October, 1892, and in February, 1905, became division operator of the New Castle Division. Mr. Cahill was promoted to trainmaster of the

Pittsburgh Division May 1, 1910, and became assistant superintendent at Pittsburgh, May, 1912. He was advanced to the position of superintendent of the Newark Division, with headquarters at Newark, Ohio, August 1, 1912. Resigning in November of the same year, he was connected with another railroad company until May 15, 1913, when he re-entered Baltimore & Ohio service as assistant superintendent at Keyser.

E. J. Lampert has been promoted to assistant superintendent of the Cumber-



E. J. LAMPERT

land Division at Keyser, to succeed Mr. Cahill.

On September 30, the Baltimore and Ohio Railroad announced plans for the construction of an outbound freight house, tracks and platform as an enlargement of the Camden Terminal. The freight house will be 600 feet long by 20 feet wide, and in addition there will be four tracks

having a capacity of 15 cars each and a platform 8 feet in width. The new facilities will be built along Eutaw Street, between Lee and Cross Streets, and the plans are such as to permit of an extension towards the present inbound freight platform.

Construction of the additional facilities will be pushed with all possible haste, according to the plans of the company; and if after the work is gotten under way it is found that the job can be expedited, day and night shifts of workmen will be employed.

A feature of the new freight house will be rolling lift doors, which will afford protection against fire. The aim of the company is to get the building under roof and ready for occupancy as quickly as possible, and as each section of the work is completed it will be put into immediate use.

The work will be done by the railroad forces under the supervision of the company engineers and builders.

Trained Nurse at Chicago Junction

The Baltimore & Ohio Railroad has placed a trained nurse on its pay roll at Chicago Junction, Ohio, where the young woman will be connected with the hospital staff and will devote her time to caring for railroad employes confined to the institution on account of sickness. The hospital is connected with the Railroad Branch of the Young Men's Christian Association. Chicago Junction is one of the large terminals of the northwestern lines of the Baltimore and Ohio System, being the point of intersection of the lake lines with the main route to Chicago. Several hundred railroad men from three divisions of the road run in and out of Chicago Junction, and a feature of the

hospital is that the railroad men, while laying off between runs, can secure medical attention for minor ailments or they can enter the hospital any time that illness warrants.

Anti-tuberculosis Car

The anti-tuberculosis exhibit car which was fitted up by the Baltimore and Ohio Railroad some time ago, for the use of the health departments of the states through which its lines operate, has been sent to West Virginia and will be used in a state-wide campaign which will be conducted against the "white plague." The car is fitted up for displaying charts and other exhibits which show the progress of tuberculosis, its causes and eradication; and the interior of the car is arranged for lectures by physicians in charge of the work for the health department. The car will be used to open the West Virginia campaign at Wheeling. It will be in charge of Dr. Harriett Jones and other physicians appointed by the health authorities. After the lectures are concluded at Wheeling, the car will be taken on a tour of the Baltimore and Ohio lines in West Virginia, even to the remotest sections of the state where the people have been deprived of the opportunity to familiarize themselves with the modern methods of combating the disease. A large and powerful graphophone is a part of the car's equipment and will be used in delivering lectures for the benefit of persons unable to visit the car. The graphophone carries the sound of the human voice a mile. Other states have applied to the Baltimore and Ohio management for permission to use the car, and these requests will be complied with at the close of the trip through West Virginia.

—*Republican*, Seymour, Ind.



The story is told of the late Jules Massenet, the composer, that a bump-tious young musician of his acquaintance one day brought him the score of an opera and said: "You know that Moliere, when he had finished a play, read it to an old woman, being convinced that what she liked would please the public also. Similarly, I wish to play my score to you; what you approve will entertain others." "You are very kind," replied Massenet, "but as long as you are not Moliere you will permit me not to be your old woman."

WOMEN "BRAKEMEN"

Thirty-one women are employed as railway brakemen and ten as baggagemen in the United States.

In the old days, when the engines on the Baltimore & Ohio were so much smaller than they are today, an inquisitive passenger standing on a station siding and watching a freight train of thirty-eight cars fail to budge under the pull of a puffing little locomotive, turned to a brakeman and said:

"What's the matter sir, why don't the train move?"

"Oh! nothing," replied the brakeman, "'cept the engine's too far from the caboosé."

Under the heading "Soft Answers to Hard Questions" the *Railway Age Gazette* says that the advice of the railways to their employes to be courteous is not always easy to follow. When the employe is asked questions the replies to which, if truthful, would reflect on the road, what is he to do? "Giving soft answers," the *Gazette* concludes, "is a great art," and a man must be wise as well as gentle to be proficient in it.

It has been told that a conductor and brakeman on one of the Eastern railroads went into a field to steal tomatoes on a very dark night and took their red lantern along. The result was that they got all green tomatoes when they thought they were picking red ripe ones. Moral—don't take your red lantern when picking tomatoes at night, but use it for purpose designed.—*B. F. Thompson.*

EXPEDIENCY

Some years since, at a small station, a passenger presented his ticket to have his trunk checked. The agent having weighed his trunk and finding that it weighed 250 pounds, informed the passenger that he was allowed only 150 pounds on one ticket. "But" said the passenger "my friend here (presenting the friend

with another ticket) has a ticket and we both have our clothes in the trunk." Whereupon the resourceful agent placed a check on both ends of the trunk, giving each passenger a claim check.

No Noises Disturb Sleep on the Baltimore and Ohio

One of the railroads running passenger express service between Chicago and St. Louis is advertising "The Noiseless Route," and in this connection makes a happy use of the letter "S" in forming the complete sentence "Silent Signals Spell Sound Sleep." It gives prospective passengers assurance that no shouts or yells of trainmen will wake them from slumber. This is an indication that the management of this road is wide awake.

It has been many years on the Baltimore & Ohio, however, since enginemen blew a shrill blast of the whistle to see if they could reach the folks in the berths of passing trains, or that trainmen or car inspectors noisily hammered about, instead of carefully using their eyes, to see whether all appliances were in proper place. It is a generation since rude, loud and noisy talk was engaged in alongside of Pullman sleepers, with disregard for the comfort of the occupants.

The Baltimore & Ohio is to be congratulated that these little details have long since been appreciated and understood, and that the employes are interested in seeing how comfortable and

satisfactory they can make the trip of the person who elects to use the road. While this is no more than proper and right, it is especially so when it is realized that even though the passenger sleeps, he is nevertheless contributing to the revenues of the Company, to pay the wages and to buy the material and appliances necessary to the running of the road.

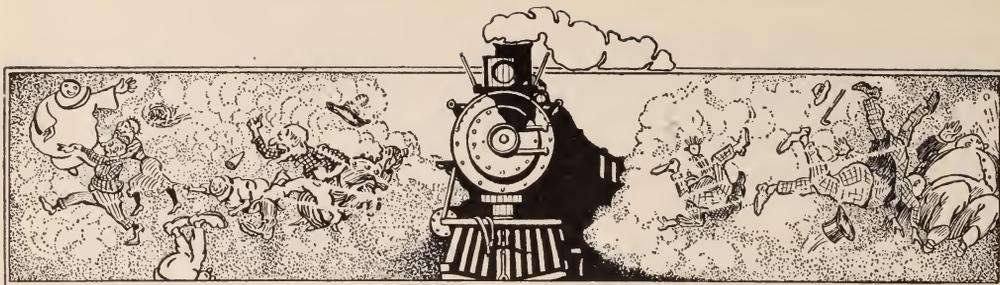
The only trouble on the "Picturesque Baltimore & Ohio" is the difficulty the passenger has in taking his eyes off the beautiful country through which he is passing; but, when he retires, his desire to sleep is respected.

Several cars on a freight train jumped the track at a switch at a country station, the flanges of at least one set of trucks running along the rail making a distinct dent thereon. A waggish way-freight conductor told the agent that "the general superintendent would be over the division in a few days and would see that dent and would censure the agent on account of the derailment, as he would plainly see, by the mark in the rail, how it happened." Thereupon Mr. Agent went to a saw mill nearby, borrowed a coarse file, and spent many hours filing the dent out of the rail.

In a Baltimore cigar shop the dealer has ostentatiously displayed this sign:

GREEN RIBBON CIGARS
TEN FOR A QUARTER
A GREAT CHANCE





EXHAUSTS

Oh Papa!

Miss Flip—I wish some one would give me an idea how to put on a hair net.

Father—I wish some one would give you an idea to put under your hair net.
—*Judge*.

A Hard Part to Play

“You don’t seem to be as fond of Charley Dawkins as you used to be.”

“No, I admit that I don’t care for him at all any more. Sometimes it seems as if I just couldn’t wait until after Christmas to tell him so.”—*Judge*.

Madge—You seem annoyed about something. Did you forget you were standing under the mistletoe?

Marjorie—No; but Charlie did.—*Judge*.

A Lesson Learned

The teacher, who was giving the primary class a nature talk, inquired: “Johnnie, how does a bee sting?”

Johnnie, a graduate from the school of experience, replied with emphasis, “Awful!”—*Judge*.

The Under Dog

It is all right to sympathize with the under dog if you are sure he didn’t start the fight.—*Judge*.

On the Contrary

“My, Willy, what a state your clothes are in! I believe you have been playing with that bad Jenkins boy again.”

“No, ma, I ain’t, either. I’ve been fightin’ with him.”—*Judge*.

His Sensible Attitude

“Is yo’ comin’ to pra’r meetin’ tonight, Brud’ Dinger?” inquired good old Parson Bagster.

“Well-uh, no, sah; I reggin not,” was the reply. “To tell de troof, pahson, I’s aimin’ to go to de minstrel show—done got a comperment’ry ticket.”

“Brud’ Dinger, dar won’t be no minstrel shows in heaven!”

“Den, if dat’s de case, sah, I’m sho’ gwine tonight, whilst muh ticket’s good!”

—*Judge*.

Diplomacy: (1) The ability to get away with it. (2) Making “no” sound like “yes.” (3) Making a man feel complimented when you call him a liar. (4) Kissing your mother-in-law.—*Credit lost*.

Honesty

Teacher—Henry, can you define a hypocrite?

Henry—Yessum. It's a kid wot comes to school wid a smile on his face.—*Judge.*

Puzzled the Cop

It was in one of those thriving Texas cities where railroads abound that a tired

and weary traveler accosted a policeman and asked the way to the Y. M. C. A.

The copper was puzzled. He took off his hat and scratched his head. Finally he burst out:

"Stranger, you've got me. I know where the Frisco is, and the M. K. & T., but that Y. M. C. A. is a new one on me."—*Everybody's Magazine.*

**A wise old owl lived in an oak,
The more he lived the less he spoke;
The less he spoke the more he heard,
Why aren't we all more like this bird?**

A Passenger's Observation on Baltimore and Ohio Veterans

One of our vice-presidents recently received a letter from an old friend who has been using the Baltimore & Ohio for many years. In part it reads, viz.:

"My wife and the children were spending the summer at Hagerstown, about ten years ago. On my return to Washington one Monday morning, when it was necessary to change cars at Weverton, I heard a traveling man say to the station agent:

"'Didn't I see you here last summer?' and he answered:

"'I guess you did. I've been here for thirty-three years.'

"As a train stopped there a year ago I asked about him and found that he was

on duty right at that moment, putting something aboard the express car. Probably he is right there at that station yet unless he has now reached the age of retirement.

"As I make trips on the road it is interesting to me to see in charge of trains men whom I saw sixteen or eighteen years ago when I had occasion to travel more than I do now. I am constantly struck by the great number of men who have long been in the Baltimore & Ohio service. The road profits more from these old 'stand-bys' than its officials probably realize. In their communities they are the Baltimore & Ohio Railroad."

“Safety First” in Pointed Paragraphs and Pictures

EVEN if we were to realize the ideal automatic mechanical control of trains, it would still be extremely doubtful if such beneficial results could be obtained from the automaton as would be possible of attainment from the best efforts of the human agency, because it has been well demonstrated in the past that the skill of the human hand is capable of producing results which cannot be obtained by the most accurate machinery. No system of mechanical safeguards can be devised that will dispense entirely with human responsibility. Man's genius, with all its

Let it relax or waver for an instant and all mechanical perfection is at naught.

No railways anywhere are better equipped with mechanical devices for safeguarding human life than are the railways of this country. Cars and locomotives of the most modern construction, equipped with air brakes of the most efficient design, are in general use. Highly perfected automatic signal systems designed to preclude the possibility of collisions are in use on many lines. Their use is being extended, although not so rapidly as might be. Yet, with all these



OLD FREDERICK BRIDGE, SHOWING POOR CLEARANCE FOR TRAINS, SIDE AND TOP

vast accomplishments in mechanical perfection, has not yet succeeded in developing the “fool proof” machine. In every operation there appears at some point the dominating influence of the human mind.

mechanical measures, lives are snuffed out by the score because some human mind failed.

The railway employe should understand that a railway is a quasi-public cor-

poration, and that when he accepts employment with it he becomes a quasi-public servant, and owes the same duty

and responsibility to society as the company that employs him.—*From Safety Appliance Committee Report.*



NEW FREDERICK BRIDGE, SHOWING AMPLE CLEARANCE FOR ALL TRAINS

The Importance of Good Flagging

No movement in railroad history has received as strong and uniform support as the SAFETY FIRST movement, and one of the most important and practicable ways to make it a success on the Baltimore & Ohio is for our train crews to be vigilant in observing the rules of the Company on the subject of flagging trains.

The men who flag trains are protectors of human life and property, only when they flag conscientiously. They become real protectors only when they go back the distance prescribed in our regulations. Standing near the rear end of a train with a flag or red lantern in hand is not safe flagging. It is criminal negligence, and the Company regards it in no other light. Whether on straight track or on a curve we should go back fully as far as the Company's rules order us to go.

Conductors are responsible for the safety of their trains, and they should know that flag is out the proper distance. But when trains are stopped, brakemen

should not wait for the engine whistle to blow them back or for the conductor to go from the head end of a long train to tell them to go back. If brakemen do not go back, they can be held criminally responsible. It is of far less importance when they are left by their train than if they caught train and disobeyed the rules. What the Company wants and insists upon is a strict observance of the flagging rules. All of us, especially we in the transportation department, should unite wholeheartedly to keep the Baltimore & Ohio the safest railroad in the United States.

In conclusion I wish to impress upon your minds the importance of loyalty. It is one of the greatest of virtues and of the highest importance. It is only when a spirit of loyalty is manifested on the part of all the officers and employes alike, that the best results will follow.

H. B. McDONALD,
Newark, Ohio, Engineer.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

Christmas

OVER nineteen hundred years ago, on the starlit plains of Judea, angels sang the birth of the Christ child. And the light of divine love which shone that night with holy effulgence upon the band of lonely shepherds, now illumines almost every corner of the known world.

It makes little difference that skeptics scoff at the miracle of the divine revelation; that scientists question the physical possibility of the birth as told in the Gospels; or that scholars riddle the historical integrity of the records. This much we know, namely: that the love which came into the world that hallowed night brought with it a new conception of man's duty toward his brother; a conception which, during the cruel centuries that followed, often seemed little more than a tradition imprisoned within the grim walls of monasteries, but which is more widespread and practically idealistic today than ever before.



Faith is the only measure of our belief in the Divine. It is so written in the Scriptures. But an average vision will see in the everyday life about us undeniable signs of the practical power of the love preached and lived by Christ. Wherever we look, we see people of all classes giving their time, money and talents for the good of others. Could stronger evidence be presented of the divine origin of a love which moves men to such unselfish service?

And at Christmas, literally every heart seems to be overflowing with kindness. As we approach the season each year, our natures soften under its spell. Its pervasive influence touches our lives and makes them more mellow. Geniality pulsates in every handshake. Sincerity rings in every "Merry Christmas." Faces are brighter, smiles cheerier, voices happier, and music is sweeter. People radiate so much charity that the very atmosphere is surcharged.

Aside from its religious aspect then, the true significance of Christmas is that it is the one world-wide holiday of the year, a festival of love in which all nations have a part, when creeds and classes are forgotten in the feeling of good will which strangely possesses us. And the special significance of this Christmas should be that it finds the world a little better than it was a year ago. Malice and hatred have no place in hearts filled with kindness.

How can we make this Christmas the best of our lives? First, put aside every single prejudice. Greet the season with an open heart. Give Christmas a chance. Then turn to the part of Henry Van Dyke's "Keeping Christmas," which is in this issue of the *Employees Magazine*. It is the best sermon we know to help us start the holiday aright. Next, find the first Christmas story, told so simply and

beautifully by St. Luke. And don't let the festival pass without reading Dickens' immortal "Christmas Carol." After this, the petty differences which befog our visions and destroy our sympathies for our fellow men will have disappeared, and Christmas will be truly happy and helpful.



Photographs for Special Merit Page

Hereafter the pictures of all employes mentioned in the "Special Merit" roll will be printed in the Magazine whenever possible. To enable us to make a good showing in each issue, will all employes who have occasion to send in "Special Merit" notices, kindly cooperate with their division correspondents by submitting photographs of the men mentioned?



Anonymous Communications

Many unsigned communications are received, ostensibly for publication in the Employees Magazine. Often they contain much good material but cannot be published in the exact form in which submitted. And as changes should not be made in them without consultation with the authors, we are unable to use them. Since all communications are considered strictly confidential, there is no reason why authors should not sign them.



Employes Making the Magazine

Each issue of the Magazine sees a larger number of voluntary contributions from our employes. For this issue there were

four splendid articles submitted, one of which was a very interesting story, which on account of lack of space, will be held over for a future issue. The voluntary interest thus manifested, indicates that the Magazine is finding itself.



If you have something on your mind and would like to tell it to all your fellow employes, write it up and send it to us. It will be promptly acknowledged and will receive careful consideration. If we are unable to use it, it will be returned to the author with sincere thanks for the privilege of reading.



"Do Unto Others"

On another page in this issue is a review of the efforts now being made among railroad men to help Evangelist Jennie Smith secure a home. For such a woman, whose life has been devoted unselfishly to making others better and happier, and for such a cause, it should not be necessary to make an urgent appeal. And we believe that a home will be given her as a free will offering from those among whom she has lived and worked.

Here is a happy opportunity to share our Christmas blessings with one who deserves them in abundance.



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 OCTOBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Illinois.....	\$19,323	\$ 9,398	\$76,446	\$21,726
Toledo	10,179	7,858	11,594	13,770
Wellston.....	8,008	9,239	.....	.....
Connellsville..	6,741	.....	.....	20,402
Indianapolis...	6,443	8,268	7,816	.....
New Castle.....	.....	6,780	.....	.....
Shenandoah.....	.....	.....	* 785	.....
Indiana.....	.....	.....	10,582	.....
Ohio.....	.....	.....	.....	31,781
Philadelphia..	.....	.....	.....	16,874

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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, 1913

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$2,413.79	\$ 1,872.02	\$16,874.13	\$ 2,897.37
Baltimore...	4,897.71	2,020.44	5,921.18	4,010.67
Cumberland...	4,196.30	2,347.82	4,729.73	3,376.63
Shenandoah.	3,729.93	*785.65	5,269.40	4,504.97
Monongah...	5,034.45	1,142.30	4,284.04	2,419.37
Wheeling....	4,433.79	2,504.49	2,432.29	3,393.60
Ohio River..	4,200.32	2,082.14	4,397.85	3,213.47
Cleveland...	5,244.46	1,883.73	11,124.05	3,524.63
Newark.....	2,724.25	2,511.15	10,023.93	3,065.76
Connellsville.	6,501.60	3,705.60	20,402.77	6,741.35
Pittsburgh...	5,351.52	3,349.94	11,416.60	4,896.59
New Castle..	6,780.76	2,494.67	9,848.45	5,104.96
Chicago.....	2,953.37	1,099.12	10,622.17	2,388.93
Ohio.....	4,979.20	2,055.48	31,781.65	4,018.49
Indiana.....	3,766.80	10,582.00	5,536.68	4,825.99
Illinois.....	9,398.48	76,466.85	21,726.42	19,323.02
Toledo.....	7,858.25	11,594.60	13,770.67	10,179.20
Wellston....	9,239.00	7,379.50	7,407.50	8,008.67
Indianapolis..	8,268.50	7,816.40	4,015.33	6,443.20
B. & O. C. T.	3,655.45	3,193.07	9,341.11	4,305.64
Average.....	4,564.97	2,543.67	7,824.98	3,997.36

* Indicates no accidents.

"SAFETY FIRST" BUTTONS

"The General Safety Committee having received a number of requests from employes for 'Safety First' buttons, it has been decided to confine the use of such buttons to the members of the various Safety Committees, ex-members to retain and wear their buttons. By this method any employe wearing a Safety button indicates that he is or has been a member of the Safety Committee and suggestions to improve the safety movement can be made to such persons with the knowledge that they will be properly reported."





SPECIAL MERIT ROLL

STATEN ISLAND DIVISION

Fireman James Hillis, while firing engine No. 1633, saw a piece of flange which had broken from car wheel. Hillis picked up broken flange and made search for car. He found it and notified proper official.



CAPT. A. MATUCH
(See November Special Mention)

Engineer William White of the East Shore Drill engine, while laying at Vanderbilt Avenue siding noticed box aflame on coach No. 94, train No. 67. He blew brakes and stopped train.

Signal batteryman Joe Kowslosky is to be commended for finding broken rail, east bound track, east of signal 130, Oakwood

Heights, November 12th, 1913, about 7.50 a. m. Kowslosky flagged No. 6 and all other trains until repairs were made to track.

PHILADELPHIA DIVISION

On the first of November, brakeman H. K. Snyder found an intoxicated man, who had fallen through the bridge at Christina Creek, Newark, and by means of a drag chain removed him to a place of safety. The unfortunate fellow had two quarts of whisky on his person, which, strange to say, had remained intact through the fall. If Snyder had not rescued him there is but little doubt but that he would have died of exposure, as the night was extremely cold.

Snyder forced an emetic into him and sobered him somewhat with this and some good advice. After promising to drink coca cola in the future the rescued one took his departure.

When fireman J. Voyce of train 520 was removing signals from his engine at Camden station, he unfortunately fell to the platform, seriously injuring himself so as to incapacitate him temporarily from service. Engineer Carroll, who was going to deadhead on the train to Philadelphia, witnessed the accident and

unsolicited, volunteered and did take the place of the disabled fireman, firing the engine through to Philadelphia, without delay. His loyal action, under emergency circumstances, is commendable.

On October 15th, 1913, train 691, engine 4087, had in train P. & R. 2487 loaded with high explosives with broken bolster on rear truck. Conductor Uhler noticed something wrong with the car while train was between Childs and Leslie, and on stopping the train found the bolster broken. The wheels on the left side of rear truck were spread and journal box was riding on the rim of journal. Had it not been for the alert-

CONDUCTOR UHLER

ness of Mr. Uhler, a serious accident might have resulted.

BALTIMORE DIVISION

On October 13th, 1913, T. S. Fisher, agent, Boyds, Md., on close observance of passing train extra Nos. 4030 and 4020 detected brake



T. S. FISHER

rigging down on car in middle of train; he reported same and train was stopped at German-town where brake rigging was found dragging on rail. Repairs were made and train taken forward. Prompt action and good judgment reduced possibility of accident.

On October 31st, 1913, brakeman A. C. Maddox, while passing through Camden yard, noticed two nuts missing from brake rigging on Baltimore & Ohio No. 22183, loaded with coal. He reported this to the office, the yardmaster was notified and had car repairman repair same at once.

At 1.40 p. m. on November 6th, 1913, track foreman T. L. Scruggs, who was working with his men between Baileys and Carrolls, reported to the dispatcher's office that extra west engine



T. L. SCRUGGS

No. 4267, in charge of conductor J. W. Tucker, engineer R. G. Kirk, was passing and had car in train with a broken flange. Train was stopped at Mount Clare Junction for careful examination and it was found that C. M. & St. P. No. 82170 had eight inches broken flange.

On November 12th, 1913, as train No. 88, engine No. 4268, in charge of conductor B. H. Wilt, engineer J. D. Drenner, was passing Watersville Junction, Dave Harget, a lamp-tender, observed a car in train with a broken truck. He notified operator H. W. Nusbaum, who called up dispatcher and then called Mrs. John Zepp, a resident of Watersville, on the

telephone. She went out and flagged No. 88 and notified the crew, who found the broken truck under Baltimore & Ohio No. 21461. By the alertness and promptness of all concerned a possible serious accident was averted.



OPERATOR H. W. NUSBAUM

CUMBERLAND DIVISION

On October 16th, while walking down the south freight repair track in Cumberland yard, T. E. Youngblood, car repair foreman, discovered two broken angle bars on the east-bound main track about twenty-seven rail lengths east of Williams Street crossing, the angle bars being broken.

He sent a man to Williams Street to flag train No. 90, engine No. 2831, until the angle bars could be replaced. His close observation and prompt action in this case prevented a possible accident and a meritorious entry will be placed on his record.

On October 24th, extra west engine No. 4199, engineer W. J. Laffey, conductor P. Coyle, was flagged east of Buckhorn Flower Garden on Cheat River grade by engineer W. G. Parker, on account of rock and dirt slide which obstructed both tracks. His wife was flagging the eastbound tracks at the same time. Both acted in such prompt manner that they left their meal unfinished and did not even hesitate long enough to get their hats.

This was very commendable and the Company fully appreciates such meritorious service. An entry of the incident will be made on Mr. Parker's record.

MARTINSBURG

Yard brakeman Jacob Baker flagged east-bound freight No. 96 at Martinsburg, November 6th, seeing fire flying under train. He found brake rigging down on H. V. No. 8425, which he put up and made safe in ten minutes.



T. E. YOUNGBLOOD

MONONGAH DIVISION

While a freight train was pulling in the yards at Grafton, hauling dead engine No. 2299 for shopping, in some way the latter became derailed. The engineer in charge did not notice same, as he was watching signals. Pipe fitter E. T. Carroll, standing outside of shops, saw engine No. 2299 leave the rails, went across yards and signaled engineer to stop. The quick action of Mr. Carroll probably saved a serious accident.

WHEELING DIVISION

On Sunday, October 12th, while trackman George Burge was out walking with his family he discovered a broken rail, immediately notified operator, personally flagged train No. 71, and went to Roseby Rock and called out trackmen to make repairs. Mr. Burge deserves special credit for his watchfulness while off duty, as he no doubt prevented a serious accident.

On November 6th, while train No. 98 was passing Floyd, supervisor P. Murtaugh and section foreman J. R. Mackey noticed a wheel

wabbling badly under Baltimore & Ohio No. 60245. Mr. Murtaugh notified operator at Littleton, who stopped train and conductor Gatewood made an examination and found a very badly bent axle. The car was set off for new pair of wheels. Credit is equally due Mr. Murtaugh and Mr. Mackey as they were separated when train passed and each discovered the same defect.

At 9.30 a. m., October 19th, tunnel watchman P. Hendrix found a very badly broken rail at the west end of Board Tree Tunnel. A seven foot section of the rail was broken in several pieces and would have been disastrous to double header extra No. 2720, which was approaching. Mr. Hendrix is an old employe of the Company and is ever on the alert. He seems to be an expert in finding defects, nothing escaping his eagle eye.

On Sunday, November 2nd, while track walker George Sole was covering section No. 11, he found a horse fast in bridge 129 at the west end of Soles Tunnel. This surely was a lucky discovery as train No. 72 was about due. Mr. Sole flagged train and with assistance of the train crew and some passengers extricated the horse from the bridge. One of its legs was broken and they had to kill it in order to remove it from the bridge. The delay to No. 72 was forty-five minutes long. Picture in your own mind a passenger train running into a horse on a bridge at the approach of a tunnel and you can evolve an idea of what might have been the result if this horse had not been discovered before the train hit it.

CLEVELAND DIVISION

On the morning of November 8th, while running passenger train No. 14, engineer E. Robson discovered a piece of iron sticking up between the rails at the third crossing west of New Philadelphia, and immediately wired the superintendent's office. Mr. Robson is to be commended for his watchfulness.



E. ROBSON

On Friday evening, November 14th, engineer W. J. Diebold discovered a broken frog leading in long siding from main track at Canton yard, and he immediately flagged train No. 10 which

was due. Train No. 10 passed over the frog in safety, but had it been going at a high rate of speed, it might have left the rails and caused a serious accident. Mr. Diebold is to be commended for his watchfulness and action in this instance, and superintendent Lechlinder has written him an appropriate letter.

On November 8th, brakemen A. L. Ruth and C. V. Gelski, while on a drag of cars going to Howard Street, discovered a fire in an empty car. Both of them immediately got in the car and put the fire out. In doing so they found a tramp in the same car and it is evident, from a lighted stub of a cigar which was found among some old papers in a corner of the car, that the tramp had thrown it away and fallen asleep. These gentlemen are to be commended for their watchfulness in this instance.

On November 12th, patrolman G. J. Mueller discovered switch-point of switch leading from eastbound main to C. L. & W. yards at Clark Avenue, Cleveland, Ohio, sticking above main track about six or seven inches. He immediately reported it to the supervisor, who had repairs made promptly. Mr. Mueller is to be commended for his watchfulness in this instance.

On October 23rd, brakeman William Drugan discovered broken rail on main track between water plug and Arlington Street at Akron, and immediately notified the yardmaster, who had section men put in new rail. The discovery was made seven minutes before train No. 20 was due to arrive. The train was flagged and passed over the broken rail without trouble. Mr. Drugan is to be commended for his watchfulness in this case and for the action he took.

On November 2nd, Michael Andreas of New Philadelphia, Ohio, found a very bad joint on eastbound track at New Philadelphia, and immediately reported same to the operator at that point.

While train extra west No. 4311 was coming down Belden Hill, on October 28th, trackman John Shoder noticed about twenty-four inches of broken flange on Baltimore & Ohio 136541 and immediately gave stop signal to rear end. Train was stopped and bad order car cut out of train. The watchfulness on the part of Mr. Shoder, no doubt, prevented a serious accident and he is to be commended for his watchfulness in this instance.

NEWARK DIVISION

F. R. Thomas, operator at Lore City, Ohio, noticed smoke coming from car in train No. 97 while passing that point November 19th, and notified crew of train at Mineral Siding, the first office west, who found car to be on fire, and extinguished blaze without serious damage. His prompt action in this instance undoubtedly saved serious loss, and is commendable.



O. M. VARNER

Engineer G. H. Stasel and conductor W. P.

Evans, while pulling through eastbound siding at Zanesville, discovered that the west switch of Brown Wagon Works track was standing partly open and cars just into clear on this track. The train was stopped and switch closed. Passenger train No. 18 would have been the first train to arrive and the action of these men prevented a possible accident.

On November 6th, while in charge of helper engine No. 2752, engineer J. M. Cook discovered a broken rail in the third track one-fourth mile west of Mance. He left a watchman to protect traffic and notified the section foreman, who made repairs.

Had the condition of this rail not been observed by engineer Cook, a very serious accident might have resulted, as it was situated at the summit of the heavy grade between Sand Patch and Hyndman.

On October 29th, while engine No. 2020 was being transferred from Newark to Wheeling Division light, supervisor A. Lemaster noticed that the axle on the pony trucks was bent and promptly notified chief dispatcher's office to this effect. Engine was stopped at first tower, engineer got down and examined engine, but could not tell whether it was bent or not. The engine was then sent to the West Zanesville shops and was derailed on the frog at that point.

Further examination showed that the wheel was broken off in the box. The close observation of passing train, as given in this case by Mr. Lemaster, no doubt prevented a derailment.



A. LEMASTER

O. M. Varner, working third trick at Bridgeville, Ohio Tower, after being relieved from duty and on his way home, was overtaken two miles east of tower by freight train 1st 89, running at good speed. Mr. Varner noticed brake beam down under first car from engine, and called to engineer, but was unable to attract his attention; however, he was able to get the conductor's attention, and he stopped train from rear end, and removed all defects. Shortly after the above occurrence, Mr. Varner was on his way to work before daylight and found a very bad joint in track, both angle bars broken in two opposite ends of rail. He made prompt report to section foreman. His action in these cases is appreciated, and possibly prevented an accident.

NEW CASTLE DIVISION

On the morning of September 14th, while switching at Gardner Avenue, New Castle, Pa., brakeman Wm. Horchler found Baltimore & Ohio car No. 238087 with about eighteen inches of flange missing. Mr. Horchler is to be commended for his alertness and watchfulness.

On November 13th, car painter foreman Fred Abblett of New Castle Junction, acting as sanitary inspector, was coming east from Lowellville, on engine No. 4067, and on passing the limestone tipple at Himrods, noticed a large rock in the center of the westbound track.

He realized that No. 13 was about due, and notwithstanding the fact that No. 4067 was traveling at a good rate of speed, got off to



MISS NORA PARKS

PITTSBURGH DIVISION

On November 13th, J. J. McDonough, wreckmaster on the Glenwood tool train, discovered a broken rail with about eight inches broken off of the ball of the rail. He promptly notified the operator, called out the section men and had the rail removed just in the nick of time to prevent the stock train from running into the defective part.

Miss Nora Parks, third trick operator at 33rd Street, noticed after the passing of street car over Thirty-third Street crossing, Pittsburgh, that a paving block had been torn from the center of crossing and was lying in the middle of track. Miss Parks removed same just ahead of Train No. 7 and thereby avoided a possible accident.

remove the stone, arranging with the fireman on No. 4067 to flag No. 13 if it was on time. After getting the stone off the tracks, Mr. Abblett made arrangements with the Maintenance of Way Department to examine the hillside for loose stones, etc., which might later cause trouble. The New Castle Division people highly appreciate Mr. Abblett's prompt action.

OHIO DIVISION

On Sunday, November 2nd, general foreman F. C. Schorndorfer and engineer E. E. Hewitt were breaking in engine No. 692. Just after passing over the Scioto river bridge they noticed an unusual bump and stopped the train, went back to investigate and found about six inches of rail missing. They immediately reported it to the superintendent and the repairs were made.

D. O'Connor, for a number of years foreman car inspector, and his wife made a trip to their old home at Ithaca, N. Y. Recently the men in the freight car repair department presented Mr. O'Connor with a handsome watch chain and charm.

B. F. Kelly, assistant trainmaster, is familiarizing himself with transportation problems in the west between Baltimore and Chicago. Mr. Kelly will probably be away a few weeks checking the fast freights.

It is with deep regret that we learn of the death of conductor Wm. McAndrews' mother, who died on November 17th; also the death of conductor Wm. J. Hayes' daughter, who died on November 8th.

Chairman Syze of the Safety Committee is much pleased with the enthusiasm evinced at the last meeting, only one member of the committee being absent and he on account of sickness.

Road foreman of engines Conley recently went on a hunting trip with engineer Schweiger



ROAD FOREMAN OF ENGINES CONLEY

and fireman Schweiger. According to accounts the rabbits had no chance whatever to get away from Conley's gun.

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

Z. T. Brantner, superintendent maintenance of way shops, Martinsburg, passed through Philadelphia returning from the Master Carpenters' Convention at Montreal, Canada. Friend Brantner was formerly general foreman of the Philadelphia Division at Bay View.

Congratulations are extended to George Rule, locomotive engineer, on the birth of a daughter on November 13th. Mother and daughter are doing well.

T. B. Franklin, terminal agent, Philadelphia, has just returned from a visit with Mrs. Franklin to his old home at Gallatin, Tenn., and other points in that vicinity.

A meeting of the superintendent's staff and the principal agents in Philadelphia and Philadelphia Division was held November 12th at Philadelphia and O. S. & D. matters and other questions pertaining to the handling of freight, particularly L. C. L., were discussed. J. W. Coon, assistant to the general manager, Douglas Elphinstone and C. A. Witzell, supervisor of station service, made some very pertinent remarks, which were received with interest by those concerned in these very important matters.

W. W. Lackey, foreman of the freight house, at Wilmington, Del., has been ill for several weeks.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDER, 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. STACY.....	Secretary,	Y. M. C. A., Riverside
C. E. STEWART.....	Piecework Inspector,	Brunswick, Md.
GEO. SYDES.....	Fireman,	Riverside
S. R. TAYLOR.....	Yard Brakeman,	Bayview
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.

R. T. Mewshaw, assistant timekeeper, Camden Station, incidentally a self-styled mighty hunter, recently went to the wilds of Calvert County on a gunning trip. His total haul was two rabbits, although his party killed about one hundred and fifty. The mighty hunter left his companions at one time and returned with two bunnies. He said that he had killed them. It developed later, however, that he had bought them from a party who had just shot them with Mewshaw's gun. It is said that the latter's friends had a hard time keeping him from shooting himself as he invariably tried to use the wrong end of his gun.

CENTRAL BUILDING

Bassett Mace, superintendent of insurance, and his wife, spent a vacation of two weeks at Key West, Florida.

The drafting room bowling team has won six straight games this season, thus far, a great improvement over the team of last year, which finished last. The team is under the gallant leadership of George S. Robertson. "Watch them, boys!"

Robert McLean, head janitor at the central building, is going to try and run for mayor at the next election, and has promised Norman Tillery (better known as Shorty), the mail wagon driver, the position as his secretary, if he gets all the Baltimore & Ohio boys to vote for him.

Percy White, stenographer to the superintendent of the central building, has been elected secretary of the Milton University Athletic Association.

Ambrose Monohan, formerly secretary to the district passenger agent, has accepted a position with the Old Bay Line Steamers as secretary to the general passenger agent. Good luck, Mony.

Bob Spath, of the relief department, is playing with the strong St. Andrew's Seniors soccer team, in the Clifton Park Soccer League. Bob's team is now in second place and a good runner-up for the pennant.

E. C. Cavey, stenographer in the general manager's office, just returned from an extensive trip over the line with Mr. Galloway.

E. A. Walton, district passenger agent, Baltimore, has personally presented a very

handsome silver loving cup, to be given to the winning team in the Intercity Soccer League. Baltimore, Washington and Wilmington, Del., will be represented in this league.

B. J. Preston, postmaster, central building, has been summoned on the jury for this term.

On November 11th, Allen C. Purdy, formerly of the pass bureau, died after an illness of eighteen months. He was twenty-four years old at the time of his death. The Rev. J. F. Heisse of the Union Square M. E. Church conducted the funeral services, assisted by the Rev. R. L. Wright of the Harlem Park M. E. Church. The members of his family have the sincere sympathy of his former co-workers.

Hon. Wm. Jennings Bryan left Washington, D. C., Thursday, November 20th, on our train No. 166, for Baltimore, in private car "Countess."

E. A. Walton, our district passenger agent, went to Washington to meet Mr. Bryan, and accompanied him to Baltimore, where he attended the annual banquet of the National Credit Men's Association at the Belvedere Hotel.

Mr. Bryan returned to Washington that evening in private car on our train No. 3.

BOWLING LEAGUE ORGANIZED

The Baltimore and Ohio Car Service Duckpin League, composed of members of the car service and transportation departments, has been organized at the central office. Weekly sessions will be held at the Baltimore Bowling Alleys, 118 East Baltimore Street, every Monday evening at 8.30. The league is composed of six teams of five members each and the season, which began November 3, 1913, will continue until April 27, 1914, each team playing seventy-five games.

The officers of the league are:

President, William R. Mackin; secretary and treasurer, Charles E. Bortner.

The teams and their captains are:

Local Record—R. H. Dienhart, captain; L. A. Wills, J. I. Clancy, F. Kraus, J. J. Clancy.

Foreign Record—A. J. Johnstone, captain; H. Phillips, D. Shipley, W. R. Mackin, P. Moore.

Mileage—F. C. Ackerman, captain; C. E. Bortner, J. H. Bramble, G. Viehmeyer, G. Kirkwood.

Tracing—P. Guerke, captain; J. A. Hlavin, L. Brown, H. Burk, J. J. Casey.

Claim—H. I. Taylor, captain; A. W. Blackburn, W. E. Wall, J. D. Lucas, G. Schildwachter.

Per Diem—J. Volk, captain; V. S. Summers, M. T. Byrd, E. M. Chaney, Robert Beaver.

All Baltimore & Ohio employees are invited to attend the contests whenever they are in Baltimore.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT, *General Foreman*

DIVISIONAL SAFETY COMMITTEE

P. CONIFF.....	Superintendent Shops, Chairman
S. A. CARTER.....	Machinist, Erecting Shop
H. OVERYBY.....	Machinist, Erecting Shop
J. P. REINARDT.....	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. L. 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 Tract, Mt. Clare
T. H. TATUM.....	Repairman, Freight Car Repair Tract, 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. FRONTLING.....	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

Charles B. Snapp, better known to the boys in the passenger car department as "Doc," was married to Miss Louise L. Bauer on October 9th, 1913. We all desire to extend our congratulations to "Doc" and his wife. Mr. Snapp was presented with a clock in order that he may always be on time. Presentation speech was made by John D. Riley, but "Doc" was too surprised to say very much in reply.

A. O. Peach, one of our veterans at Mt. Clare, has decided to eat his Christmas dinner with J. B. Daugherty, master mechanic at Benwood, W. Va. Mr. Peach will also visit his two sons who reside in Pittsburgh, Pa.

Geo. W. Webster, employed in the upholstering shop at Mt. Clare, has returned to duty after suffering from a severe attack of grip.

We are glad to know that the following gentlemen have entered the *Baltimore News* Elimination Bowling Tourney, and wish them all very much success:

C. H. Dyson, C. H. White, J. R. Boring, E. H. Etridge, A. P. Williams, N. C. Thalheimer, H. F. Robb, C. H. Pund, W. Heartlove, R. Leilich, P. H. Wenzel, A. E. Roden, R. Wisthoff, J. B. Pryor, W. B. Collahan, T. Collins, J. Towsend, T. E. Williams, W. R. Magness, W. W. Francis, L. L. Smith, W. H. Pund, G. E. Pritchard, L. Martin, C. W. Shinnamon, E. O. Grover, J. F. Waters, W. H. Burke, W. T. Jenkins, J. D. Dobson, R. C. Miller, L. A. Watkins, J. H. Busick, P. T. White, E. J. Brannock, G. H. Pryor, George E. Sweitzer, J. C. McCahan, Louis Beaumont, N. H. Koerner.

WASHINGTON TERMINAL

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

The condemned buildings between Union Station and the Capitol are fast disappearing under the hands of workmen, and the space for the new plaza will soon be ready for grading and beautifying. The site formerly used by the Baltimore & Ohio Railroad for its station will be included in the plaza, as well as many other old landmarks. "Washington Inn" as it is now known, is also included in the razing. As situated on North Capitol Street near the Capitol building, it was erected originally for George Washington as his winter residence. Since its construction there have been several changes in the building, although much of the original remained until recently.

The plaza when completed will be one of the handsomest parks in the country and will make an approach in keeping with the station.

The Eastern Division of the Association of Railroad Superintendents of Telegraph held an interesting and profitable meeting recently at Union station. Among those present were: J. T. Nolan, Washington Terminal Co.; C. Selden, Baltimore & Ohio Railroad Co.; B. F. Thompson, Baltimore & Ohio Railroad Co.; C. C. Baird, Pennsylvania Railroad Co.; W. H. Potter, Southern Railway Co. (Chairman of Eastern Division); Wood Wilson, Philadelphia, Baltimore & Washington. The meeting was called to discuss questions relating to improvements, and other matters that might need to be brought to the attention of the annual meeting of the general association to be held in New Orleans, next May.

The railroad men have organized a four team basketball league for the winter, and are having some exciting games. The players are all members of the Terminal R. R. Y. M. C. A., and play in the association gymnasium. The officers of the league are W. R. Moffett, president; E. M. Taylor, vice-president; W. F. Underwood, secretary-treasurer. The teams are captained by C. E. Henderson, reds; W. R. Moffett, greens; N. Stenz, orange; E. M. Tyler, blues. J. Haas is the official referee. From the players there have been picked a first and second team to represent the R. R. Y. M. C. A. in outside games. The Midgets, a team among the messenger boys, has also been organized and is doing good work.

Adequate facilities have been made in the station for handling the increased parcel post business, incident to the holidays. The first holiday season will demonstrate the popularity of the service, and undoubtedly the postal clerks, and others handling the business, will be kept extremely busy during the rush.

The addition of large palms, rubber plants and ferns have greatly beautified the dining room of Union Station. Cut flowers also adorn the tables. The expressions of satisfaction from the patrons are many, not only for the

appearance of the rooms but also for the service rendered. "The best in the city," is frequently heard by people after partaking of one of the appetizing meals. J. E. Thomas, the steward, is always on the alert for the best in the market and for the comfort and pleasure of his guests.

A. G. Spalding & Bros. have given a fine silver loving cup as a trophy to the winner of the Terminal R. R. Y. M. C. A. basketball league.

L. W. Perry, brakeman in the yard, and Miss Mamie O'Brien were recently married and have the best wishes of their many friends.

Our genial assistant train director John T. McKean has just returned from an extended visit to his old home in Greenwich, Scotland, and reports a pleasant time in renewing old acquaintances. He did not say whether he met his multi-millionaire friend Andrew Carnegie or not, but it is possible that they spent many happy hours together.

After three months illness, W. J. Hayes is back at his accustomed place in the machine shop, to the delight of his many friends.

CUMBERLAND DIVISION

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

E. H. RAVENSCRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

WEST END

M. H. CAHILL.....Assistant Superintendent, Chairman
W. H. BROOME.....Leading Inspector
D. A. NLAND.....Machinist
E. D. CALHOUN.....Fireman
J. M. RIZER.....Brakeman
J. Z. TERRELL.....Agent, Keyser
C. H. LOVENSTEIN.....Operator
J. G. LESTER.....Signal Supervisor
DR. E. F. RAPHEL.....Medical Examiner
W. HARG.....Division Claim Agent
J. L. GTHENS.....Yard Conductor
C. E. MCCARTY.....Secretary

EAST END

J. W. DENEEN.....Trainmaster, Chairman
C. S. McBEE.....Road Conductor
E. MERKLE.....Road Engineer
J. W. MANFORD.....Yard Conductor
D. C. PLOTNER.....Frogman
E. M. CHEVERANT.....Coppersmith
W. B. TANSILL.....Leading Inspector
J. WELSH.....Conductor
I. S. SPONSELLER.....General Supervisor
D. J. A. DOERNER.....Medical Examiner
W. C. MONTIGNANI.....Secretary Y. M. C. A.
T. F. SHAFFER.....Secretary to Superintendent

W. H. Colbert, a Baltimore & Ohio brakeman, met with a painful accident near the Baltimore & Ohio roundhouse. Mr. Colbert slipped and sprained one of his ankles so badly that, after being treated by a physician, he was taken to his home at Grafton, W. Va.

Allan Cogyan, chief clerk to master mechanic Stuart, of the local Baltimore & Ohio shops, has been promoted to the position of foreman of rolling equipment with headquarters at Piedmont.

An interesting duck pin game was played Friday night at the Baltimore & Ohio Y. M. C. A. between the master mechanic's clerks and the Y. M. C. A. team, the latter winning by a few pins. The scores were as follows:

Y. M. C. A. TEAM

Campfield.....	107	134	124
Reynolds.....	88	111	95
Allamong.....	89	99	107
Haugre.....	85	88	111
Russell.....	84	75	113
Hummell.....	104	116	108

Total 1833.

BALTIMORE & OHIO CLERKS

Beck.....	115	112	108
Turner.....	82	79	113
Wactor.....	108	88	94
McFarland.....	101	78	106
Kalbaugh.....	111	99	120
Definbaugh.....	115	90	120

Total 1816.

Conductor J. H. Smith, Brunswick, conductor on the Hagerstown branch of the Baltimore & Ohio, has been promoted to a run on the main line on trains 3 and 18. Captain Smith has been running to Hagerstown for some time and is well and popularly known. Harry Moore is temporarily filling the run to Hagerstown.

M. E. Maloney has been promoted to the position of assistant trainmaster on the West end of the division. M. F. Naughton has been promoted to the position of assistant trainmaster on the West end of the Cumberland division of road.

T. F. Shaffer is promoted to the position of correspondence clerk, assisting chief clerk Yarnell. C. A. Piper has been appointed stenographer to the correspondence clerk. P. McMahan has been promoted from chief clerk to the trainmaster at Keyser to private secretary to superintendent Kelly. S. P. Burns will succeed McMahan as chief clerk to the trainmaster at Keyser. C. J. Crogan has been appointed to fill the vacancy of stenographer to the car distributor, vice S. P. Burns, promoted. E. W. Webb has been appointed to the position of assistant car distributor. G. J. Jackson has been appointed to the position of stenographer to the trainmaster.

H. B. Kline, the Baltimore & Ohio engineer who was operated on at the Alleghany Hospital some days ago, is improving nicely.

Brakeman George T. Olinger, of North Mountain, remains incapacitated because of a broken arm. While coupling a helper to a freight at Opequon on July 17, his left arm was broken. Not doing well, the arm was broken and reset on August 16, and it may become necessary to wire the break.

While traffic was tied up in the west and the central and northern parts of Maryland by the storm, business on the Cumberland Division of the Baltimore & Ohio has not been materially slackened. Prior to the storm all the yards on the division had become congested, and yardmasters and other officials are taking advantage of the opportunity to clean up.

All trainmen are trying to make as much time as possible so that they can enjoy the Christmas holidays away from duty. As a rule, nearly every employe asks for a few days' vacation at Christmas and the indications are that this year the requests will be greater than ever.

There has been quite an epidemic of marriages among the employes of the Timber Treating Plant. The latest recruit to the ranks of the benedicts is Harvey W. Gross, our tie yard foreman. He took unto himself a bride in Miss Nellie Frederick, of Romney, W. Va. They were married on October 22nd, in Cumberland, Md. They will make their home in Romney.

One of the new men engaged at the Timber Treating Plant is Ernest R. Giffhorn, a graduate of the Biltmore Forestry School, Asheville, N. C. He is succeeding E. Chester Sparver, who has been promoted to night foreman of the plant. Mr. Giffhorn is a young man of practical experience in timber, and greatly adds to the already increasing number of practical men employed at the plant.

Mrs. A. Y. Wilson, wife of machinist Wilson in the local shops, has gone with her little son and daughter to Los Angeles, Cal. Mr. Wilson will keep bachelor's quarters until their return in April next. Be good, Andy, for we've got our eyes on you.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

O. E. Wild has been appointed car foreman at the local yards of the Baltimore & Ohio to succeed C. W. Haymond, who was transferred to Cumberland. Mr. Wild's promotion is a popular one and was welcomed by the car boys.

Miss Lottie K. Kent and David H. Robinson, a young Baltimore & Ohio car repairman, were married in this city recently. His fellow employes extend congratulations.

Merrill Cox, a young engineer of the Baltimore & Ohio, and Mrs. Nell V. Athey of this city, were married in Baltimore. The bride was the widow of the late Walter Athey, a son of the late N. D. Athey, a Baltimore & Ohio trackman. She is the daughter of Mr. and Mrs. Josia Show. Mr. Show is a retired Baltimore & Ohio engineman. The young couple will make their home in Martinsburg.

Joseph H. Hobbs, Sr., the father of superintendent A. H. Hobbs, died in this city on

November 19th, after an illness extending over several years. He was eighty-one years and seven months old and had been a resident of Martinsburg since 1870. He came to this city as supervisor of this division and served in that capacity until he retired about twenty-five years ago. Mr. Hobbs was born in Harford County, Md., and came from one of the oldest families in that section. He was a member of a large family and for a number of years before his death was the only survivor. The funeral was held at the late home, Rev. B. W. Meeks of the First M. E. Church officiating, the interment being in Green Hill cemetery.

Israel Robinson, aged eighty years, died in this city November 20th. Mr. Robinson was formerly employed in the Baltimore & Ohio shops in Martinsburg. He also served in the blacksmith shop but retired from active service some years ago. The funeral was held in the First U. B. Church, Rev. Dr. W. F. Gruver officiating.

KEYSER

Here is a photo of the Baltimore & Ohio duck pin team of 1910, 1911, 1912 and 1913. This picture was taken after the team defeated the best bowlers in Keyser, and won the large



KEYSER CHAMPION BOWLERS

silver cup in the center of picture, and \$20.00 in gold. Standing is O. S. W. Fazenbaker, clerk to assistant superintendent, captain. Seated on his right is A. Hammill, proprietor of the restaurant at Keyser, on his left, E. H. Ravenscroft, timekeeper Motive Power department, Keyser.

The same three men are members of the Baltimore & Ohio duck pin team of 1913, and they are making a fight for the laurels again this year.

Philip McMahon, clerk to the trainmaster at Keyser, was on Friday, November 13th, promoted to secretary to the superintendent at Cumberland. Mr. McMahon, while at Keyser, won a great many friends and they regret his leaving very much, but they all extend their best wishes for his success in his new position.

Oscar Fazenbaker, secretary to assistant superintendent, accidentally shot his left hand on October 31st while out hunting. The accident was not serious, and as we go to press Mr. Fazenbaker is able to resume his duties.

S. P. Burns, clerk to car distributor, at Cumberland, was on November 13th promoted to clerk to trainmaster at Keyser, W. Va., succeeding Mr. McMahon, promoted.

Walter Mathews, chief index clerk, Cumberland, Md., was a visitor at Keyser on Wednesday, November 11th.

Marshall Carrier has accepted a position as tonnage clerk in the dispatcher's office at this station.

Robt. Fisher, 2520 clerk, has opened a grocery store. Here's hoping that Mr. Fisher will be one of our leading grocerymen in years to come.

John Webster, tonnage clerk at Cumberland, worked at Keyser from November 6th to November 13th.

On Sunday, November 9th, the West end of the Cumberland Division experienced a very severe snow storm. At Rinard and Deer Park, the snow was twenty-four inches deep and traffic seriously delayed. Spare men from all over the division were sent to these points to assist in opening up the road.

Our roundhouse clerk, E. F. Sheetz, is wearing a big smile. A boy arrived at his house on November 6th.

Harry Green, stenographer in assistant master mechanic's office, spent November 7th with his parents in Wilmington, Del.

C. G. Smith, labor distributor in assistant master mechanic's office, spent November 9th and 10th with friends in Baltimore.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE Superintendent, Chairman
R. H. EARLE Engineer
W. H. WINKLE Yard Conductor

Superintendent Brooke and Mrs. Brooke have returned from a pleasant visit to friends and relatives in Jacksonville, Birmingham, Atlanta, and other southern cities.

Agent T. B. Patton, Winchester, Va., has returned from his vacation, spent in Cuba and the larger cities of the South.

Brakemen D. M. Phalen and E. J. Sullivan, and fireman C. F. Deck attended the football game between Virginia and Georgetown, on the 15th of November, in Washington.

Conductor J. A. Bowers, who has been on the sick list for several months, has resumed duty on his run on trains 41 and 94 between Staunton and Lexington.

Conductor R. L. Evans spent a few days vacation hunting in the mountains of West Virginia.

Agent C. D. Bosserman of Capon Road, Va., has returned from a ten days' vacation. J. W. Morrow of Strasburg Junction acted as agent at Capon Road during Mr. Bosserman's absence.

T. B. Farnsworth of Summit Point has been assigned to the position of clerk and operator at Strasburg Junction in place of O. A. Keister, deceased.

MONONGAH DIVISION

Correspondent, C. L. FORD, *Ass't Shop 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
P. J. MADDEN Engineer

Baily Nuzum, general yardmaster, who has been quite ill at his home on Bridge Street, is somewhat improved at this time and hopes to be able to resume his duties in a few days.

Ira Schultz, brakeman on the Wheeling Division, applied at yardmaster's office, November 13th, for a half fare order for himself to Oakland and return, also a half fare order for his wife from Oakland to Fairmont. It is rumored that there will be a wedding when Mr. Schultz arrives in Oakland. How about it Ira?

J. W. Harrington, yardmaster at West end, is quite ill at his home on State Street.

C. H. Gedel, clerk freight office, spent a few days with his parents at Marietta, Ohio.

J. M. Moran, cashier at the freight office, spent Sunday, November 2nd, with friends in Morgantown.

O. C. Smith, clerk in the freight office, spent Sunday, November 2nd, with friends in Grafton.

On Saturday evening, November 8th, at 7.30 o'clock, p. m., at the home of the bride's parents, Mr. and Mrs. Aaron Satterfield on

State Street, Miss Clarrissa M. Satterfield and T. F. McDougal were united in holy matrimony by the Rev. O. C. Phillips. The ceremony was witnessed by the immediate family. Mr. and Mrs. McDougal will in a few days take up their residence in Fairmont. Miss Satterfield is a bright and accomplished young lady and Mr. McDougal is the efficient foreman of the Baltimore & Ohio freight depot. Both he and his bride are popular young people and are now receiving the congratulations of their many friends. They will leave in a few days on a honeymoon trip to Wheeling.

The accompanying picture is of T. J. Howatt, operator at Scale House, Fairmont, and his



T. J. HOWATT AND NEPHEW

little nephew. This is the operator who started the special which was written up in the last issue of the Employees Magazine.

On the morning of November 10th, after the storm had taken out all wires between Morgantown and Fairmont, Mr. Howatt got a line to Morgantown over Bell 'phone, and with the assistance of the operator at Morgantown made meet order with trains 3, 62 and 50. This permitted No. 3 to get away at Fairmont with minimum delay.

J. S. Rader has just returned from San Juan Harbor, Mich., where he anticipated taking up his future home, but he is at present working the agency at Curtin, W. Va.

L. C. Scott, who has been off on a furlough for six months, has resumed duty at Petroleum, as agent.

H. R. Wickham, ticket agent, Grafton, who took a flying trip to Shinnston on November 9th, was snowbound and could not get back. This was due to the trolleys and trains being blocked.

On November 14, during the strenuous period occasioned by the unseasonable blizzard, superintendent Scott sent the following emergency appeal broadcast on our division:

"A short time ago we had an epidemic of engine failures, same being caused by bad water conditions, engines foaming, etc. This has disappeared.

"About the time we were recovering, a snow storm arrived, which made it difficult for us to operate for several days.

"During the bad weather our wires were all down, and in a number of cases train and engine-men, assisted by our operators, agents and some of our local officials who happened to be on the line, arranged to keep things going. In a good many cases, engines with trains were moved over the division safely and arrived at terminal with train, thus avoiding the necessity of killing engine and setting train off on siding.

"I want to express my appreciation of every case of this kind and to say that I am more than pleased with the way that trains have been handled.

"During the trouble we had only one derailment, and that could not have been avoided.

"We should be normal in a day or two. Train dispatching wires are being put into shape.

"I want to see if we cannot run trains on ten hour basis; at least want to see if we cannot get in inside the twelve hour period. Extra efforts are going to be made by the train dispatching force to get trains over the road promptly, and we want the assistance of the train and engine-men.

"It is understood by everybody that after a man is out fourteen or fifteen hours, he cannot possibly give the service that he could within a twelve hour period. Everybody has been instructed to make a special effort to get trains from one terminal to another in not more than twelve hours. And in just as many cases as possible we want to make the trip in ten hours.

"If any of you have any suggestions that will help carry out this plan let me have them. This not only applies to the staff and local officials, but to any one working on the Monongah Division."

C. E. Hostler and wife have returned from Los Angeles, Cal., where they sojourned for several months on account of Mr. Hostler's health. Mr. Hostler returned to duty at the Relay office November 1st.

P. H. White, secretary to division engineer Brown, resigned November 21st to accept a position with E. K. Barrett, supervisor of bridges and buildings of the Florida East Coast Railway, at St. Augustine, Fla. H. S. Cassell will succeed Mr. White.

Safety committeeman J. J. Lynch and Miss Hallie Morrow of Fairmont, were married November 26th, 1913, at 8 p. m. at the home of the bride. Mr. and Mrs. Lynch are spending their honeymoon in Jacksonville, Fla., and other southern points. They will be at home to their friends after December 20th, at Bellview Avenue.

Fireman H. E. Knight and Miss Nellie Masoncup were united in matrimony November 20th, 1913. They will make their home in Grafton.

Electrician W. C. Whistler and wife have returned from a pleasant trip spent in Harrisonburg, Va., and the Shenandoah Valley.

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

Conductor W. Smallwood has returned to duty after a week's absence, during which he had some troublesome carbuncles on the back of his neck amputated.



COMING CONDUCTORS

Walter and Paul, Two, and Four and One-half Years
Old, Respectively, Sons of Conductor R. F. Pell

Conductor C. F. Malone has returned to duty after a three weeks' lay-off on account of sickness.

Conductor Putnam has been assigned a Grafton-Fairmont drag run, the tonnage be-

tween Fairmont and Grafton being too heavy for conductors Gank, Stewart, Chenoweth and Kemple to take care of.

We extend to conductor Burdess our sympathy in the loss of his mother, who died at his home October 14th, aged seventy-four years.

Brakeman J. L. Little has resumed duty after his usual fall hunt. He reports that Mrs. Little and he killed ninety-three rabbits in three days, but we are inclined to believe that Mrs. Little should have the greater part of the credit as she is an expert with a rifle.

Brakeman E. B. Holmes has returned to duty after an absence of several days nursing his wife and two children, all of whom have had a severe attack of diphtheria.

Conductor B. B. Gorsuch has resumed duty after several weeks in the shop, having a broken finger repaired.

Conductor H. G. Fletcher is in the shop for repairs to the ankle which he sprained some time ago. His run is being taken care of by conductor C. G. Davis.

Conductor R. F. Pell and wife have returned from Columbus, where they had a pleasant visit with Mr. Pell's brother John, who was formerly a conductor on the Wheeling Division.

G. S. Stidger, agent at Littleton, W. Va., is full of smiles and has forgotten all his cares because of the arrival at his home on November 1st of an eleven pound girl.

F. F. Frazee, operator at Brooklyn Junction, is also looking over the tops of tall buildings and box cars. A twelve-pound boy has made its appearance at his home.

P. Lough, agent at Glover Gap, got tired of bunking in the station and taking his meals at the restaurants so he stole away to Oakland, Md., and married a Miss Russel. Congratulations, Peezer.

Martin Cogley, who was the second supervisor on the 4th division, died at his home at Cameron, W. Va., November 3rd, aged ninety-four years. He was buried November 5th, many relatives and friends attending the funeral.

Engineman John Gillingham is off duty on account of injury to his arm, which he sustained in tightening bolt on his engine.

W. V. Frazer, chief clerk to Mr. Green, has returned to duty after a pleasant vacation.

We are sorry to learn of the illness of superintendent Green, and hope that it may be of brief duration.

Engineman J. C. Carpenter is now acting as assistant road foreman of engines.

Engineman Frank Buskirk, who recently married Miss Minnie Bell of the Bell Telephone Company, has returned to duty after an extended honeymoon trip.

Engineman Jasper N. Martin, who entered the service of this Company in 1877, died at his home in McMechen, Sunday, November 9th, and was buried at Cameron, Tuesday, November 11th. Mr. Martin was one of the best engineers on the Wheeling Division. If any special runs or tonnage tests were to be made, he was picked as the one sure to give the best service and satisfaction. If there was anything in an engine, he would get it out of it. The word "fail" was unknown to him.

C. J. Hagans, cashier at Cameron, W. Va. was a recent visitor at Pittsburgh. While there he consulted an eye specialist and as a result is wearing a fine pair of new glasses and reports his vision much improved.

The snow man gave this vicinity a broadside blast Sunday, November 9th, and disarranged our schedule quite a bit. Twenty inches of snow this time of the year was wholly unexpected and what it did to Wheeling Division kept everybody on the jump for a few days.

Conductor G. E. Burdess, who has been off duty for some time, is home from the University Hospital, in Baltimore, where he has been for the past several weeks undergoing treatment. He will return December 1st to undergo an operation for a dislocated hip. Doctors Page Edmunds and Spear claim they will be able to make complete repairs and return him to his home a new man. More power to them, as Mr. Burdess surely has had a hard time of it during the past year.

He was very well known and popular among all employes of the Ohio River Division. We extend our deepest sympathy to the bereaved family.

J. W. Gordon, agent at Bens Run, met with a very painful accident on November 18th. In some manner he was crossing the tracks at his station, and thinking that train No. 703, which had a meet order with train No. 702 at that point, was on siding, did not notice that No. 703 was on the main track. He was struck by the pilot of the engine, cutting a deep gash in his head, breaking collar bone and mashing left foot. He was brought to Parkersburg and placed in St. Joseph's Hospital, where amputation of foot was found necessary. He is getting along as well as could be expected.

H. E. Pursell, relief agent, has returned from his old home in Virginia, where he spent a few days on a combined business and pleasure trip.

P. McCabe, yardmaster, Ohio River Yard, Parkersburg, spent his annual vacation in the Buckeye State hunting rabbits. "Pete" promised several of his friends some game but it failed to materialize; in fact we are afraid he didn't even see a "bunny." It was reported that he shot a cow, mistaking same for a rabbit.

W. P. Cain, cash clerk in the Ohio River freight office at Parkersburg, resigned November 16th to engage in other business.

H. W. Sammons has been appointed night yardmaster in the Parkersburg yard.

T. P. Bungarner, agent at New Haven, resigned November 8th. He is succeeded by S. M. McDermitt.

H. M. Baker, clerk in the D. F. A. office, continues to make frequent visits to Clarksburg. We are under the impression that he will return a benedict some one of these days.

Captain C. Ratcliffe has returned to duty after being off several days on account of sickness.

D. N. Price, the well-known passenger brakeman, spent his vacation in Washington and New York.

Captain C. F. Mercer has returned to duty after being off several weeks visiting relatives and friends at his old home in North Carolina.

Baltimore & Ohio conductor C. B. Southworth is confined to his home on Fifth Street, with a very badly mashed foot, which he sustained while at work in the Ohio River yards on Saturday afternoon, when it was pinched by a moving car. He was assisted to his home where the injured member was dressed, and it is believed there will be no really serious results from the accident.

J. G. Umpleby, agent at Sistersville, W. Va., was off a few days the first of November on his vacation. He reports a very good time. O. R. Higgans, relief agent, was in Umpleby's place.

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

We regret very much to announce the death of train dispatcher I. D. Moore, who died at 12.00 midnight, November 18th, at the City Hospital, after an operation for appendicitis. Mr. Moore entered service as agent and operator at Clifton, W. Va., in 1889, was promoted to operator April, 1895, and to train dispatcher in April, 1896. He held this responsible position until his death. Mr. Moore was forty-six years of age and is survived by his wife, one married daughter and three single daughters, one brother, G. M. Moore, ticket agent at Huntington, and his father and mother.

O. D. Cooper, cashier at Sistersville, W. Va., got snowbound at Lone Cedar on Sunday, November 9th. We don't know what he was doing down there, although he makes the trip once every two weeks.

Sistersville reports show October, 1913, as the best month in the freight business since the great oil boom of about fifteen years ago.

F. R. Suiter, bill clerk at Sistersville, is wearing a very large smile at present. Some of his friends sent him an early Christmas present, which was a nice large pig's tail. Suiter says that he is very thankful for it as there is nothing any finer than a roasted pig's tail.

C. F. Martine, first trick operator at Sistersville, who has been ill for a few days is able to be on duty again.

The snow storm of ten days ago made its presence felt in this section of the railroad world. While the traffic west of Parkersburg was reopened in a very short time without serious handicap, still, because of wires being down east, and the speed of the trains materially cut down, the situation gave us much trouble.

On Tuesday, the road east of the Monongah Division was not handling anything but the live stock and poultry, which it was absolutely necessary to move. The Ohio River Division, however, was very quick to improve the condition of traffic, and it was not long before the normal was reached on that branch.

We have much to be thankful for in that a flood was averted, much speculation having been engaged in regarding the possibility of very high water. The Ohio at Parkersburg reached a stage of 36½ feet, but began to recede before the damage point was reached.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

C. H. LEE, *Dispatcher*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER	Superintendent, Chairman
A. N. NEIMAN	Vice-Chairman
J. T. MCLWAIN	Master Carpenter
DR. J. J. MCGARRELL	Assistant Medical Examiner
W. K. GONNERMAN	General Car Foreman, Lorain, Ohio
E. R. TWINING	Clerk, Cleveland, Ohio
J. WEINS	Engineer, Lorain, Ohio
WM. CANFIELD	Engineer, Cleveland, Ohio
F. W. HOFFMAN	Conductor, Cleveland, Ohio
W. SHAAH	Hostler, Canal Dover, Ohio
W. S. BERKMYER	Brakeman, Canton, Ohio
C. G. MOINET	Traveling Fireman
T. L. TERRANT	General Yardmaster, Lorain, Ohio
J. H. MILLER	Agent, Strasburg, Ohio
J. CLINE	Assistant Yardmaster
E. D. HAGGERTY	Conductor, Akron Jct., Ohio
R. H. TROESCHER	Agent, Howard St., Akron, Ohio
T. KENNEDY	Supervisor, Cleveland, Ohio
E. M. HEATON	Division Operator
G. J. MAISCH	Division Claim Agent

One of the most eventful things occurring at the Cleveland round house during the recent storm was the marriage of E. R. Twining, chief clerk to general foreman. He was wedded on Wednesday, November 12th, and had hopes of going to Washington, D. C., but we do not know if he arrived or not. The boys all wish him good luck.



CONDUCTOR S. L. McCUTCHEON

Cleveland Division, giving the "High Ball" Signal to the Engineer on Passenger Train No. 10

W. Falls and M. Tawadzki left Cleveland for Canton on No. 6 Sunday morning, November 9th, to do boiler work on engines Nos. 335, 327 and 1164. They completed this work and started back Monday morning on No. 5 and got stuck in snow drifts in several places and then got out and shoveled snow to clear the track and arrived safely at Akron, where they took the Pennsylvania to Cleveland and arrived at 9.30 p. m. Monday. At New Berlin these men went to a farm house and ordered a dinner. The farmer killed two chickens and just as the chickens were placed on the table, three engines came from Canton and pulled the train out. The boys had to run, licking their lips and leaving the chickens untasted. They did not have anything to eat from Sunday noon until Monday night, but they said that it did not matter as they did it for the Baltimore & Ohio.

J. G. Jaspers, chief clerk in the Maintenance of Way department, and who hails from Seymour, is now firmly established in the sixth city. His mother and he are to make their future home in Cleveland.

J. Cline, assistant yardmaster at Cleveland, Ohio, has been appointed member of the Cleveland Division Safety Committee, vice C. Oldenburg, furloughed.

LORAIN

I. L. McDaniels, formerly chief clerk to terminal agent Pierce, has been promoted to assistant agent. "Mac" is deserving of the promotion, for he has spent years of hard work in the office with telling results. We wish him continued success.

Yard master Stauffer (4312), while plowing in the snow on the 10th had a bad fall and was laid up a week with a sprained hip.

Yardmasters "Sea-toad" Beard and "Shorty" Brucker, are planning a hunting trip in December along the shores of the Chesapeake Bay. "Shorty" has his gun all polished for game and a new set of fishing tackle (?) to catch fresh oysters. While he does not like to eat them, he is sure he will enjoy catching them. Beard, of course, has told him all about the sport.

Brakeman G. T. Shields, while riding car in Hump yard, fell in front of car and had his arm and shoulder crushed. He got up and walked about 300 yards to the Hump and told his conductor that his arm had been cut off. He was rushed to St. Joseph's Hospital and did not for a moment lose his self control. An operation was performed, his arm and part of his shoulder being amputated and for a while it was thought he would not recover. He is steadily improving, however, and prospects for his recovery are now excellent. Mr. Shields was transferred to us from the Baltimore terminals in the early spring.

Passenger brakeman Albert Murphy, who was hurt at Lester a couple of months ago, is now walking about and we hope to see him soon on his run. Brakeman "Wooly" West is holding down Murphy's run in a creditable manner, and has become so proficient in handling milk cans at Belden and Lester that he can almost do the work while half asleep.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

C. W. GORSUCH.....	Superintendent, Chairman
O. J. KELLY.....	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. N. GLENNON.....	Trainman
E. C. ZINSMEISTER.....	Master Carpenter
C. C. GRIMM.....	Trainmaster
E. V. SMITH.....	Division Engineer
G. F. EBERLY.....	Assistant Division Engineer
J. S. LITTLE.....	Road Foreman of Engines
G. R. KIMBALL.....	Division Operator



CREW OF TRAIN NO. 16, CLEVELAND DIVISION

From left to right: J. H. Ranft, Baggage Master; T. C. Chunut, Brakeman; A. S. Graham, Conductor

Yard clerk Warren and stenographer Harris of the yard force, are to spend a week at Baltimore, visiting their parents. If all the things that they have planned transpire, Baltimore Street will know that somebody has arrived in town.

Brakeman Dedrick met with a painful injury on the 17th, caused by brake club slipping and striking him in the eye.

R. J. Brooker, tool room foreman, Harry Geidenberger, piece work inspector of erecting shop and Daniel Ochse, foreman of air room, are all at work again after having completed a very enjoyable vacation.

Wm. L. Barrett, machinist on motion lathe at lower shop, is very happy. He is the proud father of a new machinist, who arrived on November 6th.

John J. Herlihy says "we have a baby boy at our house." He arrived on Saturday, November 8th. We hope he will be a great comfort to you, John.

Great hunting stories are being told by various members of the shop force regarding the number of rabbits they shot during the hunting season. Very few of them ever tell how many got away.

Harry Copper, is now at work on the Newark repair track. Harry was transferred from the general auditor's office on October 15th.

D. L. Host, trainmaster, Columbus, Ohio, and his wife, whose photographs, taken at Redondo Beach, Venice, Cal., near Los Angeles, are printed herewith, have just returned home from a trip through the Golden West, and report



D. L. HOST AND WIFE

a very pleasant journey. He says that this is the country where they do things, and where the sun never goes down. For further particulars see "Dan."

Gottlieb Schoeller is again on duty as assistant road house foreman after being off duty for several days on account of illness.

The largest number of engines ever turned out of the Newark shop for classified repairs were handled in October, 1913. Thirty engines received classified repairs during that month.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

- S. C. WOLFERSBERGER... 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

PITTSBURGH DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- T. W. BARRETT..... Trainmaster, Chairman
- J. L. BOWSER..... 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 St., 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. MURLAND..... Road Conductor, Connellsville, Pa.
- T. D. MAXWELL..... Road Engineer, Connellsville, Pa.
- J. S. BARTLETT..... Sec'y, Superintendent's Office, Pittsburgh

Agent McKie from Knox, Pa., has been transferred to Ellwood City and we understand that Clyde Smith of Harmony is coming to Knox.



T. J. BRADY

Recently appointed Trainmaster of the Pittsburgh Division

Station agent Nevil of Foxburg has been granted a leave of absence for six months to visit Florida. Agent Schreffler is relieving him.

Conductor James Tonks, who was injured in the derailment of train No. 162, is on the mend and we all hope to see him back in his place punching tickets again soon.

Wonder what the attraction is at Tylersburg for engineer Sullivan and why does engineer Galena pay so much attention to that corner house in Kane?

We understand that agent Smith of Sheffield Junction took his family out for a Sunday afternoon stroll, the house dog accompanying them. They were wandering along an old driveway enjoying the scenery of Elk County while the dog was busy a few rods ahead, when out came a black bear and rushed down through the brush. It is hard to tell who reached home first, Charlie, Mrs. Smith or the dog. "No more walks for pleasure," says Smithy.

Effective November 10th, M. L. McElheny was appointed assistant trainmaster with headquarters at Glenwood, Pa., vice T. J. Brady, promoted.

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

C. H. WALDRON.....	Trainmaster, Chairman
C. B. SMITH.....	Yard Conductor, Painesville, Ohio
E. L. HANNAN.....	Pipe Fitter, Painesville, Ohio
D. B. MCFATE.....	Yard Conductor, New Castle Jct., Pa.
F. D. ABLETT.....	Painter Foreman, New Castle Jct., Pa.
L. L. WAGNER.....	Road Conductor, New Castle Jct., Pa.
M. L. RANEY.....	Yard Engineer, New Castle Jct., Pa.
DR. W. W. HOBSON.....	Ass't Med'l Ex'r, New Castle Jct., Pa.
F. C. GREEN.....	Supervisor, Ravenna, Ohio
G. A. PURKEY.....	Road Conductor, Chicago Jct., Ohio
W. H. O'MARA.....	Yard Conductor, Haselton, Ohio
CHAS. CRAWFORD.....	Road Engineer, Chicago Jct., Ohio
H. H. SMITH.....	Agent, Newton Falls, Ohio

The severe snow storm of November 9th and 10th made it necessary to split up the dispatchers on account of the wires being down. A. McNeely and G. H. Sarff were at Akron, E. A. Goehring, C. M. Trussell and J. M. Griffin were at Newton Falls, and C. O. Brown was at DeForest Junction, handling the trains from those points on account of there being no wires between New Castle Junction and Newton Falls.

They all did rattling good work, especially Eddie Goehring, who relished the home-grown ham and eggs which were prepared for him, at Newton Falls.

The Lake Branch is famed for its depth of snow, and master carpenter Forney has at last realized his long-cherished hope in having something happen on the Lake Branch that stumped the "oldest resident." Said "old resident" has lived near Chardon for fifty years, and could always refer back to some snow storm or incident that put all the others in the shade, but this last storm simply took the legs from under him. He told Mr. Forney that never in all his life had he seen as much snow at Chardon as was there the first of last week, whereupon H. L. F. smiled a knowing smile. At last he had the goods on him.

During the snow, division operator Boek was certainly hitting the snowdrifts and the poles. He said he had many tales to tell, but was too busy.

Here he is. Who? Charles S. Maynard, at present operator at Chardon, Ohio. Mr. Maynard has been employed on the New Castle Division for the past twenty-two years, and no



CHARLES S. MAYNARD

doubt his many friends will be pleased to see his photograph in the Magazine. Mr. Maynard, like the rest of us, has the "Safety" habit to quite an extent.

In the death of Andrew J. Musgrove, which occurred on September 24th, the New Castle Division lost one of its oldest yard engineers. Mr. Musgrove was born November 10th, 1856, and entered the service of the Baltimore & Ohio Railroad Company as a fireman on the Monongah Division in 1882. He was promoted to the position of engineer in 1885, and came to the New Castle Division in 1889, living at Painesville, Ohio, for the past twenty-four years.

He is survived by his wife, four sisters and six brothers. After a short prayer service by Rev. Lee Howard on September 25th, the remains were taken to Fairmont, W. Va., for interment.

The car department at Painesville is busy on steel car repairs, over 100 additional men having been taken on.

D. R. Lynch of the Fairport Warehouse & Elevator Co., was united in marriage to Miss Mary Gallagher of Mentor, Ohio, and the boys around Painesville are giving them the glad hand.

M. H. Cahill, superintendent of the New Castle Division, is an old New Castle Division boy, having been copying operator, train dispatcher and trainmaster on the old Akron Division and train dispatcher and division operator on the New Castle Division. All his old friends, who are legion, are glad to welcome him back to this division in his new capacity. As Mr. Cahill is well known on the System, he hardly needs an introduction at this time.

The accompanying picture is of two pets of engineer M. J. Garrett, who handles 94 and 97 over the New Castle Division. "Matt," who was recently a safety committeeman and is highly interested in safety work, is proud of his pets, and he has reasons to be.

CHICAGO DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN	.....	Superintendent, Chairman	Garrett, Ind.
M. J. DRISCOLL	.....	Shop Committeeman	Garrett, Ind.
O. M. BAILEY	.....	Engineer	Garrett, Ind.
O. F. BELL	.....	Conductor	Garrett, Ind.
H. P. WEIRICK	.....	Brakeman	Garrett, Ind.
D. G. THOMPSON	.....	Fireman	Garrett, Ind.
W. E. SARGENT	.....	Yard Committeeman	Garrett, Ind.
J. E. LLOYD	.....	Assistant Division Engineer	Garrett, Ind.
J. D. JACK	.....	Claim Agent	Garrett, Ind.
DR. H. F. HUTCHINSON	.....	Ass't Med. Examiner	Garrett, Ind.
R. R. JENKINS	.....	Secretary Y. M. C. A.	Chicago Junct., Ohio
S. ARCHER	.....	Yard Committeeman	Chicago Junct., Ohio
L. J. DAVIS	.....	Shop Committeeman	Chicago Junct., Ohio
E. V. KUGHEN	.....	Shop Committeeman	South Chicago, Ill.
JOHN DRAPER	.....	Acting Agent	Chicago, Ill.
N. B. BAIR	.....	Yard Committeeman	South Chicago, Ill.
J. W. HUFFMAN	.....	Agent	Auburn Junction, Ind.
J. S. BARND	.....	Operator	Fostoria, Ohio
T. E. SPURRIER	.....	Claim Agent	Tiffin, Ohio

C. C. Cross, the popular Chicago passenger conductor, has been elected a member of the City Council at Chicago Junction.



TWO PETS OF ENGINEER M. J. GARRETT

George Miles, clerk to the car distributor, is a mighty nimrod. Each day at noon, with one of the mail clerks acting as the dog, he, with his trusty gun, digs out for the lowlands down at the Shenango River. After three days of scaring the life out of the rabbits in that section, he managed to bag one. Whether he intends to eat the bunny, or stuff it and keep it for a relic, has not as yet been learned.

General yardmaster J. R. McGinley visited in Philadelphia a few days ago. Night general yardmaster R. G. Steel officiated in his place during his absence.

Operator J. H. Meadows, who has been working third trick at Chicago Junction depot, has been transferred to Wolf Lake yard. He was relieved at Chicago Junction by R. A.

Mason, who returned to the telegraph department after a year's service in Chicago Junction yard as assistant yardmaster.

C. B. VanBlareum, who has been general foreman at Chicago Junction for the past eight years, has been transferred to Columbus, Ohio, to a similar position. Elmer F. Creel, former night round house foreman at Garrett, succeeded Mr. VanBlareum.

General superintendent E. A. Peck, with superintendents Keegan and Cahill, were inspecting the Chicago Junction yards a few days ago.

J. K. Yohe, supervisor of transportation of the Pittsburgh System was on the Chicago Division recently, getting acquainted and familiarizing himself with his territory. Mr. Yohe has many friends on the Chicago Division who were glad to see him, and it was a pleasure to them to make him feel at home on this end of the line.

Jesse Fisher, who has been running an engine on the Chicago Division for several years, has recently been appointed assistant road foreman of engines.

On the east district, the double track has been extended from Sherwood, Ohio, to a point one mile east of the Maunee River, known as NS Cabin. This leaves only about six miles of single track on the east district. On the west district, automatic block signals have been put in operation on the single track between Lapaz Junction and Milford Junction, making continuous automatic block territory from Milford Junction to South Chicago, a distance of ninety-two miles.

D. B. Taylor, master carpenter, is absent on a trip to Montreal, Quebec and Halifax. Foreman E. J. Stueck is filling Mr. Taylor's position during his absence.

J. C. Brookmyer, former third trick dispatcher on the eastern district, is now acting as night chief.

F. C. Winters, the popular storekeeper at Garrett, has been transferred to Keyser. F. W. Gettle succeeds Mr. Winters at Garrett.

The veteran passenger engineer, Charles Lindofer, was re-elected to the Garrett City Council by a handsome majority. This vote of confidence was very gratifying to Mr. Lindofer, especially considering the fact that he had a strong opponent.

J. G. Kircher has been appointed assistant road foreman of engines with headquarters at South Chicago.

R. N. Crooks, former chief clerk to the general yardmaster, has been appointed day chief rider, westbound hump, Chicago Junction yards.

Timekeeper W. G. Gullung and wife have returned from a month's vacation spent in California and Washington. Ernest Hartzell acted as timekeeper in his absence.

Carl Pitcher, who has been push button operator on westbound hump, Chicago Junction, since its installation, is now assisting at the up town crossing.

Conductor Mart Noonan has resumed duty after being laid up fifteen months on account of an injury received at Syracuse.

Dispatcher A. R. Moore was called home a few days ago on account of the death of his father. Mr. Moore had been confined to his bed for nearly a year before his death.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS	Chairman
G. 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. FOAG	Master Mechanic
F. S. DEVENY	Road Foreman of Engines
CHAS. ESPING	Carpenter Foreman
C. I. BENDER	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
E. SNYDER	Conductor
WM. GEOTZINGER	Machinist
JAS. LANGTON	Machinist
T. F. YATES	Blacksmith
HARRY MARSHALL	Car Inspector

Ralph Johnston, formerly stationary engineer, has been promoted to locomotive inspector. Ralph is feeling fine these days, having just returned from a trip through the West. His twin "Harley" cannot burn up the road too fast to please him.

The new cinder pit is now completed at East Chicago, and is well appreciated by the hostlers, as they can place two engines on the pit at one time. Formerly this could not be done.

Conductor C. B. Biddinger was elected Alderman in the third ward, at East Chicago, by a large majority.

The change in the power plants at the round-house is practically finished, and we hope for better results. Our chief engineer, Jack Reynolds, cannot help but smile with all the changes and is pretty proud. We hope "Jack" will keep the office force warm with less difficulty and more steam.

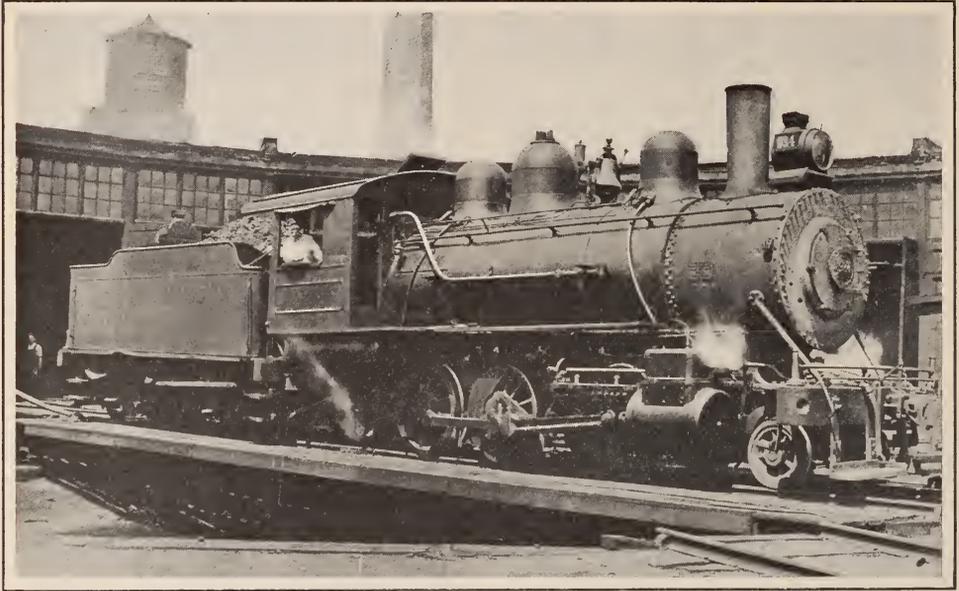
We feel that we are doing no more than justice in presenting to the Baltimore & Ohio Employees Magazine a photograph of one of the

Baltimore & Ohio Chicago Terminal veteran engineers, Patrick Lahey, and engine 934, which he prizes above all others.

Mr. Lahey, more commonly known among the boys as "Pat," has been an employe of the Terminal Railroad Company since 1886, and despite his age he may be seen on 934 every day regardless of weather conditions.

Switchman B. Turley, who had his leg injured quite badly at Barr yard on November 11th, is reported as getting along very nicely.

Switchman W. Shanyo informs us that he and some other good hunters are going down in the vicinity of Napanee, Ind., on a hunting trip.



ENGINEER "PAT" LAHEY AND ENGINE 934

To get into the cab of engine 934, one is reminded of the days when enginemen took pride in keeping their engine cabs as neat as a parlor, and while Mr. Lahey has changed with the times in modern ways of locomotive operation, we feel that he should be given credit for retaining one of the old time methods, "cleanliness."

Engine 934 received the last general overhauling in July, 1910, in the East Chicago shops and since that time has been constantly in the switching service on a twenty-four hour shift.

This lengthy service is largely credited to the excellent care that is taken of engine 934 by Mr. Lahey and his partner, Engineer J. W. Rogers, who relieves Mr. Lahey and runs the engine on the night shift.

Engine 934 today is in excellent condition and we look forward to many more days of good service from her before she goes to the shops for general repairs.

The following men have returned to work after a few weeks' illness: Geo. DeRolf and Geo. F. Hess, boilermakers, and M. J. Foley, hostler.

C. E. Johnson, home route clerk, car accountant's office, is the proud father of a baby girl.

M. McGregor, one of our old conductors, resigned the other day, and has gone down to take charge of his farm near Indianapolis, Ind.

Effective November 12th, J. G. Kircher was appointed assistant road foreman of engines, with headquarters at South Chicago.

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
G. W. PLUMLY.....	Division Operator
R. R. SCHWARZELL.....	Assistant Trainmaster
C. E. WHARFF.....	Relief Agent
L. A. PAUSCH.....	Supervisor
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
H. M. COLE.....	Draughtsman

Miss Lillian C. Flynn, stenographer in the master mechanic's office, attended the christening of her brother's child in Portsmouth, November 2nd. She acted as sponsor. The baby was given the name of John Dexter. Miss Flynn is very proud of her new nephew. She says he is the best ever.

H. L. Gettle, clerk in the storekeeper's office, left the ranks of the row of old bachelors in the Baltimore & Ohio offices and took unto himself a wife. Hal gave a very enjoyable spread for the clerks in the Motive Power and Stores department offices on the night of October 30th.

E. B. Maurer, former draftsman of the shops, has resigned his position to finish his studies at Purdue University; we all wish him the greatest success. H. M. Cole, formerly draftsman at Newark, has succeeded him as draftsman at Chillicothe.

C. R. Duncan, chief clerk, and R. Mallen, road foreman, were in Philadelphia to see the world's series baseball games. They returned quite enthusiastic over the games and the city.

John Hair, a member of the General Safety Committee, was with us on Saturday, October 22nd, at which time he gave an address to the employes from a platform raised for the occasion. The platform was decorated with a large sign hung above, having the president's picture in the center and stating that his motto was "Safety First."

L. Luherson has just returned to work after spending a pleasant vacation of ten days in Youngstown, Ohio. While there he visited a number of the foundries in the interest of the road.

Machine shop foreman W. H. Nolan has moved with his mother to Chillicothe from Newark. Mr. Nolan has been here some time and we are glad to know that he has moved to our city.

John Bauersachs, assistant shop clerk, has returned to work after enjoying a two weeks' vacation in the East, stopping at all the principal cities from Washington to New York. He also took in the world's series baseball games.

F. M. Mathias has returned to work after being on the relief since the 21st of last June, at which time he lost his right eye while on duty. We certainly are glad to see him around the shops again for, in spite of his affliction, he has a smile for everyone.

Born to Edward Snooks and wife a baby boy, September 18th. Nicknamed by friends of the happy parents "young Snookums."

Wm. Graf, recently assistant road foreman, has been promoted to assistant to road foreman and trainmaster. Engineer W. F. Brown was promoted to assistant road foreman, succeeding Mr. Graf.

Engineer T. Clifford was promoted to a position similar to Mr. Graf's.

Engineer O. C. Cavins, who recently underwent a severe operation, is now able to take short walks, but will be unfit for duty for some time.

Chillicothe people were glad to hear of the appointment of Fred W. Gettle as storekeeper at Garrett, Ind. Fred was formerly employed in the offices of the Motive Power and Stores departments.

The following is a list of firemen who were recently promoted to engineers: W. Brown, F. G. Mattox, E. G. Brandenburg, C. Hood, E. H. Black, J. W. Starkey, G. H. Rhodes, W. E. Vititoe, H. D. Powers, F. L. Myers and C. E. Harper.

M. H. Carson, machinist in the roundhouse, married Miss Margaret Hydel, daughter of Mr. and Mrs. L. C. Hydel, assistant roundhouse foreman, on November 18th. Mr. and Mrs. Carson left here on their honeymoon trip, immediately after being married, going first to Cincinnati to Mr. Carson's home, then to relatives of Mrs. Carson in Columbus. They returned home November 24th. They will live with the bride's parents on East Main Street. His friends all congratulate him and wish him a happy and prosperous married life.

O. W. Foos, a machinist in the erecting shop, quietly married Miss Margaret Lever, daughter of conductor and Mrs. Frank Lever, in Cincinnati. When they returned his friends were greatly surprised but they certainly wish him much joy in his new life.

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERT	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
DR. J. P. LAWLER	Medical Examiner
J. J. GIVEN	Special Agent

The Company has made quite an improvement in straightening the track through Lawrenceburg. For a number of years this part of the main track through the city has had quite a curve in it for the purpose of allowing a loading and station track along the street where the main track now runs.

Work on the Miami and White River bridges, which were swept away during the flood last March, is progressing rapidly. Owing to the amount of work necessary in building new foundations it will be quite a while before they will be completed.

Harry Edwards, formerly a Company brakeman, but now with the Wabash System, is home with a broken ankle. Harry states that in attempting to cut off a car which had defective cut-off lever, his canvas glove caught on a bolt or split key, throwing him to the ground. He advises all brakemen to discontinue the use of canvass gloves and to wear leather ones. He states that had he had on leather gloves the accident would have been avoided.

The two accompanying illustrations show the splendid Mound City Limited, which plies between Cincinnati and St. Louis, Southwestern Division, and is known as train No. 11. The first cut shows arrival of train No. 11 at Washington, Ind., with engine No. 1426 and engineer Dan Cadden, of Washington, Ind., is seen talking with Mrs. Cadden on the station platform. The second view shows the same train about to proceed westward from Washington with engine No. 1462. Engineer William Borders, of Washington, Ind., can be seen in the cab. This train makes the run from Cincinnati to St. Louis, a distance of 340 miles, in eight hours, leaving Cincinnati daily at high noon. The average speed per hour over the Indiana Division, Cincinnati to Washington, is 43.4 miles and from Washington to St. Louis, Illinois Division, the average speed is 44.1

oldest and most reliable enginemen in this section and are very proud of their locomotives and trains.



ENGINEER WILLIAM BORDERS

Ex-conductor C. F. Cassin has taken a six months' leave of absence and has gone to California.

The stork visited us on November 10th and left an eight pound girl at the home of brakeman Rosco Collins; also at the home of fireman Dan Bishop, a girl on November 18th.



ENGINEER DAN CADDEN TALKING WITH HIS WIFE ON STATION PLATFORM AT WASHINGTON, IND.

miles per hour. These trains make several stops on both divisions and take water once on each division after leaving terminals, which cuts down the running time considerably. They are the fast trains on the Baltimore & Ohio System, and the regularity of these trains is one of the greatest advertisements the Baltimore & Ohio possesses. Both engineers Cadden and Borders are two of the

Conductor Carroll Bush and wife have returned from a visit with relatives in Tulsa, Okla.

Conductor Frank Gilbert has returned from an extended trip through the West. While in "Frisco" he met Ralph Shutts, formerly a Baltimore & Ohio brakeman. Ralph stated that he had just returned from a four year

trip to the Philippine Islands, where he was stationed in the regular army.

Two new runs, Nos. 47 and 48, Cincinnati and St. Louis Express, were put on November 1st. They were discontinued last spring after the high water. These trains handle only express, and have an eight-hour schedule, Cincinnati to St. Louis—340 miles.

Many citizens of Seymour are much pleased to note that Nos. 26 and 27, which have been running between North Vernon and Cincinnati, have been extended and now run to Seymour.

Mrs. Kate Hartman, wife of engineer Pete Hartman, died in a hospital in Cincinnati after undergoing an operation on September 8th. The funeral was held at Aurora, Ind., the following Friday. Mrs. Hartman had visited here often and had many friends in this section.

The following was sent to the Magazine and should have appeared in October issue, but owing to an oversight was omitted:

Anthony "Buck" Ormsby, switchman of North Vernon yards, who is well-known among the railroad boys, was recently married to a most popular young lady of Louisville, Ky. "Buck," as he is known to all of us, has been a member of the bachelors' club for a number of years, and his matrimonial venture was quite a surprise to his many friends.

Many of the crews out of here are being made happy by trainmaster Smith, when they receive a message to transfer into a new caboos. These new cabooses are being built at the Washington shops and are what is known as a standard eight-wheel caboos. They have a steel underframe and are built to stand a shove up grade by the heavy Mallet type engine, if necessary. These cabooses surely are a home for the boys and they are just as proud of them as a boy with his first pair of "red topped" boots. Later we expect to furnish the magazine readers with a picture of one of these cabooses.

Owing to a raise in the Miami and Ohio Rivers, work on the Miami River bridge was recently suspended, and trains were detoured over Big Four at Lawrenceburg, Ind., to North Bend, Ohio. This was to give the bridge men a better chance to strengthen the temporary structure now in use.

The new rules recently in effect relative to employes' "service record" have caused many laughable occurrences. When the boys receive their records from Baltimore, several of them went direct to trainmaster Smith to try to convince him that they were not guilty of infractions noted, and to have this or that changed to read so and so, not stopping to think that some of these things happened ten or twelve years ago before Mr. Smith was trainmaster and that he could not have possibly had anything to do with the discipline. After

Mr. Smith, in his usual good natured way, listened to some long roundabout story of some trouble a brakeman had been in a number of years ago, he would call attention to the fact that he was not trainmaster at that time. This was sufficient in most cases to stop further controversy on the subject, and the aggrieved employe would have business down town "right now." One brakeman in his rush to get out of the trainmaster's office forgot his hat. Boys, you surely were guilty of the errors or they would not be down against your record.

"Joe" Smith, an old Baltimore & Ohio conductor, now in the Government service in Washington, D. C., has been visiting his many friends here.

Thomas Bothwell has accepted a position as clerk to roundhouse foreman Horn, relieving Charles Dixon, who has accepted a position as assistant to timekeeper C. E. Catt.

Mrs. C. Q. Rogers and family have returned from a visit with relatives to Oakland City and other points.

General passenger agent W. B. Calloway of the C. H. & D. R'y accomplished an unparalleled feat in railway passenger time table schedules recently.

Under his direction the tabulators rushed the work of getting out time tables, making compilations and copy for the printer. For the first time ever known in railway activity printed folders of thirty-two pages and vest pocket folders with complete new changes as to passenger train movements were ready for distribution three days before the new schedules go into effect, which will be next Sunday.

The printer accomplished a remarkable feat, delivering proof and having corrections and changes made and the printed folders delivered within twenty-four hours from the time the revised proofs were given in.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

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

ILLINOIS DIVISION

Correspondent, L. W. FOWLER, *Shop Clerk*,
Washington

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
FRED SCHAWB.....	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. PRICHETT.....	Yard Foreman, Springfield

The accompanying cut is a good likeness of our previous Illinois Division correspondent, Halbert H. Summers, of Washington, Ind., who, effective November 17th, became chief clerk to the master mechanic at Cumberland.



H. H. SUMMERS

Maryland, succeeding Allan Coglean, who was assigned to other duties. Mr. Summers was born January 10th, 1883, and first entered the service of the company at Chillicothe, Ohio, June, 1898, as supply boy and has worked continuously since that time, except for a few months during the winter seasons in 1898 and

1899, when he attended school. He has worked himself along through the various clerical positions in the mechanical department in the southwestern territory until his good, conscientious, hard working efforts have been noticed by those higher up with the result that he was chosen from a wide field for the very important position at Cumberland. This photograph was taken unbeknown to Mr. Summers while on his way to train No. 2 at Washington, Ind., Sunday, November 16th.

The clerks in the master mechanic's office at Washington, where Mr. Summers was assistant chief clerk, were both glad and sorry to see him go, and he was presented with a beautiful diamond shirt stud by his associates in a few well chosen words delivered by the present correspondent. Mr. Summers responded in kind. The entire southwestern mechanical department knows Mr. Summers and wishes him good luck. We hope and believe that he will continue to climb the ladder of fame with our good railroad company.

C. W. Potter has been appointed assistant trainmaster of the Illinois Division with headquarters at Flora, Ill. The business on the Illinois Division has come to such a point that trainmaster Stevens is unable to cover the road and take care of all his duties and the appointment of assistants has become necessary. P. H. McEvilly has been assistant for some time and the appointment of Mr. Potter now gives him sufficient help properly to care for the territory. Mr. Potter is a young man of first class habits, has grown up on the road and is thoroughly acquainted with every mile of the Illinois Division, he having previously acted in the capacity of chief train dispatcher. This position is now being ably filled by B. B. Pritchett.

We are glad to announce to our readers that C. W. Stewart, boilermaker at Flora, who has been laid up for several months with typhoid fever, is again able to be back at his duties.

Boilermaker J. F. Davis, Flora, Ill., has resumed his duties at Flora shop after being disabled for about two months on account of an operation for appendicitis.

We are glad to learn that passenger foreman E. C. Sterling at St. Louis, Mo., has placed two new Safety buttons over the work shop in the St. Louis terminal yards, where the Company's interests are located. The Baltimore & Ohio was the first road running into St. Louis that adopted the "Safety First" movement and Mr. Sterling is one of the most earnest workers in the movement. Since the Baltimore & Ohio has adopted the "Safety First" slogan, other roads have taken up the work, but we are glad to know that we were first.

T. H. Russum, superintendent of passenger department, and traveling inspector John Phipps, were recent visitors at St. Louis, where they have been looking after the Com-

pany's interests in connection with new passenger equipment being built at the St. Charles, Mo., shops.

On account of the increasing number of cars being operated with electric lights it has become necessary to place an electrician at St. Louis to look after this particular part of the passenger equipment. H. J. S. Emerich has been sent out from electrical engineer Davis' office to care for this work and is doing so in a most able manner.



SPRINGFIELD, ILL., DIVISION SWITCH CREW

Left to right: Switchmen O. J. Thomas and P. J. Hawkins; Foreman H. E. Pritchett; Fireman O. E. Hough; Engineer Wm. Jones

East St. Louis, Ill., had a very severe fire on the night of October 19th, when the Advance elevator burned to the ground. This elevator was located on the Wiggins Ferry tracks in the Terminal yards, and just a short distance from our freight house. The latter was in great danger for a time till the fire department got the blaze well under control. The Company had several cars destroyed by catching fire from flying sparks and heat. The total loss to the elevator people is said to be over the million dollar mark.

Shop clerk, L. W. Fowler, located in the master mechanic's office, at Washington, managed to get a few days' vacation the latter part of October, and took a trip to Alliance, Ohio, and Wheeling, W. Va. Mr. Fowler was raised in the neighborhood of Wheeling and he says it seemed like old times to get back to that part of the country again.

At the Washington shops, the Maintenance of Way department has just completed the installation of additional fire fighting apparatus by placing standard hose houses throughout the shop grounds. We have a first class alarm system and necessary hose reels and with the addition of the standard hose houses, we are well prepared for emergency. We have a regular fire department organized with fire chief Wm. Belcher in charge and he and his company are well drilled. They have proven their worth on numerous occasions when we have had fires throughout the shops and the blaze has been extinguished before it would have been possible to get the city department to the scene of trouble.

L. G. Helphinstine, erecting shop foreman, together with his wife, are making an extensive trip through the West, taking in such points as Los Angeles, Seattle, San Francisco, Salt Lake City, Denver and others. Mr. Helphinstine is taking this trip upon the advice of his physician, who has recommended it in hopes of improving his health, which has not been good for some time.

J. H. Friederich, assistant passenger foreman at Washington, together with his wife and J. P. Kehoe, assistant boiler foreman, have recently returned from a trip to Niagara Falls and New York City.

Charles Day, Sr., machinist at the Washington shops, has been transferred to the C. H. & D. shops, at Indianapolis Ind., as erecting shop foreman.

Charles Clark, assistant night enginehouse foreman at the Washington shops, shipped one over on his friends a few days ago, when he ran away to Lawrenceville, Ill., and was quietly married. Needless to say it was a complete surprise to all his friends at the Washington shops.

We show herewith a view of engine No. 1543 at the Flora, Ill., shops, presided over so successfully by general foreman W. H. Keller, who is well known at Chillicothe, Parkersburg, Clarksburg, Grafton and Rowelsburg, at which points he has heretofore faithfully served the Company. The picture was taken during the noon hour. Boiler shop foreman Cooper is seen second man from left and enginehouse



ENGINE No 1543

foreman Harward appears as the fourth man from the left. This particular engine makes what is known as the "Rabbit Run" out of Flora, Ill., and makes a daily mileage of 80, besides doing the necessary switching. The engine handles an average of forty cars per day and with the engineer, George Smelzer, has made daily successful trips for the past fourteen months, a record to be proud of.

The bright little town of Pana, Ill., is fast coming to the front with the railroad, especially at Washington, Ind., in the matter of furnishing young men for clerical positions. There are now three graduates of the Pana High School and Business Department holding lucrative positions at Washington, Ind.,

in the persons of Warren Morgan, who is personal stenographer to master mechanic J. J. Carey, W. H. McPherron, stenographer to general car foreman Teed and R. H. Barry, stenographer in the office of storekeeper. All the young men are making good with a vengeance. Pupils entering school at Pana, Ill., are required to study and pass a satisfactory examination in shorthand, typewriting and bookkeeping before they are allowed to graduate from the High School, which accounts for the output of that city being in shape to hold positions successfully when they leave. Pana, Ill., is one of the best shipping and passenger points on the Springfield Division of this Company's lines and is an up-to-date town in every respect.

The many friends of A. E. McMillan at Benwood and Wheeling, W. Va., will be glad to hear of Ted's further promotion in railroad work. He has just been selected by superintendent of motive power M. J. McCarthy, at Cincinnati, Ohio, to be chief motive power inspector, embracing the territory covered by the Southwestern and C. H. & D. Lines. Prior to this appointment he was enginehouse foreman at Washington, Ind., and general foreman of the Mill Street shops, Cincinnati, Ohio. He learned the trade of a mechanic at the Benwood, W. Va., shops of the Company.

TOLEDO DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN,
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

F. B. MITCHELL.....	Superintendent, Chairman
A. C. BUSHAW.....	Secretary
T. J. REAGAN.....	Chief Clerk, Correspondent
C. A. GILL.....	Master Mechanic
L. F. WHITE.....	Division Engineer
G. E. REEL.....	Trainmaster
M. P. HOBAN.....	Road Foreman of Engines
W. H. RILEY.....	Assistant Trainmaster
M. S. KOPP.....	Assistant Trainmaster
C. M. HITCH.....	General Car Foreman
WM. O'BRIEN.....	Supervisor
E. LEDGER.....	Supervisor
DR. F. S. THOMPSON.....	Company Surgeon
J. R. CASAD.....	Claim Agent
T. P. EDGAR.....	Assistant Trainmaster
L. F. HOCKETT.....	Local Freight Agent
C. W. DAY.....	Freight Conductor
G. A. FOLEY.....	General Yard Master
J. F. BUCKLEY.....	Fireman
R. H. BOHANON.....	Yard Conductor
W. H. THOMPSON.....	Yard Conductor
W. STES.....	Engineer
J. N. HOLMES.....	Shopman
H. M. SHEA.....	Conductor
M. GLEASON.....	Shopman
W. J. TAUBKEN.....	Section Foreman

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *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

S. J. PINKERTON.....	Supervisor
P. D. FAIRMAN.....	Engineer
P. J. SWEENEY.....	Conductor
H. E. ROSEBOOM.....	Conductor
S. FISHER.....	Section Foreman
P. CLANCY.....	Section Foreman
F. DRAKE.....	Relief Agent
S. M. BAKER.....	Supervisor
DR. F. S. THOMPSON.....	Company Surgeon
C. GREISHEIMER.....	Master Carpenter
E. B. CHILDS.....	Stationary Engineer
M. ROSEN.....	Secretary

Division engineer Snyder, who was injured in a motor car accident on October 13th, is still confined to the hospital, although able to get around the building. His physician advises that it will probably be two or three months before he will be able to resume his duties on line. In the meantime, J. F. Moreland, assistant division engineer of the Toledo Division, has been temporarily transferred to the Delphos Division as acting division engineer in Mr. Snyder's place.

B. F. Spreng, formerly employed as report clerk in the Toledo Division superintendent's office, has recovered from a successful operation for appendicitis, and returned to work. He has taken position as maintenance of way clerk on the Delphos Division.

Due to the increased amount of traffic on the Delphos Division, it has been necessary to place a third trick operator at Xenia and an additional operator at Austin, in order to facilitate the movement of trains.

Luther Kirkendall, formerly yard clerk at Wellston, has been promoted to the position of yardmaster at that point in order to handle the increased volume of business moving in and out of Wellston.

F. E. Tharp, conductor, who was appointed as a member of the board of examiners on the new book of rules for this division, expects to have his work completed soon.

Work was begun recently on replacing the temporary structure over Stillwater River with permanent bridge. This is the bridge that was completely washed away during the floods last March.

The C. H. & D. boys are congratulating extra conductor A. Bowen on having a system immune to poison. Last Sunday he went to Glen Roy, Ohio, to pay his venerable parents a visit. After eating a hearty dinner, Mr. Bowen took a stroll up to his uncle's. After a short chat the pair departed for the cellar to partake of a sup of grape juice, but after taking a generous swig, to their surprise they found they had the jug which contained a fluid for spraying fruit trees instead of the jug containing grape juice. But the good old wife and aunt, having plenty of sweet milk and eggs handy, cheated the undertaker out of a double funeral. We do not believe it was a suicide pact and hope that he will be more careful in the future as the motto of the C. H. & D. employes is "Safety First," in everything.

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Let a Hamilton tell you the time. Every Hamilton Watch makes good on the accuracy and durability test of years of constant railroad service. This is why

Over one-half (56%) of the railroad men on American Railroads maintaining Official Time Inspection carry Hamilton Watches

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement from \$12.25 to \$150.00.

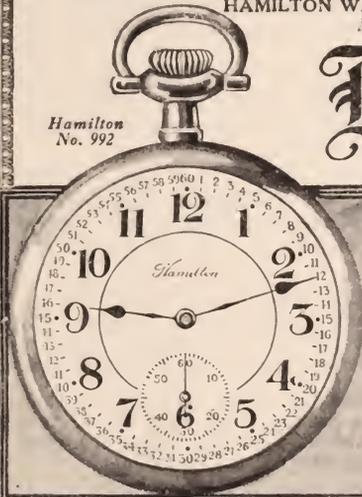
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Hamilton Watch

"The Railroad Timekeeper of America"

Hamilton No. 992



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Union Pacific Railroad
have carried Hamiltons for years.

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We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion, so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted.

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\$44.80 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column, 16 ems or 2 2/3 inches.

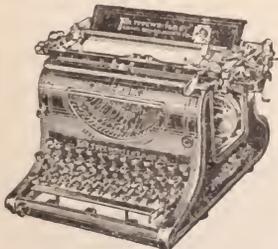
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If our Typewriter does not suit you after a ten days' free trial or if you send it back at our expense. If you wish to buy it after trial you can pay us a little down and the balance monthly or in all cash, just as you prefer. There is no "real time" tied to this offer, and it is open to any responsible person in the United States.

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We are making a special offer on a lot of Fox Visible Typewriters that have been very slightly used for demonstrator purposes. These are not second-hand but small, and could scarcely be told from new by anyone. Low price—easy payment—ten days' trial. Write for full particulars. Mention B. & O. Magazine.

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Name
Address

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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
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
CHAS. BARTH	Blacksmith Helper
GEO. HANRAHAN	Machinist

The photo herewith is of the section force, section No. 6, Brownsville, Ind., Indianapolis Division. Their names reading right to left are as follows: Section hands Samuel Weaver,



SECTION FORCE, BROWNSVILLE, IND.

Geo. Funk, Daniel Kaufman, Telle Boggs, station agent Brownsville, James Connor, section foreman, David Freeman, section hand, W. C. Sherman, M. D., company surgeon.

Third vice-president A. W. Thompson paid the Indianapolis terminal a flying visit on the morning of November 20th.

Miss Patricia J. O'Brien, stenographer in the superintendent's office, attended the Purdue-Indiana football game at the latter University, Bloomington, Ind., and is now able to distinguish between a "forward pass" and "hitting the line."

The Maintenance of Way department are about to finish a season that has been one of the heaviest in the history of the division. More work has been accomplished and both divisions are in better shape than they have ever been. This result is very gratifying, as strenuous efforts have been put forth in this regard.

Friends of "Mont" Joslin, chief clerk to general yardmaster, were much grieved to hear of the death of his mother on Monday the 17th of November.

The Fairbanks-Morse Co. are rapidly completing a new and modern coal dock at Montezuma, which when finished will be one of the most complete coaling stations on the System.

Dr. C. M. Rutherford has lately been appointed company surgeon at Newman, Ill. This is a new position for Newman, and we wish Dr. Rutherford success in his appointment.

Effective December 1st, J. R. Horn will take up his duties as traveling fireman on this division, for the purpose of securing a higher standard of efficiency with Illinois coal.

L. T. Meyer, the "frail little" timekeeper in the superintendent's office, who suffered a severely sprained ankle, is now able to be about with the help of a cane.

Miss J. Edith Dennis, chief clerk to the trainmaster, is again at her desk after ten days' absence on account of being struck by an auto. Miss Dennis' usual mode of transportation being deprived her by the street car strike she was compelled to take an auto, and upon alighting at her residence was struck by another car. We are happy to say, however, that she has now fully recovered.

C. L. Clingan, formerly operator at East Springfield, is working dispatcher Wells' trick, the latter being confined to his home by pneumonia



What Regulation Taught One Regulator

I CAME into office with decided leanings towards the anti-corporation view of public utility questions. Some of my good friends among the corporation lawyers in Buffalo were kind enough to say that I was too much of an anarchist to be of much use as a commissioner. Want of knowledge as to the precise point involved I have found in many cases to be the principal cause of the prejudices I then entertained. Experience has taught me that there is another side to these questions, and one not lightly to be dismissed. * * *

I have changed my mind also as to the attitude of most corporation managers towards the public. I had expected to find it recalcitrant and objurgatory, which is a Latinized and "more tenderer" way of saying that it was made up of kicks and damns. I have found it

almost uniformly, when expressed in the presence of the Commission, conciliating and willing to abide by the results of a fair hearing. The difficulty with me has been not so much in getting the corporations to do what I thought was right as to determine in my own mind what under all the circumstances of certain cases was right.

I am fully aware that this is not the popular view of public service corporations, nor do I wish to be understood as having discovered wings on the shoulders of the managers thereof. I say that a better knowledge of the conditions under which their business is carried on brings one to a more just appreciation of some of the difficulties under which they labor. I know well that there are many—very many—particulars in which the service which they are rendering may be im-

Genuine Blue White

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Give a Diamond for Christmas this year—the best of all gifts. Nothing could please wife or sweetheart better. Constantly increasing in value and always worth every cent you paid for it. Our startling low prices and easy long time terms will be a revelation to you. By our method, you buy direct from the importers, save all middlemen's profits and pay in little amounts from time to time.

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proved, as I know well that there are very many particulars in which the business of every man in this room might be improved if an inquiry into it were started by a commission armed with power. Such a commission would be at once met with the objection that its suggestions required too much of an outlay to carry them out, and would be asked how it proposed to provide the funds for the improvements recommended. * * *

I believe that in the past ten years a great change has come over the minds of men who are in the management of public utilities. There are still some left who cling to the old "public-be-damned" idea, but they are fast being supplanted, and the up-to-date railway or electric light official stands ready to listen to any reasonable complaint that may be brought to his attention, and what is

more to the point, to turn a deaf ear to proposals which call for abhorrent and forbidden methods in their accomplishment. * * *

The Public Service Commission is organized to hand out justice as near as it can determine it, both to shippers and to carriers, to consumers and to producers, and if it has attained some success in its work of the last five years, it has done so by a strict adherence to that view, and not by spectacular brandishings of the "big stick." It has accomplished more good by getting both parties before it, pointing out the strength or weakness of opposing views, and then appealing to that sense of fair play which is inherent in every man, than it ever has by a display of the tremendous powers which the law undoubtedly confers upon it.—*The Honorable John B. Olmstead.*



The Traveler's Friend in the Ticket Office

The man behind the counter in the railroad office appears always as the genius of travel. He not only knows the times of the trains coming and going but he is a ready authority on stopovers and he makes up the ticket of many folds with an assurance that dazzles the beholder. He is guide, philosopher and friend. Burdens are thrown upon him with perfect confidence by pretty young maidens, and the querulous old gentleman asks him the same question seventeen times and extracts the soft answer, the long and

patient explanation that must be repeated.

But his most pleasant duty is to admit that his road is the road of wonders and to enter into the joyful anticipations of anxious inquirers. He smiles sympathetically out of a vast experience as he confirms the suspicion that such a lake, mountain or canyon is the most beautiful or the grandest in the world. Anxious inquirer feels that he has seen everything and is mighty glad that he himself did not go to another office to be diverted into other less blissful paths.—*Chicago Record Herald.*

"What you do speaks so loudly that I cannot hear what you say."—*Emerson.*

Fear!

WAS anything ever done by one who was afraid?

Would Columbus have made his discovery of the New World if he had been burdened with dark forebodings?

Would the gospel ever have been preached to the remotest parts of the world if the missionary had feared his mission?

Would there have been a United States if the signers of the Declaration of Independence had feared for their lives, as well they might?

Would the railroads have crossed the continent and pierced the desert, and would our captains of industry have had the courage of their convictions, in building our industries—the wonder of the world for size, output and wages—if they had been timid while risking millions?

Was a battle ever won by a general who feared? Was ever a great cause vindicated by one without a strong heart and undying hope? Was ever a prize secured by a competitor who did not enter the race believing he must and would win?

Is anything more contemptible than cowardice? Is anything more noble than courage? Is anything more childish than fear, or anything sweeter than confidence in an age of unrest, unreason, suspicion and disturbance?

Let us turn from the dismal swamps and lift up our eyes to the hills. Let hope inspire and courage strengthen and the battle will be won.

This is the lesson to teach the children in our schools, to tell to the patient toiler at his work, to speak to the anxious business man at his desk, to impress upon the preacher in his pulpit and the counselor in the hall of legislation.

And Faint Heart Never Won Fair Lady.—*John A. Sleicher, in Leslie's.*



\$2 and you keep this superb Typewriter

Think of it! Only \$2.00 on this great offer. You have full ten days free trial. Our factory price is less than others ask for second-hand machines. Every sale bears our ten-year ironclad guarantee. Settlement for the balance can be made on the **easiest monthly payments.** The first buyer in each locality gets a handsome leatherette carrying case free. Write today—Now.
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Novel watch-shaped lighter. Operated with one hand; gives an instantaneous light every time. No electricity, no battery, no wires, non-explosive; does away with matches. Lights your pipe, cigar, cigarette, gas jet, etc. Dandy thing for the end of your chain. Tremendous seller. Write quick for wholesale prices and terms.

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Please mention this magazine

New Rest Room for Women Employes

AT the Baltimore & Ohio General Offices in Baltimore, there are now employed 2,150 clerks. About 226 of them are women, chiefly employed in the Car Record and Audit

The new room also has the necessary equipment for taking care of any emergency case of sickness which may arise during the day. A matron is in attendance at all times, to look after the needs



SUNLIGHT, BIG CHAIRS AND A MOTHERLY MATRON MAKE THIS A "COMFY," HOME-LIKE REST ROOM FOR THE GIRLS AT THE CENTRAL BUILDING IN BALTIMORE

Offices, and when the new building was erected, a comfortable retiring room was provided for them on the sixth floor.

With the increasing number of women clerks, however, additional accommodations seemed desirable. Therefore, on September 2nd, a large and well ventilated room on the 12th floor was opened for their use. It is equipped with every convenience and provides a comfortable place for rest and relaxation during the luncheon and rest period.

of the employes and to see that proper attention is given in cases of indisposition.

Adjacent to the rest room is the lunch room which the Company started when the building was opened. Here pure and wholesome food is served to all employes at reasonable prices. The establishment and maintenance of these facilities is in keeping with the desire which the Company has always manifested to provide every necessary and desirable convenience for its employes.

Improvements at Pleasant Plains Station, S. I.

Extensive improvements have been made at Pleasant Plains station, on the Staten Island Lines. The ticket office and waiting room have been lined and covered with metal sheet, electric lights installed in the station, platform and signals, and a new concrete walk laid on the approach to the station. A new coat was given to everything which could hold paint so that there is a spick and span aspect about the whole premises which gives credit to the efforts of the officers who brought about this work. Indeed the feeling of appreciation of the passengers has manifested itself to such an extent that several of the commuters have suggested sending a testimonial to general superintendent Averell, embodying their thanks and gratitude in a formal way.

This is the best reimbursement which the company can get for its labor and expense—a satisfied public. We all agree that a genuine spirit of gratitude often goes further toward repaying an act of kindness than any other form of return upon which an intrinsic value can be placed.

E. BERNSTEIN.

One on Stull

When engineer "Ben" Stull was running one of the old '200' engines in Penitentiary cut, with more cars on his train than he could handle, with full steam on, wheels slipping, and no action, Ben gripped the sand bar and said:

"Here, Sally, what's the matter with you? Can't you stand up; you always was good on the shell road—see what you can do on the pike."

Firemen's, Engineers' and Bridgemen's Gauntlets

EXTRA quality horsehide. Special selected stock, tanned by a special process which makes it fire-proof. Can be washed. Always soft and pliable.

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ZUMOTA Mustard Ointment

Relieves the pain of Rheumatism, Neuralgia, Headache, Sore and Stiff Muscles, Sore Throat, Croup, etc. Double the effect of the mustard plaster, but it never blisters; put up in handy tubes that prevent evaporation. Always fresh, full-strength and ready for application.

If your druggist cannot supply you with the genuine **Zumota**, send us 10c. in stamps for a Physician's Sample Tube.

ZUMOTA REMEDY CO.
Springfield, Mass.

Enormous Capitalization Needs for Development of Country's Resources

EIGHT million dollars a week for five years—\$2,000,000,000 in all—can profitably be invested in developing the electrical industry in this country, Frank A. Vanderlip, president of the National City Bank of New York, said recently in addressing representatives of the electrical industry in the United States, meeting at Association Island.

“When we think what is certain to be done in the way of electrification of steam railroad terminals and heavy mountain grades; when we reflect on the larger use of electrical energy for industrial power, in agricultural uses and in the continued growth of necessary interurban lines, we do not need to look further into the possible development of the industry to see a requirement for \$400,000,000 a year of new capital,” he said.

“That means \$8,000,000 new capital every week for the next five years. It is such a capital requirement that you gentlemen are facing, and which must be successfully met if your energies are to

have an adequate field of display. Can you get it?

“To get a full appreciation of the difficulties you may well glance outside of your own field, however, and note that there will mature within that five-year period well over \$1,000,000,000 of steam railroad securities. The railroads in five years will need, say, \$4,000,000,000 for refunding and fresh capital. States and municipalities will absorb in the neighborhood of \$1,500,000,000 more, so with the \$2,000,000,000 your industry will need, there should be provided between now and the end of 1918 between \$7,000,000,000 and \$8,000,000,000 for these three purposes alone, to say nothing of general industrial and other needs.

“These are bewildering figures. They sound more like astronomical mathematics than totals of round, hard-earned dollars. The raising of these sums, however, is the practical problem that financiers have directly in front of them.—*N.Y. Tribune.*”

Railroads the Marvel of Modern Life

(Adapted From Magazine Article)

WHEN Aladdin rubbed the lamp and the answering genii bowed before his master, it was considered a pretty large order,—that demand for a palace, a feast, lights and music. Folks have wondered how the genii managed to gather the materials. Had Aladdin's demand been for a complete railroad the genii might well have been staggered.

The modern railroad purchasing agent has things upon his requisition blanks no genii ever heard of.

Seriously, should every book be wiped out, should some mighty upheaval annihilate our newspapers, burn our museums, destroy our warehouses and blot out history, philosophy, economics, geography and the mechanical arts, yet

save to posterity one single complete railway, there would go down to future scientists enough concrete knowledge of our world today to enable them to reconstruct every single feature of our civilization!

From what corner of the earth does not flying sail or straining wheel drag some article of use or ornament for the modern railway? Every race under the sun is delving, straining, tugging, lifting, digging, hauling, pushing or pulling, that the modern railway may be adequately equipped. Lightnings, tempests, water-power, steam, are all enlisted. Chemistry, geography, zoology; animal, vegetable and mineral kingdoms; East and West; mountain and plain; the labor of men, women and children, all contribute to the mighty total. From beneath the earth come the metals, the paints, the fuel, the crystal glass and the shining rails; from above the earth the oak tree gives the ties, the interior trim; cotton fields give their graceful harvest, flax its strength, the silk worm its cocoon, the sheep its wool, and man his labor.

The proper distribution and accounting of this enormous tribute of earth and sea and sky is of itself an enterprise, second only to the tremendous industry which calls it forth. Manifold indeed are railway supplies. But more wonderful still are the geniuses who grasp their infinite variety and wield them into working units of transportation.

Please

Considerable comment was aroused some months ago over the announced elimination by a big telephone company of the word "please," from the vocabulary of its operators. We have been in a position to weigh the merits of the thing carefully, having frequently telephoned in a city having two competing systems, one of which still clings to the use of the word

If you want clean hands—
use

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Write us for samples and agents terms, if your grocer does not handle VANCO and we will make you an attractive offer to earn some extra money.

The Robertson Vanco Co.

103 Park Avenue, New York

NO MORE TAILOR'S BILLS

We guarantee the **Leahy Trousers Press** to press trousers in five minutes, without heat or labor. Very simple and handy. Can be folded, while pressing trousers, to carry in suitcase. A good X-mas present for your friends or yourself.

PRICE 50 CENTS, postpaid. Write NOW to **H. H. JACOBS,** 116 E. 60th St. NEW YORK



The Success Express

becomes the slow freight when the Human Engine goes wrong.

You Can't Fail—

if you have vigor of body and the power of mind that goes with it

You Can't Succeed—

if your body is weak and ailing and despondent with the worry of the incomplete man.

I am the Master Builder

whose own body is the most perfect in the world and who has perfected more human bodies than any other living man.

Take the Strongfort Route to the land of achievement, the land of vitality, energy and power. YOU have as much right to be a real man as anyone else has. Let me direct YOU, as I direct everyone who rides over my road—personally and individually. Send 4c to cover mailing of my free book, "Intelligence in Physical Culture."

Lionel Strongfort

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New York City

BIG MONEY Writing Songs

We have paid thousands of dollars to amateur song writers. Experience not necessary. Write for free particulars or send us your song poems or melodies today for free examination. Acceptance guaranteed if available. Big Song Writers' Magazine, beautifully illustrated book and valuable advice all free.

DUDDALE CO., 1094 Dugdale Bldg., Washington, D. C.

"please," while the other has abolished it. Our conclusions, therefore, are founded on actual trial, side by side, of both methods. And we here declare, unconditionally and without reserve, for the continuance of that small courtesy to the public wrapped up in the word "please." Its omission saves a fraction of a second on each call. But are the time and dollars saved worth what they cost?

It reminds one of the story of the Japanese visitors to New York, who, coming downtown in the subway in a local train, were hustled and shoved into an express at the first express stop. When they reached the Bridge and were at last landed on the platform, one mildly inquired as to the reason for the change involving so much discomfort. He was told that two minutes were saved by taking the express. "Ah," said he, "I understand. And what will you do with the two minutes now that you have saved them?"—*Telephony*.

Recherchez Recipes

OYSTER BISQUE—Lead seven adult oysters out back of the barn and shoot them. After plucking them and removing the feet parboil until they are elastic, cover with crumby bread and bake. Varnish with dill pickles, add hot air and nerve.

STEAMED MOLASSES PUDDING—Take two cups of molasses and cut in strips, butter each side of the strips and braid them. Coil this braid around a bunch of raisins and tie with limber macaroni. Wring towels out of boiling water and wrap around this pudding until it is steamed.

TOMATO CREOLE—Scald seven tomatoes until they are blistered, turn them wrong side out and add thin slices of ice, thicken with laundry starch, add a dash of washing blueing and serve with a top dressing of Portland cement.—*N.Y. Evening Mail*.

COOPERATION is what makes possible the successful operation of big enterprises like this railway system.

No one man can do it. No small group of men can do it. Every one of its officers and employes must work together and with each other if the service of the company is to be what it should be.

Give your fellow workman a lift whenever it is possible. Some day you may need his help.

Your interests and the company's interests are the same. A bankrupt corporation pays no dividends. Neither does it raise any wages.

A corporation's prosperity is reflected in the prosperity of its employes.

Think it over!

—From *New York State Railways, Utica-Syracuse Lines*

Baiting of Railroads

W. L. Park, Vice-President of the Illinois Central Railroad, in *Leslie's*

WHEN interruption of traffic or accidents occur through the financial inability of the railroads to provide methods of bettering the tracks and equipment, numerous political "doctors" rush to the patient, offering a panacea on municipal, state and federal anti-merger, anti-construction and business restricting laws, full crew bills, maximum length of trains, and other alleged safety acts, standardization of old equipment, electric headlights, automatic train control, automaton stokers, flagging rules, speed restrictions and other nostrums. Many of their propositions are actually forced upon the railroads, complicating the situation and unnecessarily adding to the expense. The would-be-cure-alls know little about the railroads and seemingly care less. They feel, however, that they have a monopoly of intelligence, and that if they cannot fix the railroads they can at least fix 'em so no one else can fix 'em; and in this event they can be turned over to the Government.

Our people travel about in Europe subject to all sorts of inconveniences, as to sleeping and dining cars, booking, checking of baggage, etc., and take such things as a matter of course, to be accounted for by the proximity of frontier lines, or the peculiarities of a foreign people. They pay more for the privileges, liberally fee the attendants and servants of the railroads. Objectionable rules and inconvenient conditions are accepted as seemingly necessary, and they return home to criticise much superior service.



"Hot Box"

Movements quick and easy, hands safe-guarded against heat or hurt—that's the *invaluable* service you get in the soft, strong

Hansen's Gloves

This Protector Gauntlet gives supreme service—long, strong and comfortable. The leather is perfect selection, perfectly handled, and can be easily cleaned in gasoline. Heat, steam and water-proof. Send for book showing the wide line for driving, motoring, etc.

500 styles—for every man according to his work or sport. Ask to see the "Glad Hand"—a lighter weight Gauntlet, and the easy, soft "Slip-On" mitten for switchmen. If necessary, write us for information. We will send book and tell you where to buy.

**O. C. HANSEN
MFG. CO.**

282 Milwaukee Street
Milwaukee, Wis.



Please mention this magazine

William Galloway in Cab of Old Grasshopper Engine

THIS picture was taken at Mount Clare during the latter part of March, 1874. Mr. William Galloway, grandfather of general manager

are still able to serve the Company and to know that it has long ago passed the 1464 mark and is expanding far beyond our expectations.



WILLIAM GALLOWAY IN CAB OF OLD GRASSHOPPER ENGINE

Galloway, is on the engine in readiness to run it to Relay to be photographed alongside of Consolidation Engine No. 464, which was the largest freight engine in the service at that time and considered a monster.

Prior to photographing the Grasshopper and No. 464, in error the figure 1 was placed before No. 464, making it No. 1464. Not a single one of those present had the slightest idea that the Baltimore and Ohio engine numbers would pass the 1464 mark during his railroad career. But the writer is thankful that many others beside himself

During my early days of railroading, the Baltimore & Ohio engines were known as Grasshoppers, Coal Crabs, Mud Diggers, Camels, Camel 10 Wheelers, Dutch Wagons, Yankee Clocks, Company Engines and Jersey Greenbacks. The Moguls and Consolidations soon displaced these now obsolete types.

J. G. SPURRIER.

DO.

Do.

The Doer is the digger, and the digger is the Builder.

Do.

The Doer is the mover, and the mover is the Winner.

Do.

Do the things you start, do the things you have at heart, do what the other fellow can but doesn't; do while there's time, do while there's life and do while there's hope; do for your own sake, do because you love to, do because you must. Do because there is no other way, to win!

Do.

Do the job at hand, for the job moves on. Do when it shines and do when it rains. Do through the frowns, and do through the smiles. Do on your legs and do at your desk. Do after you've failed and do after you've won. But no matter whether early or late, whether here or there, Do.

And do it now; do it today. Be a Doer.

Do. —George Matthew Adams.

“Safety First” on the New Haven

In its new time table the New Haven has put “safety first” to such an extent that it has lengthened the running time of two-thirds of its one thousand trains. The lengthening varies from four to twenty-five minutes on the short distances that prevail in New England.

We shall now see how little force there is in the plea that the public demand is responsible for the high speed that has made travel on this and other roads unsafe.

The public demands not speed so much as whatever speed is consistent with safety. If the railroad managers cannot be trusted to give this, then the Interstate Commerce Commission and the other regulative bodies will be empowered to fix the speed at which trains may be run by a railroad consistently with the safety of its passengers.—*N. Y. Tribune.*

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5B015. Warm, Durable, Dressy Coat made of good quality, Parisian Pony Skin Fur Cloth, which looks exactly like the real Pony fur. Coat is made with a turndown collar of self material with stylish, pointed revers. The revers may be turned under and the coat buttoned across the chest. Model fastens to left side with two large self-covered buttons and silk cord loops. The turnback cuffs are of self material. Coat is cut on the newest fashionable lines, and is semi-fitted. It is lined with good quality durable Venetian.

Back only and in 54-inch length. Sizes, 32 to 44 bust; also to fit misses or small women, 32 to 38 bust.

Price, all mail or express charges paid by us... **\$5.98**

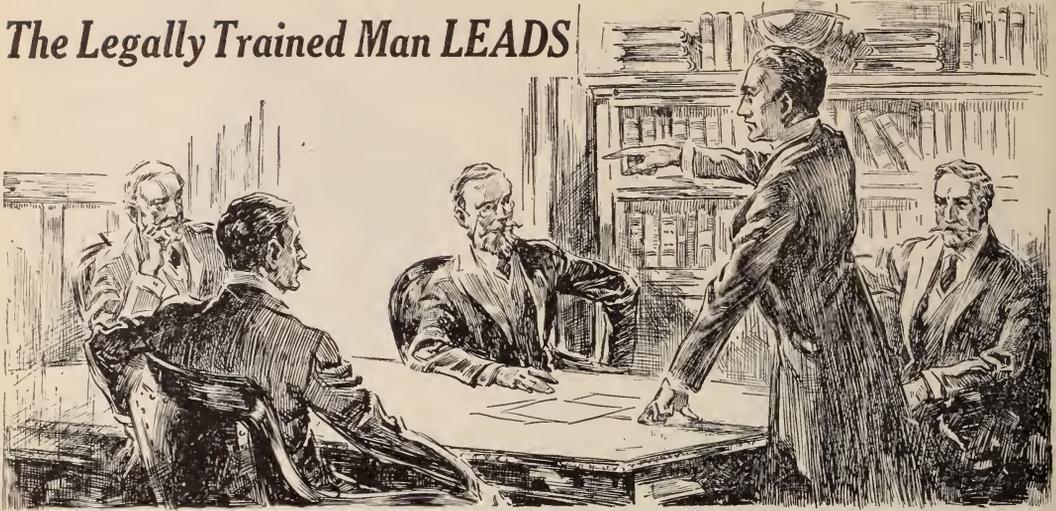
5B016. Neat, Warm Muff of black Parisian Pony Fur Cloth to match coat 5B015. Satin lined. Black only.

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6B013. Stunning Medium-Size Dress Hat made of fine, lustrous all-silk plush. Tastefully trimmed at right side with two tailored bows of plush, with centers of Bulgarian embroidery holding in place a high fancy of unlined ostrich in mink effect. At left side is trimmed with two tailored bows of Bulgarian embroidery. Hat has a graceful narrow brim slightly rolled at left side. Comes in all black; black with Nelfrose; navy with natural and white feather fancy, and in beautiful mole gray plush with blue-fancy. Price, all mail or express charges paid by us... **\$3.98**

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE



The Great Old World

THE cynics mock her,
The red storms rock her,
The earthquakes shock her,
But on she rolls!
Downcast, elated—
For ruin slated,
She still goes freighted
With human souls!

THE great seas thunder
And rend asunder—
The white stars wonder,
As time grows gray;
But—reaping, sowing,
Her way she's going
To meet—unknowing—
A Judgment Day.

BUT—joy go with her!
Nor slip his tether
When stormy weather
Makes grief and moan!
Tragedy—jest world—
Lost-unto-rest wor'd
Still—still the best world
We ever have known.

January
1914

To Her
and to You
A Happy New Year



If you own a Columbia or Victor talking machine

here is a chance for you to get for twenty-five cents a "sample" advertising Columbia record that will play on your machine.

The only reason why the price is set at twenty-five cents is because we want you to know at first hand something about the superior and guaranteed quality of Columbia double-disc records, and that they will play on your machine.

We can give you the name of a dealer who will supply you with this sample record at 25 cents—if you have any difficulty in locating one. Or for the same 25 cents sent to us direct we will deliver the record to you prepaid.

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WELLINGTON held this regiment of cavalry in reserve at the battle of Waterloo, awaiting the supreme moment when an overwhelming charge might turn the tide of battle. The instant the French lines wavered the order was given to charge and the Scots Greys Cavalry hurled themselves against the French like a thunderbolt. This charge ended forever the career of Napoleon and his dream of universal empire vanished away with the smoke of his artillery. The celebrated picture shown herewith from Ridpath's History, the original of which was purchased by Queen Victoria, illustrates but one event of all the thousands which makes up the history of every nation, empire, principality or power in the world famed publication.

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WE will name our special low price and easy terms of payment only in direct letters. A coupon for your convenience is printed on the lower corner of this advertisement. **Tear off the coupon, write your name and address plainly and mail.** We do not publish our special low price for the reason Dr. Ridpath's widow derives her support from the royalty on this History, and to print our low price broadcast would cause injury to the sale of future editions.

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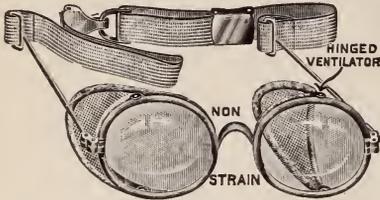
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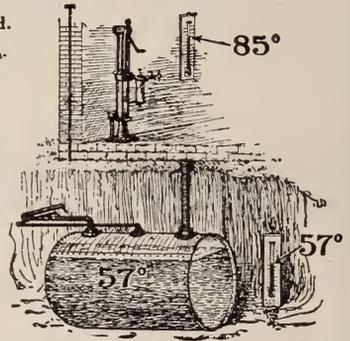
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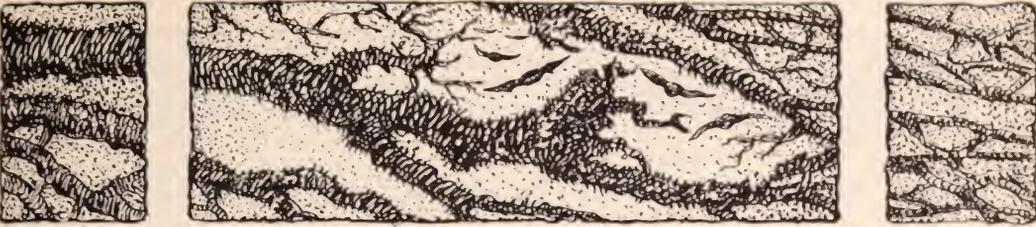
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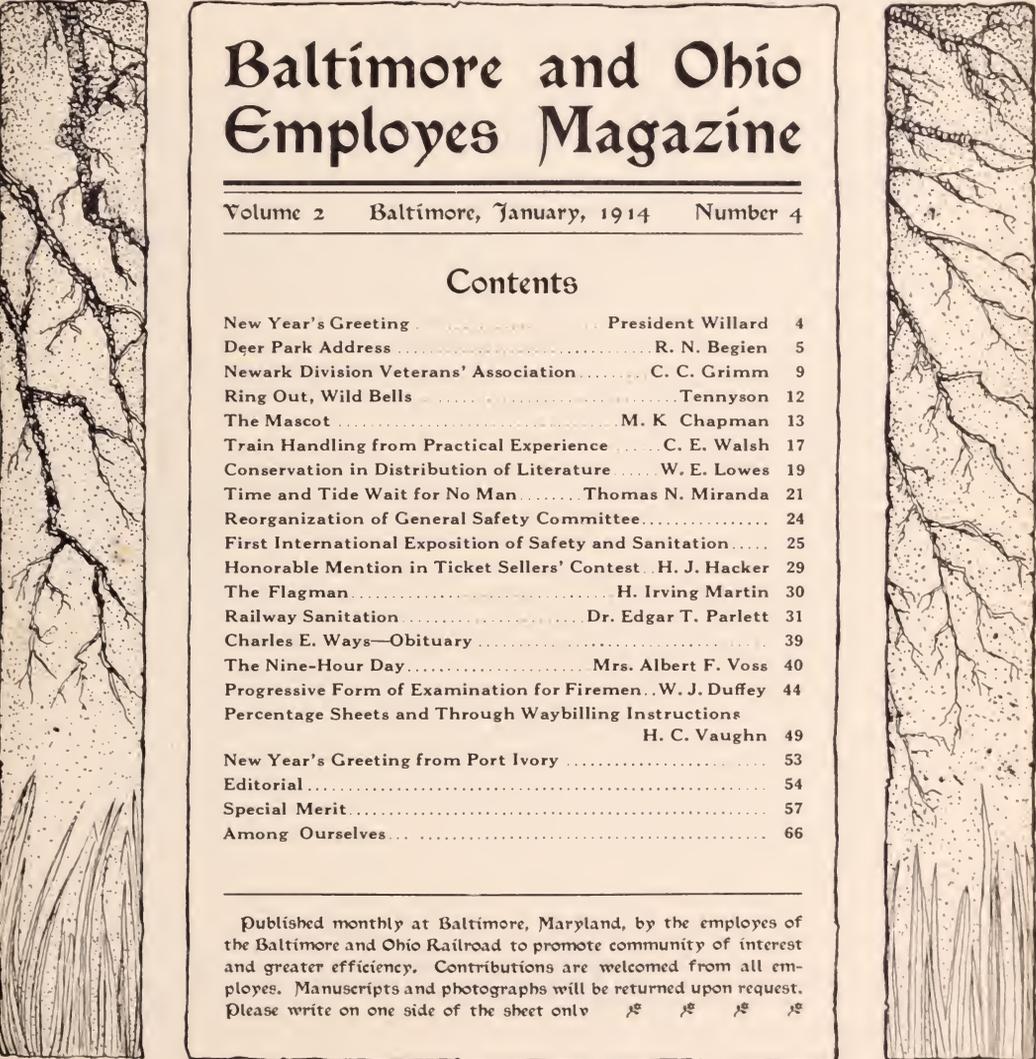
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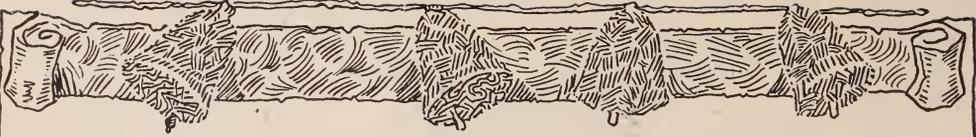
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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request.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





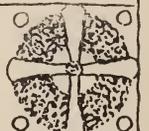
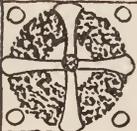
To the Employes of the Baltimore and Ohio System:

Once more I wish to extend to all employes of the Baltimore and Ohio System, my best wishes for a happy and prosperous New Year, and at the same time I wish to assure all of my appreciation of their loyal service and support during the year just ended.

The year 1913 has been one of unusual difficulties for the Baltimore and Ohio Company. Never in its entire history has it met with such great disaster as was occasioned by the unprecedented floods of last March. However, except for a few bridges which have not yet been permanently rebuilt, the damage caused by the high water has all been repaired, but the making of the necessary repairs, together with the loss of business during the interruption, has imposed an excessive and most unusual burden upon the Company during the last nine months.

It is to be regretted that the smaller volume of business to be handled at the present time has made it necessary to reduce the force and curtail expenses as much as possible in all directions. It is hoped that conditions will soon mend to such an extent that the business of this Company may again be on the basis of one year ago and the forces be fully restored. While under existing conditions the most rigorous economy is necessary, it should be clearly understood that nothing is to be done which will in the slightest degree adversely affect the safety of operation, and in that connection I wish again to urge the request contained in my message one year ago today, that all keep constantly in mind during the year just begun, the importance of "Safety First." "Safety First" means not only safety for the traveling public, and our patrons generally, but also safety for each individual employe. Much has been done in that direction, I am glad to say, during the past year, and I hope we may have the hearty and active cooperation of all during the year just begun.

Samuel Wilson



Information is the Essence of Efficiency

Address of R. N. Begien, General Superintendent of the Baltimore and Ohio Southwestern, at Deer Park



I HAVE been asked to speak on the subject of "Train Load as Viewed from the General Office and on Line of Road."

The subject assumes that there are two different points of view, and I feel that there are two different points of view, but I am sure that there should be only one. On account of the effect on operating expenses, a large train load is desirable from a general office standpoint.

For the same reason it is equally desirable on the operating divisions. Contingencies may arise which make it proper to reduce train ratings temporarily, as there is no doubt that a quicker movement is had with the lighter rating, and better mileage is secured from the power.

When conditions become normal, however, it is always difficult to restore the train load, for reasons that are apparent.

The object of building up train load is primarily to reduce expenses. Operating expenses are sub-divided for con-

venience into three parts: Expenses due to maintenance of roadway; those due to maintenance of engines and cars; expenses due to transportation of engines and cars over the roadway.

It is probable that the expense of maintenance of way is not influenced at all by the size of the train load.

It has been stated that the charges for maintenance of equipment are increased by hauling in large trains. This may be true, as engines must maintain a higher average steam pressure, and both cars and engines are subjected to greater stresses.

In order to overcome that part of the expense, we are building stronger new equipment and strengthening the old equipment, which is not strong. The net cost of maintaining stronger cars hauled in larger trains will probably be no greater than the cost of caring for less strong cars hauled in smaller trains.

In view of the remarks of Mr. Clark that freight car repairs per mile, exclusive of depreciation allowance, are less per mile at the present time than for some years past, it is evident that car repairs are affected less by the train load than I

had thought. It is time, too, that we were beginning to feel the beneficial effects of the steel underframes that our management has been providing for the weaker equipment, and perhaps that accounts for the fact that car repairs have not advanced. Good management is also to be held responsible for some of it.

Transportation expense decreases or increases as the train load goes up or down. An analysis shows that about one-third of the entire transportation expense fluctuates with the train load.

If we assume that the transportation expense of the Baltimore & Ohio Railroad averages \$3,000,000 per month, it follows then that an expense of about \$1,000,000 per month depends directly on the train load.

An increase of ten per cent. in the train load is therefore worth about \$100,000 per month to the Baltimore & Ohio Railroad.

Some expenses have increased as our train load has gone up, and it may be assumed by some that the increased train load has had something to do with the increased loss and damage.

This is not so, however.

I merely bring this up for your information, as I have been over the matter with Mr. Coon, and the reasons he assigns for the increased loss and damage have nothing at all to do with the train load.

It may be fairly stated that progress has been made along the line of increased train load. There is a great deal of interest displayed on the part of the superintendents and their staffs, and at the present time it is safe to say that few slow freight trains leave their terminals without full tonnage.

While this is true on leaving terminals, it is not always true that the train has full tonnage going into terminal.

In order to maintain the best possible train load, each train must carry its ton-

nage as far as possible throughout the trip.

Slow freight does not constitute more than about one-third of all the freight trains run. The other two-thirds are fast freights, locals and pick-ups. These trains make train mileage and affect the train load more than slow freights. Practically all of our slow freight trains have a revenue tonnage in excess of the average train load, while the locals, pick-ups and fast freights have, as a rule, light tonnage.

To illustrate this point, let us assume that the average revenue train load on the Baltimore & Ohio Railroad is 600 tons. A 4,000 ton train of coal will have a revenue train load of 3,000 tons, and a 2,000 ton train a revenue train load of 1,500 tons.

A fast freight train of fifty cars—and that is a good sized fast freight—will not average much more than six revenue tons per car, or a revenue train load of 300 tons, about one-half the average. The Ohio Division, which carries about twenty three cars in a fast freight, averages a revenue train load on fast freight of less than 150 tons.

A local freight, which makes just as much train mileage as a slow freight does, will not average more than from fifty to seventy-five tons revenue train load. It follows, therefore, that special attention must be given to these trains. I have in mind one division which is hauling trains too long for its passing sidings, making thereby great delays to freight movement. While this division has some long trains of eighty-five or ninety cars, the average train on the division is only twenty-eight cars. The problem, therefore, is to build up the short train rather than lengthen the long ones and then better train load may be averaged without any trains longer than the passing sidings.

In the case of fast freights, they must necessarily be lighter than slow freights to make time, but we run too many fast freights. If fast freight was run on time, so that the consolidations could be made at each of the terminals provided for in the working book, a great many hundred freight trains could be saved every year. For example: If trains 98, 94 and 90 all arrive at points of consolidation on time in the morning, they are made up to form different sections of 94 at that point. If, on the other hand, they are late, the same number of sections are generally run, as there is one section to each destination, and followed later by additional sections made up from incoming freight which has been delivered late.

The value of keeping passenger trains on time cannot be overestimated on any line, but this is especially true on a single track line. If freight trains are laid out by passenger trains on bad schedule, the freight cannot make the time over the road and the result is ultimately tonnage cutting to get quick movement.

It is therefore desirable to run fast freights and passenger trains on time from

an operating standpoint, as well as for traffic reasons. It is certain that the best average total train load is made on fast freights when they are run on time, as they then handle a larger proportion of QD freight in each one. When they are run on bad schedule, more sections are run to handle exactly the same business and each section is filled out with slow freight.

This causes slow freight to be handled in fast freights with light train load and consequent high expense.

In the case of locals and pick-ups, if a check is kept on that work, it may be found that it is possible to give them some through loads on light days. This can generally be done on turn-around locals as they can have tonnage and do way work in one

direction and do the switching and heavy work in the other direction.

It should be remembered that train load is composed of a series of carloads. If we can get an extra ton in a car, it takes very little more energy to haul it. It takes less than twenty per cent. more energy to haul a seventy ton car of coal than it does to haul a twenty ton empty. The easiest way



R. N. BEGIEN

General Superintendent of the Baltimore & Ohio S. W. R. R.

to build up train load is to increase the carload.

We are familiar with the methods that have been followed to build up train load. From the general office standpoint, there are some things that can be done to build up train load.

1st: Distribute the largest power to those divisions having the greatest traffic density.

2nd: Assign the greatest number of the stronger cars to those divisions of greatest density and more severe operating conditions.

These matters have been attended to. Possibly, however, I looked at them from a different angle six months ago than I do now, but of course that is beside the question. I should like to see the steel equipment on the Southwest, but I know it will do more good on the main line.

Two years ago the Mikado engine was withdrawn from the Chicago Division and put on the Cumberland Division. While the Chicago Division used the engine to good advantage, its traffic density at that time was such that the Cumberland Division could earn far more for the Baltimore & Ohio System with them. With the increase in density, the Mikados have been restored to the Chicago Division.

All divisions cannot make a heavy train load. While 250 tons is an excellent mark for the Shenandoah Division to show, 1,000 tons is low for the Cumberland Division. Five hundred tons is good for the Ohio Division and 400 excellent for the Monongahela. Different conditions of ruling grade, density of traffic, character of work, such as switching, pickup, and set off, proportion of fast freight and local service, to the total, all make a difference in the possible performance.

The first essential is to make up the train properly. The yard people must use

actual weights, if possible, and must give every train leaving the yard its rated tonnage. They should be checked periodically to see that this is done. Agents should see that each car is loaded to its capacity. Dispatchers and car distributors must be interested to see that the least possible empty car mileage is made which will properly serve the business. The largest power should be kept in the service which averages the heaviest train loads. Local work should be done by local trains so that through trains may carry full tonnage over the entire run. Trains should be filled out where the grades will permit, especially when tonnage accumulates at a convenient point.

The Superintendent and Chief Dispatcher should examine the Form 2520 daily, to see that trains have been run so as to handle the maximum tonnage. After they become familiar with the Form, this will not take more than fifteen minutes per day.

Form 1598, which is sent out every week from the general office, details the train loads and cost of operation separated between ordinary freight, fast freight and local freight, and between the eastward and westward movement. It is therefore possible to see which part is falling back.

Where trains are short, double heading may be used to advantage, and helper engines may be assigned where the volume of business justifies it, and the grade makes it necessary.

Special attention should be given to train rating in the winter, when cold weather makes necessary a reduction in slow freight ratings. Fast freight and locals, however, ordinarily carry a rating lower than the lowest temperature rating and need not be reduced further, except in very severe weather.

It has often been urged that larger train loads slow up the car mileage. That is not correct to any extent. A Baltimore & Ohio car is actually moving only eleven per cent. of the time. It stands still eighty-nine per cent. of the time. Where is the gain to be made then—in quickening the eleven per cent. running time or the eighty-nine per cent. standing time?

In eleven per cent. of the time a car actually moves twenty-eight miles per day and the movement averages about nine miles per hour. It takes, therefore, a little over three hours to make its day's mileage. If the movement was slowed down ten per cent. by train load, we would lose eighteen minutes out of the car daily, or by quickening the movement ten per cent. we would

gain eighteen minutes more use per car per day.

It should be borne in mind that car mileage is lost when cars are standing still and not when they are moving, whether in large or small trains.

If the twenty-one hours of standing time could be decreased ten per cent. we could get two and one-tenth hours per day more use of the car on the road. If that could be turned into mileage at the average rate, nineteen more miles per car per day would be the result.

Since the train load on the Baltimore & Ohio System has been given special attention an advance has been made from a maximum of 500 revenue tons to a maximum of 697 revenue tons. The average for 1911 was 442; for 1912, 555; for 1913, 662 tons, approximately.

Thirty-five Pensioners of Newark Division Organize Veterans' Association

By C. C. Grimm

Trainmaster, Newark Division

AT THE request of superintendent C. W. Gorsuch, thirty-five of the forty-seven pensioners of the Newark Division assembled at Newark, Ohio, to have their photographs taken for the benefit of the readers of the *Employes Magazine*.

The writer feels that this should be one of the most appreciated articles ever published in the *Magazine*, since it gives to each employe a photograph of a large number of splendid men, who, after having served the length of time the Company has permitted them to remain in the service, are now pensioned and placed on the Honor Roll.

Each individual in the picture is well liked by the thousand odd employes in

active service on the Newark Division, and the majority of them are known by their first names or initials, and appreciate the friendship which the use of the familiar name or initials bespeaks.

When the photograph had been taken, upon the suggestion of Dr. S. C. Priest and E. L. Weisgerber, the veterans adjourned to the Convention Hall of the Licking County Court House. After the usual introductory remarks, a motion was made and unanimously carried that a Veterans' Association, to which all the employes who have been in the service twenty years or longer will be eligible, and similar to other Veteran Associations now in existence at other points on the System, be organized.



THE THIRTY-FIVE PENSIONERS WHO ORGANIZED BALTIMORE & OHIO VETERANS' ASSOCIATION OF NEWARK DIVISION

E. L. Weisgerber was made temporary chairman, and appointed Messrs. Longshore, Barrett, Wylie, White and Rannanburg a committee of five on by-laws and arrangements to perpetuate the organization. The by-laws now in use on the Baltimore and Philadelphia Divisions were read, and, with a few changes, were considered appropriate for this division. The meeting was then adjourned to meet at 1.30 p. m., January 9th, in the same place, at which time it is desired that as many as possible of the twenty-year men now in service either be present in person, or signify their desire to join by letter.

Division superintendent Gorsuch, who had intended to attend this meeting in person, was unexpectedly called out of the city, but through his representative, assured the veterans present that the proposed organization had his hearty approval, and would receive every assistance from him possible. He further stated that he wished to be considered an applicant for charter membership in the permanent organization.

During the month of January, 1914, therefore, we hope to organize the banner Veteran Organization of the System, and an invitation is hereby extended to all employes who have been in the service for twenty years, from superintendent to section man, to send in or personally present their applications for membership at that time.

A roll call was taken and the following pensioners and their occupations and length of service were recorded:

NAME.	OCCUPATION.	ENTERED SERVICE.	PENSION-ED.
Frank Fowler,	Switchman	1866	1903
M. Ferell,	Machinist	1864	1912
Joe Avery,	Car inspector	1871	1910
L. H. Snoor,	Brick mason	1886	1911
N. A. Weekley,	Material distrib'r.	1865	1911

NAME	OCCUPATION	ENTERED SERVICE.	PENSION-ED.
John Cool.	Helper-Pattern room	1873	1911
J. McCracken.	Car repairman	1888	1911
Wm. Jewell,	Bridge carpenter	1864	1906
W.H. Williams.	Pass. conductor	1865	1912
E. M. Barrett,	Foreman tin shop	1859	1909
Jas. Cullnan,	Storekeeper	1868	1908
G. D. Kuhn,	Boilermaker	1880	1904
C. Timmons,	Boss Painter	1866	1913
S. P. Duley,	Machinist	1852	1907
H. Killpatrick,	Machinist	1882	1909
W.H. Brunner,	Machinist	1879	1912
F.Rannanburg,	Boiler maker	1873	1907
A. P. Boner,	Boiler inspector	1878	1908
J. A. Ryan,	Engineer	1864	1910
S. W. Higgs,	Engineer	1863	1911
B. Reilly,	Engineer	1860	1911
E.L. Weisgerber,	Master mechanic	1856	1907
W. P. Evans,	Switch tender	1869	1911
S. Minkewitz,	Engineer	1868	1909
Pat Harbart,	Laborer	1869	1885
J. B. Gorby,	Engineer	1868	1912
R. H. Harris,	Carpenter	1874	1907
R. MacMannus,	Engineer	1852	1912
Con. Wylie,	Yard conductor	1870	1911
A. B. White,	Dairy Frt. Agent	1873	1912
Dr. S. C. Priest,	Medical examiner	1880	1912
J.D. Newham,	Train dispatcher	1883	1905
J. A. Wolcott,	Blacksmith helper	1893	1909
H.C. Longshore,	Engineer	1866	1910
Franklin Frey,	Carpenter foreman	1873	1908

The names of the thirty-five pensioners shown in the picture accompanying this article are viz.:

Reading from left to right:

Top row: Wm. P. Evans, John A. Ryan, E. M. Barrett, Joe Avery, S. P. Duley, Dr. S. C. Priest, Newman A. Weekley, J. W. McCracken, Jas. Cullnan and John A. Walcott.

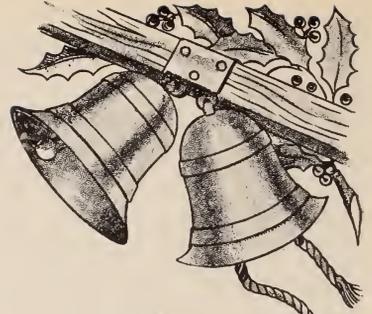
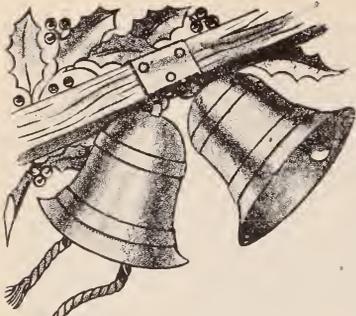
Second row: A. B. White, Pat Harbart, L. H. Snoor, Con. Wylie, Wm. H. Williams, Frank Fowler, John Cool, Hugh Killpatrick and George D. Kuhn.

Third row: Charles Timmons, Franklin Frey, Wm. H. Brunner, Barney Reilly, J. B. Gorby, S. W. Higgs, Fred Rannanburg and J. D. Newham.

Bottom row: Wm. Jewell, H. C. Longshore, R. H. Harris, Robert MacMannus, Samuel Minkewitz, M. Ferell, E. L. Weisgerber and Adam P. Boner.

“I have considered the pension list of the Republic as a roll of honor.”—

President Grover Cleveland in a special message to Congress, July 5, 1888.



Ring out, wild bells, to the wild sky,
The flying cloud, the frosty light:
The year is dying in the night;
Ring out, wild bells, and let him die.

Ring out the old, ring in the new,
Ring, happy bells, across the snow:
The year is going, let him go;
Ring out the false, ring in the true.

Ring out the grief that saps the mind,
For those that here we see no more;
Ring out the feud of rich and poor,
Ring in redress to all mankind.

Ring out a slowly dying cause,
And ancient forms of party strife;
Ring in the nobler modes of life,
With sweeter manners, purer laws.

Ring out the want, the care, the sin,
The faithless coldness of the times;
Ring out, ring out my mournful rhymes,
But ring the fuller minstrel in.

Ring out false pride in place and blood,
The civic slander and the spite;
Ring in the love of truth and right,
Ring in the common love of good.

Ring out old shapes of foul disease;
Ring out the narrowing lust of gold;
Ring out the thousand wars of old,
Ring in the thousand years of peace.

Ring in the valiant man and free,
The larger heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be.

—Tennyson

The Mascot

How Tom Brady, human derelict, saved Number 98

By M. K. Chapman

PERKINS hurried into the superintendent's office for the bell had rung angrily. He found the superintendent pacing the floor, and with a much milder expression upon his face than he had anticipated.

"I summoned you, Perkins," said the superior "to tell you that hereafter I, myself, shall decide whether or not I am too busy to see any one who may inquire for me. Can't blame you much in this matter, however," he continued; "for old Tom Brady is a disreputable looking fellow, and it isn't much wonder you boys turned him down."

"If you have all your reports made up, sit down over there," pointing to the desk-chair, "and I'll tell you something about this old Tom Brady that is worth while."

Perkins subsided comfortably into the chair and replied: "All the reports ready but one, and Morris can finish that."

"You remember," mused the superintendent to the old clerk and familiar friend, "what a winter it was in '74? Not so cold as some of our winters in this latitude, but just a succession of rain, freeze, and thaw. That kind of weather caused freight brakemen to lay off whenever they had an excuse, so the trainmaster was compelled to lure some mighty green hands as extra men.

"Well, this Tom Brady was one of the new ones and he certainly was about the limit—awkward, cross-eyed, gaunt, and always as full of liquor as he could be and still walk straight.

"On the day the event I am going to tell you about happened, Seth Kean, the conductor on a through freight, was loafing around the relay, expecting to be the next man called to go out, when he saw Tom Brady getting on the local, of which Mike Flynn was the conductor.

"Say, Mike," called Seth, "what's that on your caboose?"

"That's my hind brakeman. How do you like his looks?" grinned Mike.

"Holy smoke! I thought he was your mascot. Looks like he could make any old hoodoo hold up its hands and croak. Say, don't let him stay on the rear with that red shirt on; haven't got time to stop for that kind of a flag."

"Get out; you're jealous. Tom's my funeral. So long," jerked Mike, already on a run to his train.

"Braking then wasn't the easy work that it is now, with all the modern air appliances. Overhead work, running on cars and setting brakes in the dead of winter wasn't child's play by any means.

"It was in January, regular zero weather, that old Tom made his long chalk-mark to the good; and I don't think anything he has done since has

quite erased it from the credit side of the balance sheet. I was night telegraph operator at a small station about fifty miles below here, and was stretched out

wire. No matter how soundly I was sleeping, that call always awakened me, so I was able to answer the dispatcher promptly.



"BREAKING WASN'T THE EASY WORK THEN IT IS NOW"

on the table, making up some of the sleep I had lost in the day, when I heard my station call "M. M. M." come over the

"'Flag Number 79 for orders,' came the message as soon as I responded 'Ready. Copy order Number 36. Train

Number 89, Frick, engineer, Flynn, conductor, will take siding at Clark's. Number 97, Bolan, engineer, Kean, conductor, has right of way.'

"I wrote two copies of the order, seized my lantern, and went out to flag the freight in the old way. Both conductor and engineer had signed the orders, and were pleasantly engaged in abusing the dispatcher, when the door was slammed open, and Tom Brady rushed in breathlessly.

"Boys, the bridge over Black River went down just after our caboose got over. Anything coming?"

"Great God!" we all exclaimed. '98 at full steam.'

"Can't you catch her on the wire, Johnson?" to me.

"No office open. She left Moran about ten minutes ago, and is due at the bridge in twenty minutes,' was my dismayed reply.

"No use standing here like a lot of gaping fools,' commanded Tom. 'Bring lanterns and come along.'

"We followed him at our utmost speed the short distance that intervened; but one glance at the wreck of the bridge, with the rapid current underneath, in which floated blocks of ice and debris of the wreck, sounded the death-knell to all hope of saving the crew of the fast-coming freight. We searched our brains until we were exhausted, trying to think of any expedient that we might use; but both Frick and Flynn declared that we could do absolutely nothing from our side of the river to attract their attention, on account of the curve in the approach on the other side.

"Well, by God! I'm going to try,' said Tom Brady. 'Here, give me those lanterns. Put one on each shoulder. Now, Frick, you hold them. Quick, with your suspenders, boys, all three of you. Make a harness around these

lanterns and my head, so that the lanterns can't move. Work, and don't ask questions,' he commanded angrily.

"Tighten this one on the left,' he continued. 'Now, they are steady. Good-by, boys. I'm going to the other side of this river.'

"Before we could realize his intention, he had grasped some of the underpinning of the bridge and commenced to work his way down toward the water. We begged and pleaded with him to come back, yelled at him that he could do no good, that he would be killed by a piece of floating timber before he could go twenty feet from the shore; but on he went in the darkness, the two red lights in the lanterns looking like the eyes of some fabulous monster. We followed him down to the water's edge and there discovered what apparel he had found necessary to discard.

"Out in the torrent of grinding ice and madly rushing water, we saw the two lights steadily approaching a pier. We saw him rest against this for a moment, and again begin his heroic struggle. He seemed to progress for a few minutes, then, to our horror, commenced going down with the current. Silent from terror, powerless to help, we saw the lights swept on and on, for what seemed to us, miles, then stop for a few minutes. I, who knew the river, with unspeakable relief, told the other anxious watchers that he had managed to land on a neck that extended into the river only two hundred yards below the bridge.

"Straight out of that hell-bent stream, his clothes frozen, hands useless with cold, he forced himself along, reached the curve just in time to see the approaching train; then, with a last great effort, he swung and swung his head with its queer beacon-lights, till he dropped unconscious on the track.

"Yes, the engineer saw him in time, and stopped the train. When Seth Kean, the conductor, came running up

"My God! *Our* mascot!"
 "What became of him? Ah, that would spoil my story; for he was a man



"YES, THE ENGINEER SAW HIM IN TIME, AND STOPPED THE TRAIN"

to see what was the matter, and learned of their escape from a terrible death, and saw the man who had saved them, his first words were:

physically but not morally brave. Just remember, however, Perkins, when he calls on your superintendent, the latch-string is outside."

Then, welcome each rebuff
 That turns earth's smoothness rough;
 Each sting that bids nor sit nor stand but go!
 Be our joy three parts pain!
 Strive, and hold cheap the strain;
 Learn, nor account the pang; dare, never grudge the throe!

From "Rabbi Ben Ezra"—*Browning*.

Train Handling and the Braking of Passenger Trains from Practical Experience

By C. E. Walsh, Engineer, Baltimore Division

IT is not the man who knows every port that the air passes through from the pump to the atmosphere who makes the most successful braker and handler of a passenger train, and who gives the greatest satisfaction to the traveling public.

The most important requisites in nice train handling are: First, being a good judge of speed and distance; second, having confidence in yourself; and third, being able to refrain from using the brakes too soon after having made the first good test and knowing just how they are holding. You can then govern yourself accordingly and make a good smooth stop. Being a good judge of distance gives you this advantage—you can brake easily and just before your train stops, you can release and come to a standstill so smoothly that the passengers will have to look out of the window to tell that they are not moving.

Handle your train at all times as though you knew you had an official on the rear end. And remember that you are catering to a more critical, fault-finding class in the up-to-date, educated, general traveling public of today than you are when trying to please some official. In many instances the latter might understand the adverse conditions you are up against and give you the benefit of this knowledge, whereas the traveler will only know you did a bad job, and blame you accordingly. Knowing the circumstances, your official will reprimand

you if you are at fault. He will know just what you have done, will call it to your attention, and in the future you will remember the point and correct it. But to have a dissatisfied passenger pass by and look as though he would like to eat you, does not augur well for his opinion of you or your railroad. Furthermore he might be a friend of some official in high authority, and the first time he sees him will say:

“I rode on one of your trains the other day and nearly got knocked down by the rough way in which it was handled by the engineer. Where did you get such careless employees?”

Now you know how that official will feel, and you are due to “get yours.” Would it not be better if that friend said on meeting the official:

“I came down on one of your trains the other day. The engineer handled it in great shape. I never felt a jar, had a fine night’s rest and a pleasant trip all around.”

That official will be mighty well pleased with you when he hears such words of praise from the traveling public. To create such an impression should be the aim of every man in the service. It will advance the Road in the public’s estimation and attract business, and what is the Road’s best interest is yours also. As the Company prospers, so your chances improve; but if you do your work in a slipshod manner, it will drive away business and you will suffer accordingly.

Try by your work to give the same impression given a drummer by the engineer of a certain road. The drummer had traveled for years on a standard trunk line, but after the opening of a competing line for passenger service, decided to try the new route. As his train was nearing a terminal point, the porter made up his berth and he went to bed. Immediately afterward the train was held up by a bad wreck and was backed on to a siding, and laid there all night. In the morning, when the drummer was washing, he said to the porter:

"Say, porter, that was the finest night's rest I ever had on a train, and I have traveled all over the country too. That engineer is a cracker-jack—he never gave us a jar all night. He is the best ever."

"Lawd, Boss," replied the porter, "dis train has been standin' still evah since you went to bed!"

That is the praise we should strive for—not as that engineer got it with the train standing still, but under any and all conditions. Comment of this character is what attracts business to the Road because traveling men advertise it widely throughout the country.

It should be the duty of every employe to improve in his calling. Especially is this true of the engineer, who carries most of the burden of omission and commission from whatever source on his shoulders, and to whom all operating officials turn an eye when anything unusual occurs. He must be reliable, steady, sober, a quick thinker, able to rise to any

and all emergencies at a moment's notice, cool headed and clear minded, in order to handle a high speed train successfully and give satisfaction to the traveling public in this age of rapid travel.

We cannot afford to say, "The public be d—," as was said some years ago by a very prominent official. Nor can any one of us afford not to do our part of the work in a thoroughly conscientious manner if we are to make the old Baltimore & Ohio the "only" Road, advertised by the traveling public as the safest, best and most comfortable to travel on.

Some years back on one of our variety stages, one actor said to the other:

"I want to get to Chicago the worst kind of way."

Whereupon his pal looked at him a minute and said:

"Well, take the Baltimore & Ohio."

We don't want that kind of advertising, and with every engineer doing his part in a thoroughly consci-

entious manner, I am sure we will not have to have it. Incidentally, you do not hear such "knocks" today where our splendid service is at all well known.

Any employe who read Mr. Willard's address at Deer Park, who does not feel that he is a part and parcel of this great organization and who would not make a determined effort to improve and take pride in his work, is beyond my comprehension.

I have traveled over a great part of this country and have always been interested in the handling of trains.



C. E. WALSH

And I can conscientiously say from the experience gained on these trips, that, taken collectively, our passenger engineers compare favorably with and usually excel in nice train braking most of those behind whom I have traveled.

Today, we have new masters to serve in a most critical traveling public and in a system of wide-seeing governmental supervision. This means additional responsibility for every one of us. We have big, bright, brainy officials who are thoroughly capable of handling the operation of the Road successfully, and

of meeting the added hardships of having to conform to the many laws set into operation under the authority of the government. In my opinion we of the Baltimore & Ohio have never had such efficient operation, such splendid equipment and such promise for the future as we have now. During the last three years great strides have been made toward making our Road the best in the country. Continued success depends very largely upon the skill and loyalty of us engineers. Let us make our part of the work the standard of efficiency for the whole system.

Conservation in the Distribution of Advertising Literature

By W. E. Lowes

Assistant General Passenger Agent

THERE is much waste of material in the various departments of a railroad, which could be entirely obviated by a little thoughtfulness on the part of employes. One of the most expensive wastes is that of stationery, and many have been the appeals from the general office, asking for more cooperation from the various clerical departments to assist in stopping it.

Another big waste which could be corrected in a very great measure by a little care on the part of ticket agents is in the distribution of folders and advertising matter.

While it is intended that advertising matter should be given to the public gratuitously, it should not be thrown away. Thousands of dollars worth of advertising matter is wasted annually through careless distribution.

In Europe, time tables are sold and not distributed gratuitously, either to the public or the traveler who has bought his ticket. In America, under the pressure of competition, expensive advertising literature is not only given away but much is actually thrown away without accomplishing the results for which it is printed.

Because this advertising matter is free, many railroad representatives have the impression that as soon as a supply is received it must be distributed as quickly as possible, too often without a definite purpose in view.

The Baltimore & Ohio issues about twenty different forms of time tables for public use. The large general folder which contains complete information in regard to all trains, costs about a cent and a half a copy. The other less ex-

pensive folders, containing information for local territories, are issued to curtail the use of the general folder. A passenger traveling a hundred miles or less has no actual need of the big folder, but it is often handed to him by the ticket agent and is eventually thrown away because of its size. This is a waste that can be immediately checked by the ticket agent if he is so disposed.

Every agent is posted in advance as to when important changes of time will take place. If the changes are of such a nature as to make all previous issues of folders void, agents are so instructed, and old folders left on their hands should be destroyed. Regular editions of folders are issued each month. Sometimes they contain changes of not sufficient importance to make void the preceding issue. In such cases, when the previous

editions are destroyed, it means another unnecessary waste.

If a passenger buying his ticket asks for a folder, the ticket agent should be governed by the passenger's destination as to what folder to give him; but if the passenger particularly requests a large folder it should be given to him without question.

A direct appeal to ticket agents and representatives to be conservative in the distribution of advertising matter has never been made for fear some ticket agent would take too radical a view of the request and thereby offend a prospective passenger. But the waste is very large, and the passenger department most earnestly requests the cooperation of ticket agents in the conservative distribution of time tables and other forms of advertising matter.

How a Few Words Secured Some Business for the Baltimore & Ohio

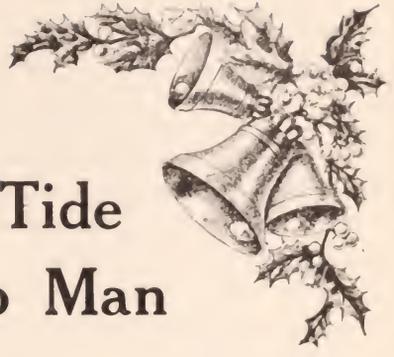
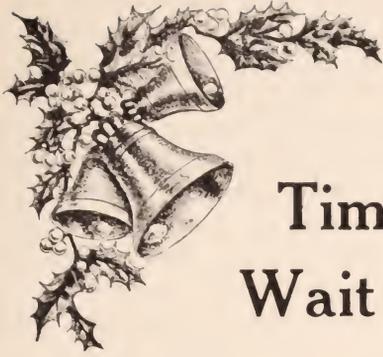
MY uncle and aunt from Memphis, Tenn., visited us recently, and it was part of their program to take my mother and father to Buffalo, Niagara Falls, Cleveland, Canada and New Castle.

Knowing that I was in the railroad business, my uncle asked me to go to town with him to select a road over which to travel. At his suggestion, we first went to the office of a competing road, and he was much pleased with the trip they offered, but was not entirely satisfied. The thought then came to me "speak for the Baltimore & Ohio," and as a result the four tickets were bought in one of our offices.

As the trip extended over other roads, I do not know whether our portion of the revenue was large or small.

However, the occurrence illustrates the thought that the Company is trying to impress upon all employes, namely, that each one of us can become an effective soliciting agent and secure valuable business. The value of the individual amounts of revenue which we deflect into the treasury of the Company in this way may not be large, but the aggregate will by no means be insignificant. A campaign of this sort, if pushed vigorously and unitedly by all employes, will eventually assume large proportions.

I might add that if an opportunity like the above outlined ever presented itself to me again, I think that I would try to direct the ticket buyer to the office of the Baltimore & Ohio first.—*Walter Dyer MacEwen, Glyndon, Md.*



Time and Tide Wait for No Man

By Thomas N. Miranda

WELL! Well! Just a little while ago we were watching the melon cars whiz by, and with watering mouths hungered for a bite of the delicious red fruit. And here we are again, so soon—too soon for most of us—right on the threshold of the new year.

What have we been doing with our spare time—preparing ourselves for greater responsibilities? Or, have we been placing no value upon the precious hours we have between business and bed time?

Waste not your time, young fellows! If you anticipate doing something big, then today is the time to act. Tomorrow may never dawn, and it is much less certain to dawn for those who have no work to do, than for those who must live to realize the destinies they have set for themselves.

Not very long ago I visited the office of the yardmaster in a busy terminal of one of our eastern towns, to sit awhile and chat with the hopeful young lads who can generally be found doing night work. Seated at a desk and munching his lunch was a young fellow who I afterwards learned was the "Caller." Before him was spread the lesson sheets from a well known correspondence school. He was

studying to become an engineer. During our chat, I asked him:

"Do you ever expect to become an engineer through your correspondence course?"

"Why not?" he questioned me in reply. "I believe that I can become what I aim to be, if I put my heart into it and *work*."

"But," I said, "suppose you become tired and your lessons become tedious, what then?"

"Why suppose?" he said. "There is no supposing about this matter. I have invested my money and sacrificed much to take up the study. I am bound to continue or lose what I have invested. That I don't propose to do. This office has several such fellows. They are always supposing so and so and crying 'wolf! wolf! the wolf is coming!' It is my intention to profit by their errors. I am building my backbone without their pessimism. Don't worry about me, talk to them."

So I have followed his advice and I am talking to you, for perhaps some who read need to be reminded of the fact that "time flies."

You can place your money upon that young fellow. He is a sure winner. He is the type that is bound not to fail.

He wants to tackle big jobs and he is going to get the opportunity, too. How do I know? Why, because he is going after them right now. He has learned through his constant association with enginemen the necessity of being properly equipped before going on a long run.

Think it over—you fellows who are spending not only your money, but all your spare time (which is far more valuable), in the dance halls, around pool or billiard tables, at the theatre or possibly reading trashy novels. There never was a time in the history of this nation when young men with grit and courage were offered such wonderful opportunities to become great men. The country is calling for big men. The big positions are hungry for men to fill them. But unless you prepare yourself to fill them, you may be sure that you will never have the opportunity.

The country is full of reliable schools which teach every branch of railroad work to young men. And the fellows who seize such opportunities are the material from which railroad presidents, general managers and superintendents will be chosen.

"Time flies!" And just as it carries many on to oblivion, just so it carries the chosen few on to greater fields of usefulness in the land of Success.

Start right in now crediting yourself with all the loose change you can. Soon you'll have a sufficient amount to do a little repair work. When you get the repairs made, that is, when you are in proper shape, start in on equipment renewals. Discard the non-essentials which befog your brain and renew it with the qualities which make for 100 per cent. efficiency. If you do that you will soon be numbered with that present small minority of men who have car fare and lunch money up to the very day before pay day.

Don't keep one eye on the desk and one on the clock; don't spend several minutes daily talking over the Company's telephone with some one who is anxious to help you spend your money and is seldom ready to give you good counsel and help you to see ahead. Hindsight we all have. But the blessed gift of foresight is reserved for a few. Those who have foresight are not caring a rap when the chief clerk has his eyes upon them. They know that nothing is troubling him in so far as they are concerned. If he sees them at all, he is probably wishing he could increase their pay and he does so by promoting them to the first vacancy, paying a larger salary. If they find he is eyeing them, they blush with pride. They know that they are making a favorable impression. Whenever you get the chief clerk into the habit of watching you, it is a safe bet that he has discovered something worth while in you. If you are a machine, making no effort to better your condition, he is not at all likely to give you a thought. In fact he hardly knows you are in the office, or if he does, it is because your routine manner of clearing off your desk before it is time to go home, assures him that you are doing just what the Company pays you for, and further assures him that it is not likely ever to pay you more. If your work had not been done, you would have probably been asked to seek employment elsewhere. The fact that you stick to your position is no guarantee that you have ability. If you stay there too long, it is evidence of your lack of ability.

Change often means progress, not always. It does not in the case of a man who is constantly changing positions, unless he is an exceptional man and is being constantly promoted. A fairly good man, one that we can rely upon at all times, is a fellow who knows about

the work required at every desk in the office and is able to take hold of any task therein. But he is steady, even in promotion. Few changes are worth while if a salary advance does not go with them. If you are worthy of promotion you are worthy of increased pay. "Money talks," to be sure, but about all it ever says to a great many clerks is, "take me to the cabaret."

You have had, I hope, a Merry Christmas and good start towards a Happy New Year. Now buckle down to hard work!



Put your "nose to the grindstone" and with faith in your ability and a firm purpose to grow bigger constantly, determine to become an invaluable asset to the Company.

And, with hope eternal, begin
RIGHT NOW
 to prepare yourself for the boss's job. He isn't worrying about you if you are climbing. He will probably have a bigger job himself soon, and will be looking for just such a fellow as you can make yourself for his old one. He will be ready to deliver the goods to you if you can handle them.

Shakespeare said, "Time and tide wait for no man." So spread your steps out at full length, show a good shadow, and take up all the room you can fill. If your feet are on a good foundation you won't have to budge for anyone. And remember, it is a fine thing to make yourself needed!



BOOST! Don't knock! Complaints, when made to those who can remedy something that needs remedy, are all right. They help! But knocking helps nobody, least of all the man who does the knocking.

A 4-year old child can smash in two minutes a watch which it takes a man a week to make. A knocker can upset the plans of a better man than himself. But it gets him nothing.

Boost the company a bit. You get your living from it!

Boost your boss once in a while. **You may be a boss yourself** some day!

Boost your fellow employe occasionally. Who knows when you may need his help!

Help along! **Knockers** usually **hammer their own fingers!**
Think it over!

—From *New York State Railways Utica-Syracuse Lines.*

Reorganization of General Safety Committee

OFFICE OF THIRD VICE-PRESIDENT

BALTIMORE, MD., January 1st, 1914.

Effective this date the General Safety Committee is reorganized, and the scope of its work extended for the purpose of more effectively handling this important work and to more thoroughly investigate methods, practices and conditions involving:

Safety,
Injuries to Persons,
Damage to Property,
Train Accidents,
Sanitation,

the particular object being to prevent deaths, injuries, sickness and other occurrences having a bearing on the welfare and safety of passengers and employes of this Company and also to afford protection to the Company's property.

Mr. J. G. PANGBORN is appointed Chairman of the General Safety Committee, reporting to this office, with the following as members of the Committee representing the various departments:

Mr. E. R. SCOVILLE, Transportation Department.
Mr. JOHN HAIR, Motive Power Department.
Mr. WM. McC. BOND, Maintenance of Way Department.
Mr. J. T. CAMPBELL, Stations and Traffic.
Dr. E. M. PARLETT, Relief Department, Sanitation.
Mr. B. C. CRAIG (formerly Interstate Commerce Commission Inspector),
Safety Appliances.

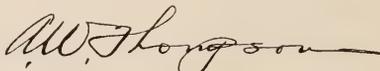
The members of this Committee are relieved of all duties other than those in connection with the Committee work.

Acting in conjunction with the General Safety Committee as an advisory committee are—

Mr. A. HUNTER BOYD, JR., of the Law Department.
Mr. J. W. COON, of the Operating Department.
Dr. J. F. TEARNEY, of the Relief Department.

The Chairman of the General Safety Committee will designate for each division one day of each month, which will be known as Divisional Safety Day, at which time an inspection of terminals, yards, shops, stations, freight houses, etc., will be made, followed by a joint meeting of the General and Divisional Safety Committees. The day of the week so selected will be the same for the succeeding months, to enable the division officers and others in interest to arrange to be present at the conferences, inspections and meetings.

The "SAFETY FIRST" movement is of mutual interest to the employes and the Company, and by concerted efforts of officers and employes, results of the greatest moment may be accomplished. In this manner it is felt the public will be impressed with a stronger feeling of confidence in the Baltimore and Ohio service, and the results will justify serious thought and untiring diligence in safety matters on the part of every employe.



Third Vice-President.

APPROVED:



President.

First International Exposition of Safety and Sanitation

Baltimore and Ohio Exhibit Wins a Grand Prize

WHO WILL APPLY THE APPLIANCES?

That is a highly interesting exhibition of safety appliances at the Grand Central Palace. It is creditable at once to the ingenuity and the benevolence of American inventors. A survey of it would almost suggest the entire elimination of danger from the ordinary activities of life.

Yet not one of those many devices is worth a row of pins unless it is properly applied and properly used. All the exhibitions and museums in the world will not prevent one accident. A fire escape is of no value if it is used as a storage rack. A door of escape is useless if it is locked or barred. The best railroad signals are of no avail if engineers ignore them. And the fact is that with all these splendid devices on review we have many more fires and railroad accidents and the like than any other comparable country.

It is well to invent such things and to exhibit them. But the essential thing, after all, is to have them applied and used in an efficient manner. Perhaps this reminder of their existence will quicken zeal and strengthen resolution to have them employed so as to effect their intended purpose.—*New York Tribune.*



ALL the exhibitions and museums in the world will not prevent one accident."

So states the writer of the above editorial in the *New York Tribune*—and we might point out as an even more significant phase of the Safety problem, that all the applying of the appliances intended to promote safety, all the rules issued in an effort to cut down accidents and mortality, all the bulletins published to show the causes of injuries and how to avoid them, and in fact all the theoretical and practical work done by the many agencies earnestly trying to conserve human life will count for little, unless there is a hearty response and cooperation manifested on the part of the people for whom this work is being done.

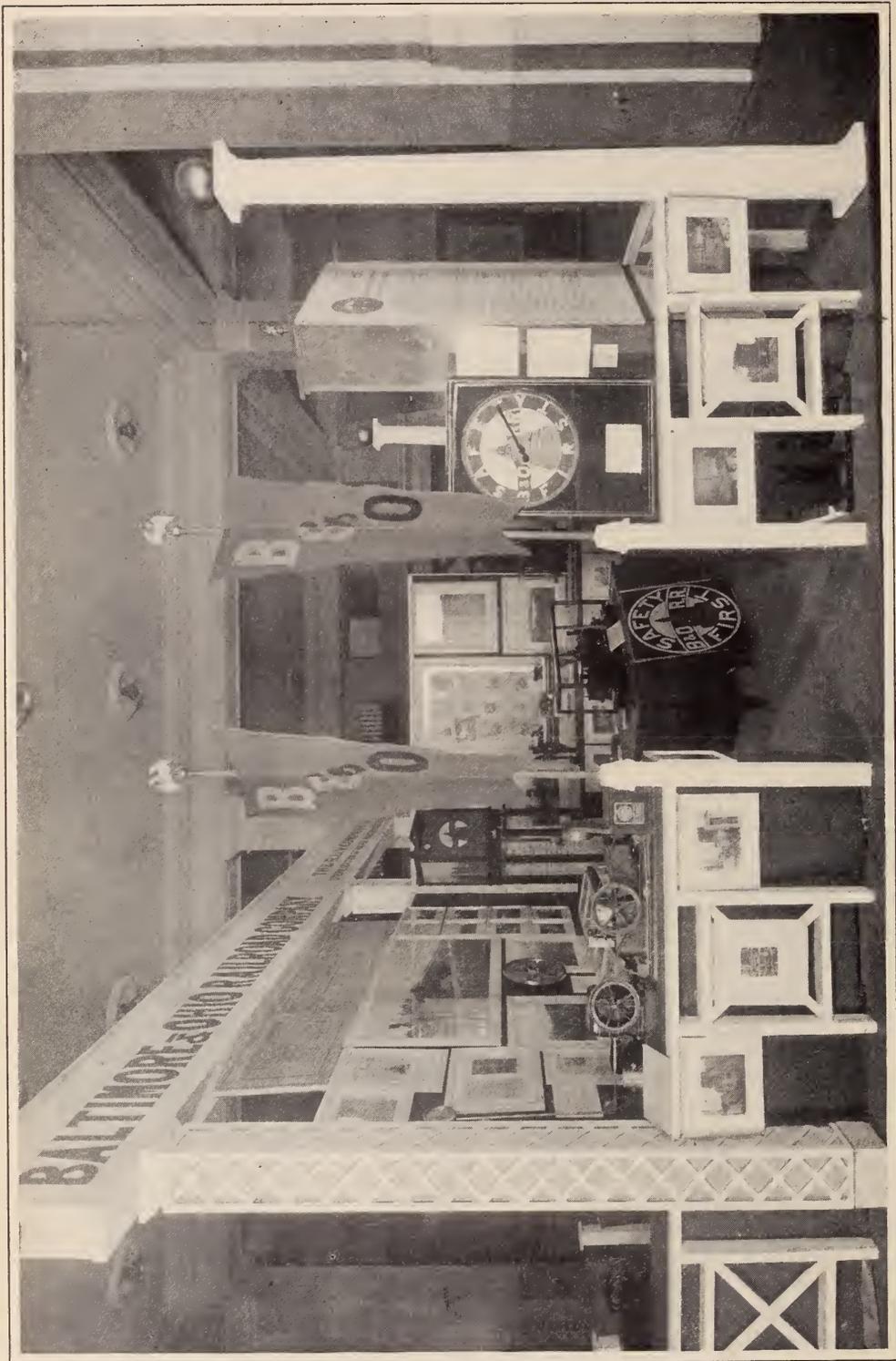
You can pass laws which make it a crime to block fire escapes with rubbish—yet some ignorant, careless or greedy person will pile up, on them highly inflammable material, ready to catch the

first flying spark; and a venal or indifferent inspector will condone the offense.

You can warn the patrons of transportation lines that spitting on the floor is a misdemeanor punishable by fine and imprisonment—yet you often see this offense committed with impunity by your fellow travelers.

You can emphasize in letters a foot high the danger of trespassing on railroad tracks, and find many intelligent people who seem to take a positive pleasure in walking the ties and assuming the inevitable risk this practice entails.

Finally, you can argue, order, and plead with a veteran railroad man in an effort to have him cut out dangerous practices; you can show him how his fellows are being maimed and killed by the very actions which he has been performing for years, and continues to perform, rules to the contrary notwithstanding; you can make as clear as daylight to him that the safe way is the best



BALTIMORE & OHIO EXHIBIT AT FIRST INTERNATIONAL EXPOSITION OF SAFETY AND SANITATION,
HELD IN GRAND CENTRAL PALACE, NEW YORK, DECEMBER 11-20, 1913

way always; yet he will persist in taking a chance and reap his disastrous reward.

Why?

Habit? Yes. Example? Yes. Carelessness? Yes. The gambling instinct? Yes. These and many other attributes of human nature are the answer to the persistent disregard which we pay to common sense Safety laws.

But look for a minute at the other side of the question. And here we see a brighter picture of the problem.

Our writer headlines—"Who Will Apply the Appliances?" Surely his must have been a cursory review of the Safety exhibition, for his question was answered by nearly every individual exhibit.

Did he not learn from the display of the United States Steel Corporation that they are spending literally millions in the applying of appliances? Did he not see in the booth of every railroad company models of devices which, so far as mechanical genius can, make safe the occupations of their employes and the lives and property of their patrons.

What of the illustrated lectures on "Safety" which could be examined in half a dozen exhibits? What of the

pronouncements of responsible railroad officials like that of our own Mr. Willard: "Safety is of first importance in the operation of a railroad." What, to be specific, did he think of the splendid exhibit of the Baltimore & Ohio Railroad, if it was not that we are adopting every proven device which will promote "Safety," just as fast as our resources permit?

Did he see the automatic speed indicator and recorder which was in operation in our booth? Or the pictures of our new steel trains, or the illustrations showing how we are making unsafe bridges safe, and replacing equipment of questionable value with the most approved devices for safe handling? So evident is the value of all of these features of our safety work, so inevitable the progress which must accompany their adoption,



J. G. PANGBORN
Chairman of the new General Safety Committee

that surely it may be said of them that "he who runs may read." And if our writer had taken the trouble to investigate what has already been accomplished by the safety propaganda on the Baltimore & Ohio alone, he would have found some figures which would have been enheartening indeed. For instance, does it not strike you as significant that twenty-

six fewer employes were fatally hurt on the Baltimore & Ohio during the first ten months of 1913 than during the same period in 1912—notwithstanding the fact that we had a considerably larger number of men working in 1913 than in 1912?

Broadly speaking, it was an inspiration to attend this exhibition, “a survey of which would almost suggest,” as the *Tribune* puts it, “the entire elimination of danger from the ordinary activities of life.” To attempt to describe the many wonderful devices shown would take pages. It seemed that everything which could possibly contribute to the conservation of human life was there. And besides the exhibits themselves, there were literally tons of reading matter distributed to whomever wanted it—articles on safety, illustrations of appliances, and advertising matter without end.

Perhaps the most significant feature of the show was the attendance of thousands of school children. They came trooping in in classes and accompanied by their teachers. Nine out of every ten were of foreign parentage—mostly the olive cheeked, dark eyed children of the Slavs or the Italians. Many of them were bespectacled; all were studious, curious, and intent to take away from the show whatever it had to offer them. Think you that these intelligent youngsters could spend an hour at the exhibition without absorbing some information and

advice which will be conducive to their own safety and that of their playmates, their brothers and sisters? Think you they can carry into their homes the reading matter they took away with them in armfuls without some good seed falling on fertile ground?

It is conceded by all reformers that education is the solution of great economic and social problems like that of “Safety.” Here is education of the most fundamental and valuable nature, education which will tend to conserve human life. This, next to its moral fibre, is the most valuable resource of any people. To the men in hazardous pursuits, whose habits of life through association and years of service, are well moulded, the safety propaganda often naturally appeals in only an indifferent way. “Safety” will not impress as effectively adults of the present day, whose early training was gained in an age of the greatest individualism, and whose opinions of life and great social movements are already largely formed, as it will the youth and children of the land. It is to the latter we must look for the propagating of the seeds we are trying to sow in this important campaign. And if we do our work well, if we cooperate whole-heartedly in this vital movement, five years will show progress which only the most confirmed optimist would now venture to predict.

Man Failure

The engine may fail and the track may wear,
There are metal and tools to remake and repair;
The target may break and the switch go wrong,
But a bolt and a blow will help them along;
When men fail the system is crippled all
through—
Man Failure, that's where the doom points at you!

Ties may wear out and tie-bolts may rust,
That is a matter repair gangs adjust;
Pistons may rattle and valves spring a leak,
The doom of the system's when men have
grown weak,

When men fail to answer with thoroughness
keen—
Man Failure, that's where you lose the ma-
chine!

As the strength of the chain is the strength
of each link,
You cannot move earth if the men fail to think,
If the men fail to measure each moment of life
Right up to the keenest demand of the strife;
If men fail to master with soul and with brain—
Man Failure, that's where you throw off
the train.—*Baltimore Sun.*



Essay Which Received Honorable Mention in Prize Contest for Ticket Sellers

By H. J. Hacker
Ticket Agent, Weston, W. Va.

GREET him with a smile and a pleasant "howdy-do." Show him that his call is greatly appreciated, and that you are pleased at having a chance to serve him. Show him that you are very much interested in his trip, and anxious that he get the best service for his money. Answer all his questions as if it were the pleasure it should be. If some of his inquiries appear foolish and unnecessary, don't make fun of them or become disgruntled, but answer them courteously. All people are not used to traveling and some know but little about it. Remember that it is your business.

Tell him the advantages of your road, but do so without "knocking" the other roads. If he tells you of some advantage another road has over yours, admit it, if its true. But tell him something about your road which more than makes up for it. Give him the rates and time of trains and connections. Size him up and suggest a good itinerary for him.

If a Pullman is wanted, ask him to let you make the proper reservation.

If still undecided after his first call, don't give up, but ask him to call again.

Better still, get his address and call on him, if possible, and make him think that you do this for his benefit and not your own.

If the prospect is not used to travel and is afraid to start alone, assure him there is nothing to fear, that the conductors and station agents will see that he gets the right trains and accommodations. If he is afraid of wrecks or acci-

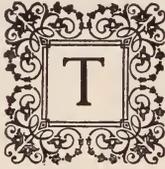
dents, explain to him that your road's motto is "SAFETY FIRST," and has been for years. Tell him also, if the subject of "Safety" comes up, that not a single passenger has been fatally injured in train wreck on the Baltimore and Ohio in the last six years.

All this will be easy for you if you have the interest of your company at heart. And this is the first qualification if you are to become a successful ticket agent.



H. J. HACKER

THE FLAGMAN



THE MAN who wrote the verse about the fellow "who built a house by the side of the road and was a friend to man," evidently had in mind the flagman. And although this phrase has been used until it is almost as tawdry as the service stripe of an employe saving the cost of a new uniform, perhaps this railroad application will give it fresh meaning.

That little house of the switch-tender's is a real home for him who lives in it by day. He may hail from the "Ould Sod," and have only such conversational facilities as his limited opportunities have afforded. But his sleeve is well filled by an arm hardened by labor on the right-of-way. Indeed one sleeve may dangle at his side, or be tucked empty into a pocket. This is the decoration of honor that he received while pulling some other from danger.

Sometimes to save a life means just a touch and a "Be careful, Sorr!" At another time it may mean the giving up of a life in a dash up the track to save a child.

Honor to the old flagman, even if his face at times is unresponsive. Here's a "Good Morning" to him for what he has done to keep his crossing free from danger to the passers-by. "He lives by the side of the road and is a friend to man."

H. IRVING MARTIN
Consolidation Coal Company

Railway Sanitation

A Subject of Momentous Importance to the Railroad,
the Public and the Employee

By Dr. Edgar T. Parlett

Member General Safety Committee

(This is the first of a series of articles which will be written by Dr. Parlett for the *Employee Magazine*. Literally millions of dollars are being spent annually by the railroads and industrial corporations of the country in the promotion of hygienic conditions in their properties, and it is hoped that the information disseminated through these articles will produce active and resultful cooperation on the part of our employes.

The best modern proof of the value of sanitation is the Panama Canal. Under the regime of the French company which originally undertook the building of the Canal, the project was a failure, but our government has successfully completed this greatest engineering achievement in history. And as Dr. Parlett suggests, in the opinion of competent authorities, the difference between success and failure can be attributed to poor sanitation under the French control, and the comparatively perfect sanitation under our control.

These articles will contain information and suggestions which will be of great value to our employes not only in their railroad work, but also in their activities outside of business, and it is hoped that they will be carefully read.—ED.)



SANITATION has to do in the main with the promotion of health through and by means of measures and acts which have for their object perfect conditions of cleanliness, and protection from disease through the wholesomeness and healthfulness of our surroundings.

Sanitation means health by means of disease prevention. Hygiene has to do more specifically with the promotion of health through measures which promote physical or bodily cleanliness, and I might add, moral cleanliness as well.

Everyone ought to keep in touch with and have a working knowledge of the developments of the science of hygiene and sanitation.

Some of the principles of sanitation have been known and practiced many centuries. The inhabitants of Pompeii and Rome and Asia and Africa observed

and cultivated bodily cleanliness and sanitary engineering in ancient times.

Scientists of this day and age have been so devoted to the study of this subject, spurred on by the rapid strides during the past quarter of a century in that branch of medicine known as Bacteriology, that never before in the history of the world has there been shown such interest and zeal in the subject of sanitation by all the civilized nations, by railroads, industrial concerns, municipalities and the public at large.

The monumental achievements in the sanitation of the Canal Zone by the United States Government (every tie in the road bed under French administration was said to represent a human life forfeited), and in Porto Rico and the Philippines, is sufficient evidence of national sanitary efficiency to bear out the above statement.

Indeed, the scope of public health work has become so broadened and diversified in the past ten or fifteen years, its influence so potent and its great good so manifest through the large number of lives annually saved by means of child welfare work, the inspection of schools and school children, the study of abnormalities and defects of the housing, ventilation and plumbing problems, food inspection and the activities of visiting nurses, inspectors, etc., that it is difficult to summarize or do proper justice to the almost incredible amount of good work the public health departments are doing.

It is the desire of the railroad, in so far as it is able, to do relatively as good work and to accomplish as much among its employes and the passengers entrusted to its care. In doing so, it needs the assistance and intelligent cooperation of each employe and passenger associated with it. All of us must be keenly alive to the subject and the expectations demanded for our own welfare and that of the public at large.

At times it is doubtless difficult to understand the reason for certain rules and laws promulgated by the Company and health officials. That most of them are based on sound principles of sanitary science backed by facts, you may be assured. Let me explain briefly:

Most of our diseases arising from unsanitary conditions are caused by bacteria. Bacteria, or germs, are similar to the cells of the animal body. The fault of their presence and prevalence is ours, and by ignoring them, or actually inviting them through unsanitary measures, they gain access to the body, and, once there, by their ill effects upon vitality, cause disease and death.

The products thrown off by bacteria after having gained access to the body are responsible for many of the diseases

familiar to everyone, several of which are: typhoid fever, consumption, influenza, pneumonia, tonsillitis, small pox, scarlet fever, diphtheria, whooping cough, etc. These disease germs are transmitted from one person to another by direct contact with a person suffering from disease, or through the medium of dust, principally the dust of buildings, and also by sneezing, coughing, expectorating, also from clothes, materials, etc., and from the body discharges. Without a preexisting case, transmission of germs to another is impossible.

Unsanitary conditions of the surroundings of depots, of shops, road beds and cars—from dust contaminated with spit and discharges of body, filthy floors, walls and furnishings, dirty urinals, foul toilets, soiled towels, contaminated cups and glasses, lack of cleanliness of the surroundings generally, absence of sunlight and pure air, poor ventilation, improper drainage, stagnant pools of water, dampness of the soil, smoky atmosphere, fumes and gases, contaminated foods, etc., are direct factors in the spread of disease.

Many persons who harbor germs of mild potency, pass them on to others in whom a severe type of the disease may result; there are a number of reasons to explain this.

On general principles, it might be said that the germs growing and thriving on the mucous membranes of the respiratory and intestinal tracts, are those which chiefly interest us, and are those to be most dreaded.

These germs are passed from the body of persons suffering from any of these diseases—whether they have these diseases in a mild or severe form, mingled with discharges at stool or by sneezing, coughing, etc., as has been explained. The germs are then either inhaled or swallowed by others.

When we inhale the germs, naturally they are air-born in the shape of spray caused by coughing or sneezing or talking, or more usually through the medium of dust. Too much stress cannot be put upon the danger of inhaling contaminated dust.

Dust particles of themselves cause injury to the sensitive mucuous membrane of the nose, throat and lungs, and in time cause an inflammation of these membranes. When dust is contaminated with disease producing germs, the membranes are thus readily prepared for their development.

Dry sweeping of the floors of waiting rooms, buildings and coaches, is a source of a very impure dust.

Dry sweeping should never be done, and the use of the feather duster should be prohibited. Moist sweeping and moist rags or the vacuum method should be used instead. At least once a week the walls, floors and seats of waiting rooms, etc., should be cleaned and disinfected with an antiseptic solution; the oftener the better.

Germs lurk and multiply in dark places where filth abounds, in cracks and crevices. These places must receive particular attention as to cleanliness and disinfection.

Sunlight kills or renders inert most of the known bacteria in a comparatively short time. The period is anywhere from a few minutes to several hours, depending on the type of germ exposed, the amount of moisture and free access

of air. Dust, therefore, from rooms from which the sunlight is excluded most of the day is much more harmful than the dust from the outside air.

Fresh air dilutes the atmosphere, has a disinfectant action by virtue of its oxygen properties, and scatters the germs. Therefore, pull up the shades and open the windows of your depots and office rooms whenever possible.

Chemical disinfectants, through direct applica-

tion or fumigation—and heat—are other means of disposing of the germs of disease.

What is most desired is to limit the chances of the spread of disease germs to a minimum. We must abolish their breeding places, prevent their access and development, and protect ourselves and the public from contamination.

Every office and waiting room should have a thermometer.

The cuspidor is a fruitful source of annoyance and a breeder of disease germs,



DR. EDGAR T. PARLETT
Member General Safety Committee

especially the non-metallic kind, which become cracked or chipped, and the rough edges of which serve as harboring places for germs. It is a pity spittoons cannot be made of some material with enough magnetic force or power to enable them to attract all the contaminated saliva and tobacco juice which finds lodgment on the floors and walls of waiting rooms and other places.

While the spittoon is not entirely ignored by patrons, its efficiency isn't 100 per cent. by any means. We have adequate laws to correct this evil, but they are not enforced. I think it would be a step in the proper direction, and would certainly avoid the embarrassment of the situation, to have the agents, conductors, brakemen and porters supplied with a quantity of cards to be handed to offenders. The cards should state that it is against the law to spit in public places, mention the fine and term of imprisonment in connection therewith, and say that if the offense is repeated the offender will be placed in the custody of the police department. I think this probably would be the best method for the railroad in educating the public against this disgusting and disease-spreading habit, and would materially help our sanitary efforts at very small cost. Spittoons should be cleaned frequently and disinfected daily with one of the many cheap and good preparations on the market. There should be large signs against spitting on the walls of all buildings, inside and outside, placed in conspicuous places.

At every depot there should be one or two tin cans for the reception of refuse, such as banana and orange peelings, peanut shells, paper, etc., which are now scattered about the premises by the public, a large sign nearby directing attention to the purpose for which the

receptacle is intended. The contents should be burned.

To clean and keep clean is a positive sanitary principle, and it serves the esthetic sense as well. Clean surroundings and clean bodies and good air energize and assist materially in keeping healthy the human organism.

The public is quick to condemn; its criticisms are usually harsh, and sometimes rather unjust, but in the main constructive. If the public is quick to condemn, it is likewise on the alert to applaud any innovation of the artistic in the way of ornamental gardening, in sanitation, safety devices or added comfort the railroad may inaugurate.

We should not permit ourselves to suffer by comparison with other railway systems; rather, we should be abreast of the times and set the example for them to follow. We must not appear run-down-at-the-heels, but rather we should cultivate the spirit of initiative and energetic ambition to keep our depots, shops, right-of-way, equipment, etc., in the pink of sanitary condition.

Our stations, yards, equipment, etc., are under the constant scrutiny of the traveling public, who must suffer through our neglect and ignorance when we permit unsanitary conditions to exist. The average traveler's opinion of a railroad is usually formed from the appearance of passenger coaches, yards and surroundings of stations and the sanitary aspects thereof, or lack of them. These conditions, or lack of them, have the faculty of attracting the keenest sensibilities of the critical traveler, so that it behooves us to live up to them for proper and good reasons, economic, hygienic, and esthetic, for in the strictest sense of the word their importance cannot be overestimated.

Sanitation further embraces the isolation of the sick, the fumigation and

disinfection of premises, clothing, etc., to prevent further spread of disease germs to others who may be exposed to contagion. We quarantine patients until the period of transmission is past, disinfect their discharges and utensils and fumigate the clothing and the premises and rooms in which they have lived during the course of the disease, in order to kill the germs thrown off by the diseased person.

One of the primary principles of sanitation is ventilation. The subject has been one of great interest from times immemorial, and is of some historical interest and significance, as witness the experiments of note from time to time by scientists with the ventilation system of the Parliament House of

England and the House of Lords. And who can forget the horrors of the Black Hole of Calcutta, where poor ventilation caused the agonized death of many soldiers.

It is now known that imperfect ventilation brings on heat stagnation of the body with its attendant interference with the physiological activity of the cells and tissues. This is because of the high temperature of the atmosphere, high relative humidity, and the absence of air motion within buildings. Not so much does the harm come from lack of oxygen in the air supply, or the superabundance of carbonic acid gas given off

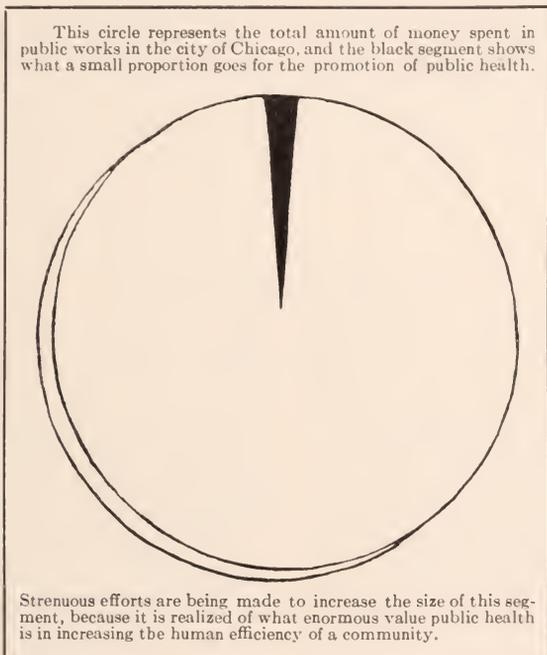
from the lungs of the inmates of the building or room, or from body emanations known as "crowd poison," although these factors have a bearing on the subject, especially the body odors, which in superheated atmospheres become offensive.

Whenever you hear a person complaining of oppression or the stuffiness of

the room occupied, you may be certain that the temperature of the atmosphere is too high, the relative humidity excessive and the surrounding air stationary, or nearly so. Thus interchange of heat between the body and the surrounding air is arrested, and since evaporation and radiation from the surface of the

body are necessary to health and comfort, discomfort and suffering ensues. Generally speaking, lower temperature of the air means relatively less humidity than higher temperatures and a cool atmosphere stimulates the body cells to increased activity.

It is necessary to have the temperature of a room a little under 70 degrees for comfort and proper body function. One individual's output of heat will raise 1,000 cubic feet of air 20 degrees in an hour. Hence fresh, cool air is essential to prevent bodily heat stagnation. With-in doors, ventilation should be so ar-



ranged that every person should be supplied with at least 500 cubic feet of air space, the more the better. A fresh supply should be furnished at least every twenty minutes. The size of a room, the time spent therein, the number of gas jets, open fires or candles burning, windows, ventilators, etc., are factors also bearing directly on the problem of adequate ventilation.

With a large room, with intakes and outlets not in close proximity, allowing a proper diffusion of the warm and cold currents without draughts, one can get along quite comfortably for short periods and without deleterious results on 300 cubic feet of air space per person.

Be careful to see that the ground floor of your office and waiting room is properly ventilated beneath; see that the soil is not damp, and that the drainage pipes from the sink outlets are in good working order. The opposite condition is very conducive to ill health.

Stagnant pools of water breed mosquitoes; drain them or thoroughly oil them. Flies and insects, which are pernicious carriers of disease germs, breed in filthy places, particularly in manure. Any such nuisances should be corrected at once if on the railroad property; if elsewhere, the proper authorities should be notified to the end that the nuisance may be abated.

Everyone now is aware of the public condemnation of the common drinking cup, roller towel and soap cake. They are germ disseminators. In their place should be substituted tissue towels, liquid soap and individual drinking cups.

Until the day dawns when each individual can possess a portable toilet outfit, the vexatious problem of furnishing and keeping the common toilet and toilet room clean and in proper sanitary condition will confront us. There is no

side-stepping this one colossal, vital, public demand. It is about the most abused, and consequently the most uninviting commodity which the railroad supplies and supports. Without constant attention and supervision, the toilet room soon becomes befouled and repellant.

Where many people utilize the toilet rooms, millions of disease-breeding germs find lodgment in the cracks and crevices of the walls and floors, and upon the seats and sides of the bowls. In the dark corners of the toilet rooms these germs soon breed into the billions. Every effort must be made to keep these places in as sanitary condition as possible. The floors, walls, seats and bowls should be scrubbed and thoroughly disinfected daily. The room should be well ventilated, and plenty of sunlight should always enter it when this is possible. The flush closet, properly connected with an adequate water supply and with ample drainage and the vent shaft extending above the roof, is the desirable sanitary closet.

The toilet room should be so constructed and ventilated that odors therefrom do not permeate the atmosphere of the adjacent waiting room or office. These odors, whilst not specifically unhealthful, are nevertheless offensive.

Whenever possible, the urinal should be separate from the flush closet, to prevent pollution of the toilet seat and surrounding floor by the careless and ignorant. Urinals need a good water flush and ample ventilation to minimize odor. Most of the wall deodorants now in use are valueless as disinfectants and the substituted odor from them more offensive than useful.

The outhouse closet, the dirt closet or removable pan closet of the rural districts demands more attention than it usually receives. First of all, it

should be properly screened from flies and insects, and it should be properly ventilated and emptied at regular and frequent intervals. If used for both purposes, the seat should be hinged in order to be lifted out of the way to prevent contamination from urine. The openings should be closed when not in use. Too often these closets are erected in close proximity to springs and wells, which in time become polluted through soil saturation and surface or underground drainage. And likewise it too frequently happens that they are located

near the house, making it easy for flies to carry disease germs direct to the kitchen and dining room, contaminating the food.

Space forbids a lengthier discussion of this most important subject. If, however, what has been said will stimulate interest and thought and a closer intimacy with the facts of this vitally important matter, the employes of the Baltimore & Ohio may, it is hoped, profit thereby, and the writer be amply repaid. Other articles pertaining to this and kindred subjects will follow.

The Night Express

HOMER GREEN, in *Youth's Companion*.

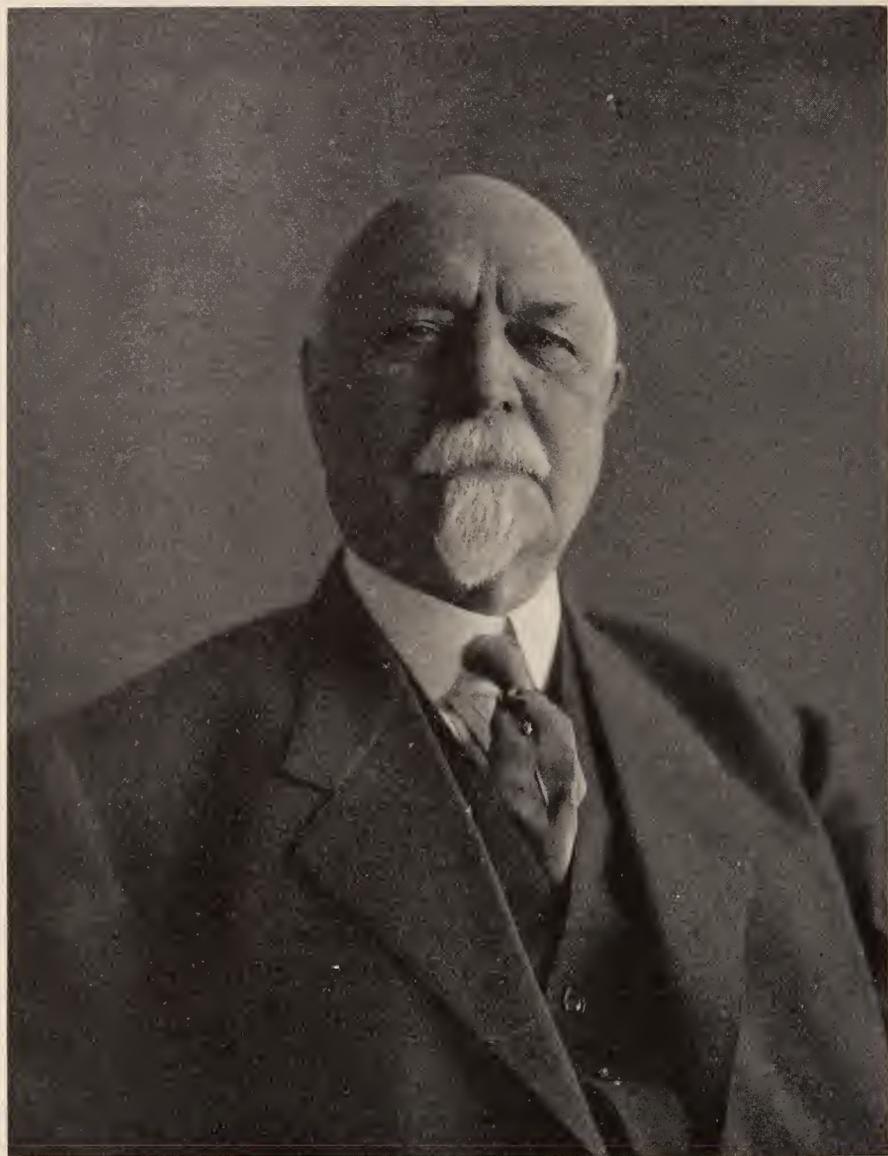
A royal game is the night express,
 When the work of the day is done;
 When the lamps drive out the loneliness,
 And the grate fire glows in its deep recess,
 And the winter night creeps on.
 "Now come!" I say to my four-year-old,
 "The hour for the game is here,
 You be the fireman big and bold,
 And I'll be the engineer."

A train of chairs in a faultless row
 With one high chair at the head.
 "Now, all aboard! Time's up, you know,
 Ting-aling! toot! toot!" and away we go,
 While the furnace fire is fed.
 "Steam up, Speed on, for the night is cold,
 And the track ahead is clear,"
 A thrilling ride for the fireman bold,
 And a joy to the engineer.

Through farm and forest we thunder on,
 And our light shines far ahead.
 But—"Look! O deary, the bridge is gone!
 A wreck there'll be in the ghostly dawn,
 And a train in the river's bed!"
 He drops the tools that he sought to hold,
 And his eyes grow wide with fear;
 One leap; and he's safe, is the fireman bold,
 In the arms of the engineer.

It's many a year since the night express
 Went thundering down the bay;
 And a bearded man in a soldier's dress
 Is he who sprang to my quick caress
 When the bridge was washed away.
 Yet I dream, as the winter nights grow cold,
 Of the nights of an elder year,
 When my four-year-old was the fireman bold,
 And I the engineer.





THE LATE CHARLES E. WAYS
Former Assistant General Freight Agent

CHARLES E. WAYS

BORN AUGUST 16, 1838

DIED JANUARY 2, 1914

TO FEW MEN is accorded the privilege given to the late Charles E. Ways of serving the same Company for fifty-eight years. Of him it may be said with peculiar significance that his life was the life of the Baltimore and Ohio Railroad.

Mr. Ways was born in Frederick County, Maryland, August 16, 1838. While serving as a messenger boy in the commercial telegraph office in Frederick, he learned to use the key, and when his family moved to Ellicott City he temporarily took the place of the Baltimore and Ohio operator there. In 1853, when he was only fifteen years old, he was made regular operator of the Company at Frederick Junction. And from that time on, with the exception of the two years 1865-66, his life was spent in its service.

His youth was lived during some of the most important formative years of the Company's history antedating 1865. His early manhood was devoted to the most unselfish and heroic service for his employers and his country, during the epoch-making period of the Civil War—at Harper's Ferry, where he saw the capture of John Brown by Robert E. Lee, then a General in the United States army, and later, the massing of the Confederate soldiers for their march up the Cumberland Valley; at Martinsburg, where he played a most active part in the retreat of Banks' army, and at Washington where he installed the first railroad telegraph for the protection of President Lincoln at the time of his inauguration. The years of his maturity witnessed the great expansion of the Company's interests during the eighties and the stressful period of reorganization in the early nineties. And the sunset years of his life were spent in useful service in the home office in Baltimore, where he was surrounded by men who knew and appreciated him as a loyal officer, and respected and loved him as a man.

A few weeks ago it was decided that as a tribute to his long and faithful service, and as a token of the regard in which he was held by the officers of the Company, Mr. Ways should be presented with a silver pass entitling him to permanent transportation over all Baltimore and Ohio lines. Accordingly such a pass was suitably engraved, bearing the signatures of president Willard and first vice-president Randolph.

Only a month before his death Mr. Ways handed to several of our executive officers a resume of some of the thrilling experiences he had gone through in the service of the Company. In the very first sentence of these memoirs, he wrote,

"Looking back into the fifties, I recall an incident that seems to justify the statement that the Baltimore and Ohio was a good railroad in those days as well as now." And he then proceeded to explain an occurrence which illustrates how remarkably smooth our roadbed was before the war.

Here we have the keystone of Mr. Ways' character and the ruling passion of his life. His first thought was never of himself but of the Company, whose aspirations, successes and destiny were inseparably linked to his career.

At the death of such an employe and such a man, it is well that we younger men of the Baltimore and Ohio stop and ponder for a moment the lessons of his life, that we may more nearly approach the ideal of service he so nobly embodied.

The Nine-Hour Day

The Other Side of the Question

On page 78 of the October issue of the *Employes Magazine*, there appeared a letter from a woman whose husband works in the Riverside roundhouse in Baltimore. She urged the Company to return to the old hours and overtime or to raise the wages of the men, claiming that she has great difficulty in meeting her expenses.

In a comment on her letter, it was pointed out that "only the earnest solicitation of the committee representing the machinists resulted in the nine-hour day."

Immediately after the distribution of the October number, we received the following letter:

NEW CASTLE, PA., November 14th, 1913.

EDITOR OF EMPLOYES MAGAZINE.

Dear Sir:

Please allow space in your valuable magazine for replying to a letter published in the October number, signed "From a Friend," and concerning the nine-hour work day on the Baltimore and Ohio Railroad. Our friend, proving to be a woman, is complaining that she can't pay her bills and that she is worried all of the time how to make ends meet and clothe her three children.

She says that her husband works at the Riverside roundhouse nine hours per day and that when he hands her his pay it makes her heart sick to know how much she owes and can't pay. She begs the Company to give the men the old hours and overtime back or raise their wages.

I agree with my friend about the raising of wages but I do not agree in asking the Company for the old hours and overtime.

It makes my heart rejoice to know that my husband only works nine hours, because he has more time to spend with his family. We are a family of five and live in a six-room modern house, live respectably, pay all of my bills and have a bank account.

I thank the Company through the columns of the *Employes Magazine* for granting the nine-hour work day.

Very truly yours,

[Signed] MRS. ALBERT F. VOSS.

Building a Home for Evangelist Jennie Smith

IT is extremely gratifying to advise the employes of the Baltimore & Ohio Railroad of the progress made toward securing the necessary funds to pay off the indebtedness on the home of evangelist Jennie Smith. The coming of the holidays enforced a suspension of the active solicitation at many points on our system, but plans have been made to start it again at this time. And the splendid response manifested by the men who have been directly approached on this subject, the promises already made by those who have not yet been reached, and, in fact, the substantial amount of money already in hand, indicate that the result of the appeal will be successful.

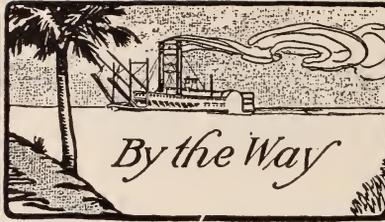
W. I. Steere of Manassas, Va., one of the original movers in the plan to raise the funds, is devoting a large part of his time without any financial recompense whatever, to personal solicitation and general supervision of the work.

Through an oversight, the names of Mrs. Emma S. Shelton, Mrs. Mary E. Brown and Mrs. Mary C. Henry, all of whom are connected in an executive capacity with the Woman's Christian Temperance Union of the District of Columbia, were left out of the announcement of the committee, as published in the October and December issues of the *Employes Magazine*. These women, and all others who have been connected with Jennie Smith in her work, are giving the plan to pay off the indebtedness on her home their active cooperation. The Woman's Christian Temperance Union of the District of Columbia, as a body, has also heartily endorsed the movement.

Any inquiries concerning the progress of the campaign may be addressed to the members of the committee, viz.:

Chairman, W. I. Steere, Manassas, Va.; George H. Winslow, Secretary Washington Terminal Y. M. C. A., Washington, D. C.; E. Dow Bancroft, Secretary R. R. Y. M. C. A., Columbus, Ohio; J. E. McKim, Secretary Union Station R. R. Y. M. C. A., St. Louis, Mo.; L. B. Schloss, Publicity Agent and J. T. Moffett, Superintendent Transportation of the Washington Railway and Electric Company; Mrs. Emma S. Shelton, President Woman's Christian Temperance Union of the District of Columbia; Mrs. Mary E. Brown, Treasurer of the Board of Trustees of the W. C. T. U. Building of the Woman's Christian Temperance Union, Washington, D. C.; Mrs. Mary C. Henry, Corresponding Secretary of the Woman's Christian Temperance Union of the District of Columbia, together with the following Baltimore & Ohio men: George M. Shriver, Second Vice-President, Baltimore, Md.; J. S. Murray, Assistant to the President, Baltimore, Md.; T. E. Stacy, Secretary Y. M. C. A., Baltimore, Md.; E. K. Smith, Secretary Y. M. C. A., Brunswick, Md.; W. C. Montignani, Secretary Y. M. C. A., South Cumberland, Md.; R. R. Jenkins, Secretary Y. M. C. A., Chicago Junction, Ohio;

By arrangement, the U. S. Trust Co. of Washington, D. C., will be custodian of the Jennie Smith Home Fund and all funds collected may be sent direct to said trust company by each collector.



On the Job

"Where's the president of this railroad?" asked the man who called at the general offices.

"He's down in Washington, attendin' th' session o' some kind uv an investigatin' committee," replied the office boy.

"Where is the general manager?"

"He's appearin' before th' Interstate Commerce Commission."

"Well, where's the general superintendent?"

"He's at th' meetin' of th' legislature, fightin' some bum new law."

"Where is the head of the legal department?"

"He's in court tryin' a suit."

"Then where is the general passenger agent?"

"He's explainin' t' th' commercial travelers why we can't reduce th' fare."

"Where is the general freight agent?"

"He's gone out in th' country t' attend a meetin' o' th' grange an' tell th' farmers why we ain't got no freight cars."

"Who's running the blame railroad, anyway?"

"Th' newspapers and th' legislatures."
—*Pittsburgh Press.*

A Remunerative Position

Tom Brown, comedian of the Six Musical Brown Brothers, with Primrose & Dockstader's Minstrels, is circulating the following story:

"An unsophisticated young chap from the rural regions got a position as conductor on a New York street car line. He kept track of the tickets and turned them in, but kept for himself all the nickels and dimes he took in.

"At the end of the week when the paymaster handed him his first salary envelope the young man inquired in great surprise:

"'What! Do I get paid, too?'" —
Youngstown Telegraph.

A Useful Document

The orders of Mr. J. W. Brooks, a once celebrated American railroad manager of Michigan were, it is said, almost beyond deciphering. On a certain occasion, when a second line had been laid on one of the branch roads, it was reported at headquarters that the barn of an old farmer stood partly upon land which the company had bought, and dangerously near to passing trains. Mr. Brooks, just getting ready for a trip down the Mississippi, wrote to the farmer that he must move his barn from the company's land at once. If he delayed he would be liable to a suit for damages. The old farmer duly received the letter, and was able to make out the manager's signature, but not another word could he decipher. He took it to the village postmaster, who, equally unable to translate the hieroglyphics, was unwilling to acknowledge it. "Didn't

you sell a strip of land to the railroad?" he asked. "Yes." "Well, I guess this is a free pass over the road." And for over a year the farmer used the manager's letter as a pass, not one of the conductors being able to dispute his translation of the instrument.—*From Tidbits of American Humor.*

Dressing a la Berkeley Springs

In the old days of railroading it was customary for trainmen to live in the caboose when they were not in their home towns. The conductor and brakeman of a certain freight train which was at the Cumberland terminal lived in Cumberland, but the fireman, who happened to be a Martinsburg boy, was left in the caboose to get his own supper. And being determined to have a good one, he purchased a luscious steak as the principal part of his meal.

All Baltimore and Ohio men who are familiar with the Cumberland Division, know that there are large quantities of very fine white sand handled for the glass factories at Clarksburg, and that it looks exactly like high grade flour. Whether or not the jar of this sand which found its way to the food shelf of the caboose

was placed there by accident or design, does not enter into the story. But it got there in some way, and was used in generous quantities by the new cook in preparing the steak. It is said that he wondered why the "flour" did not take on the creamy, rich appearance it usually does, but he laid its persistent whiteness to some sin of omission or commission on his part and dug into the steak with the keen appetite of the typical trainman. He was having some trouble in masticating the "flour gravy," and so confessed to the flagman when the latter came into the caboose. Then they investigated, and found out that the supposed flour was some of the finely pulverized product of the sand cliffs at Berkeley Springs. And the fact that the fireman never experienced any ill effects from his meal is pretty good proof of the soundness of his digestion.

Signs and Sich-Like

Spread across the entire width of his building in a little Connecticut town, in letters fully four feet high, an enterprising New England manufacturer thus advertises himself:

FRANK J. SMITH—LOW DOWN
WAGON BUILDER.



Progressive Form of Examination of Firemen, its Advantages, and How to Study

By W. J. Duffey, Wheeling, W. Va.

IT IS safe to assume that a young man entering the service as a fireman, does so with the expectation of some day becoming an engineer. No matter what vocation in life we wish to follow, we must serve a term, either short or long, as an apprentice; therefore, our term of firing is simply an apprenticeship. Whether the term shall be three years or more depends altogether on the young man. If he is energetic, he will soon realize that there is a great deal to learn about a locomotive and the art of railroading in general before he can become a successful engineer.

To enable such young men to become efficient engineers, in 1912, our third vice-president, Mr. A. W. Thompson, who was then General Manager, introduced our present form of progressive examination for the purpose of encouraging the beginner to start at the bottom and come up—to learn all about firing before beginning the study of valve motion.

It is, or should be the practice on all divisions to give to the student when starting out on his trial trip, a copy of the book on fuel economy entitled "Good Firing." After completing his trial trips he is furnished the first year's examination questions. These consist of easy problems on combustion and the proper method of firing locomotives. At the expiration of his first year's service he is expected to pass a written and

oral examination on these questions. These will not be difficult if he studies the book on good firing and endeavors to put into practice the information contained therein.

After passing the first year's examination he is given the second book, part B, containing the second and third years' questions, on which he must also pass a written and oral examination at the end of his second and third year period of service, respectively. If he answers not less than 85% of the mechanical and air brake questions he is entitled to a certificate as an engineer, provided that he can pass the required examination on train rules, etc.

I believe I have made it plain enough for any fireman of ordinary intelligence to see that his promotion to engineer is strictly up to himself. The position of locomotive engineer is a responsible one and before assuming that responsibility we should get all the information possible pertaining to locomotives, air brakes, train handling, etc., in order to pass the required examinations. It certainly means study on the part of the aspirant. Just imagine how much knowledge he can get by devoting some of his leisure time to the study of some good books on the locomotive, following it up by spending a few hours occasionally at the shops examining engines undergoing repairs.

The study of the locomotive in action

is also interesting and can be done without interfering with a fireman's work. For instance, a locomotive will exhaust four times in a revolution of the wheels. By watching the cross head on one side, we notice that the exhausts take place when it is at the forward and back end of the guide for one side and at the center of the guide in its movement forward and back for the other side, as a cross head passes the center of the guide twice in each revolution of the wheels. Study out which end of the cylinder and on which side the exhaust steam comes from when the cross head is in the different positions. If more convenient the main crank pin can be watched for the exhausts. When on forward and back centers the exhausts take place for one side and on top and bottom quarters for the other. You will also notice that the slide and piston valves do not move in the same direction when admitting steam to the cylinder. Why? How does the steam get out of the cylinder with piston and slide valves? There are numerous other problems like

the above that can be studied from the locomotive and I feel that any engineer would be only too glad to assist the fireman in solving them.

The study of books without some first hand examination of the locomotive is a mistake. You do not get the practical knowledge. Learn the names of the different parts and the functions they perform and the books will then make everything so clear that you will not dread the examinations or try to evade them, as a great many men unfortunately do.

It is the practical and technical, or book knowledge combined, that teaches an engineer to train his eye to discover loose bolts or nuts when oiling, and his ear to detect "something wrong" with his valve motion by the sound of the exhaust when the engine is working. A great many break-downs can thus be avoided because such a well trained engineer will know exactly what to do in any emergency. He is the type of employe who is invaluable to the Company.

Baltimore & Ohio Employes Form Veterans' Association at Brunswick, Md.

Members of the Baltimore and Ohio Employes Veterans' Association of Brunswick, organized recently at the Y. M. C. A. in Brunswick and enrolled fifty-two members. The association is made up of employes who have been in the service for twenty years or more, and covers the Baltimore, Cumberland and the Valley Divisions. The object of the association is to make the men better acquainted with each other and for social intercourse.

The officers of the association elected were: J. T. Martin, president; J. J. Hackett, vice-president; Eugene Harrison, secretary, and G. A. Sigafoose, treasurer.

George F. Sturmer, from the office of general manager C. W. Galloway, was present at the meeting and made an address to the members. After the business meeting and a social session, refreshments were served in the Y. M. C. A. dining-room.

An executive committee was appointed consisting of E. Miles, J. H. Yost, F. E. Alder, H. S. Hedges, and W. E. Shannon. On December 4th the first regular meeting

was held in the Y. M. C. A. It was well attended and twenty-five new members were added, making a total membership of seventy-six up to that date.

National Orange Show will be held at San Bernardino, Cal., February 18-25

California's greatest mid-winter event will be the National Orange Show at San Bernardino, February 18 to 25.

The citrus fruit men of the state will gather at San Bernardino to compete for the prizes for the world's best oranges and lemons, and exhibitors of Arizona, Florida and Louisiana and other orange producing states of the country, will join with the Californians in displaying the wealth of this golden industry.

This will be the fourth annual National Orange Show, and it is expected that between 2,000,000 and 3,000,000 oranges and lemons and other citrus fruits will be used in the exposition. Acres of ground will be covered by the big display.

The various citrus fruit producing

counties of California, and many of the individual districts, make up the beauty and spectacular feature of the exposition by using oranges and lemons in works of art, symbolic and representative of their respective communities. One of the railroads of Southern California, which plays an important part in the transportation of the citrus fruits to the eastern markets, will this year enter a complete train, locomotive and cars, built from citrus fruits.

It is believed that to persons contemplating residence or property investment in California, or to anyone interested in the citrus industry, this exhibition offers the greatest opportunity for investigation and information.

Record Time Made in Moving Bridge

In moving bridge No. 39 at Beach City, Ohio, Mr. J. T. McIlwain, master carpenter, completed the work in such record time that Mr. Lechliden wrote him the following letter:

MR. J. T. McILWAIN,
Master Carpenter,
Akron, Ohio.

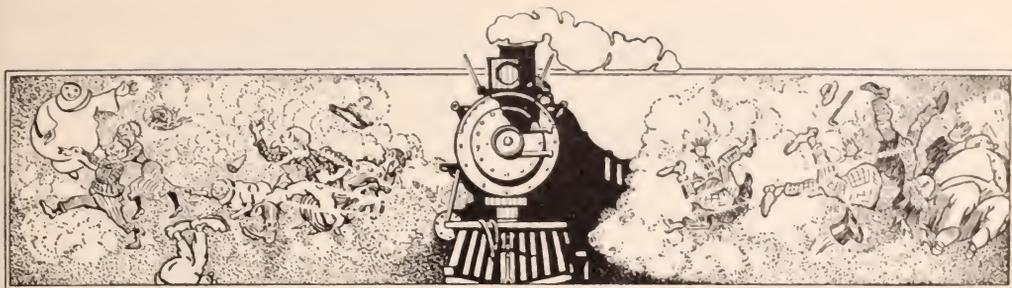
Dear Sir:

I want to congratulate you on the manner in which you succeeded in re-

moving bridge No. 39 and getting things in shape for traffic.

As I understand it, you moved the iron work from its old position to the new pier in twenty-one minutes and put stringers in their place and had track ready for operation of trains in six minutes afterwards; in other words, a total of but twenty-seven minutes was consumed in making the entire change.

Yours truly,
(Signed) W. T. LECHLIDER.



EXHAUSTS

Credit Found

On the "Exhausts" page of the December issue we printed a paragraph entitled "Diplomacy," and stated that credit had been lost. This was written by R. T. Gebler, advertising manager of the Technical Supply Co. of Scranton, Pa., and we are glad to make acknowledgment herewith.

Friendship

A little boy got out of bed wrong one morning and was so hateful all day that his father finally found it necessary to punish him.

A little while after the ordeal was over his mother found him out back of the barn tenderly caressing and petting an old ram that was pastured there. Her heart was touched by this display of kindheartedness on his part and she watched him tenderly for some time. Then, walking over where he sat, she inquired:

"What makes my little boy so good to the old sheep?"

He did not stop or look up but answered, stifling a sob:

"'Cause he just butted pa.—*Philadelphia Inquirer.*

Then and Now

When he put on her skates, he tarried,
For she was quite a charming elf.
I notice now, since they are married,
She's learned to put them on herself.—
Judge.

The Exception

First married man—Is there ever an occasion when everything at your dinner table is stone-cold?

Second married man—No, not everything. We always manage to have a heated argument.—*Judge.*

In 1925

"What's the trouble now?" demanded the janitor. "More heat?"

"No," said the tenant of the latest skyscraper; "but I want those clouds brushed away from the windows."—
Judge.

The Bond

"Can you tell me what Mrs. Crowley and Mr. Geron have in common that should make them so fond of each other?"

"Why, sure! She is a grass widow and he has hay fever."—*Judge.*

The Viewpoint

Bookkeeper (to boss): Mr. Grouch, I'm going to get married.

Grouch: Glad to hear it. You won't be so all-fired anxious to get home early.—*Business.*

An Empty Joke

"A friend of mine has a little daughter who had a pain in her stomach one day and her mother told her that it was because that organ was empty and gave her some bread and milk. A few days later a friend of her mother's called, and Bessie was in the drawing-room listening to the conversation.

"I have an awful headache," announced the friend.

"That," said Bessie gravely and with authority, "is because it is empty. Mother said so."

Which necessitated some explanation from mother.—*Baltimore Star.*

THE WEAKER SEX.



Little Mr. Shrimp: "All that you say may be true, ladies, but it fails to convince me that woman is fitted by nature to vote. She hasn't the physical strength."—*Newark, N. J. Evening News.*

THE STATION AGENT

HAVE you ever sat and waited for a railway train belated, have you hung around the depot half a day? Then you've marked the angry pageant marching round the station agent, and have ceased to wonder greatly that he's gray. All the rubes line up before him and denounce him and implore him, and they ask the same old thing a million times; and the agent, still politely, gives the information rightly, in an effort to deserve his meagre dimes. Forty million times he answers all the snorters and the prancers, and he never groans or whimpers o'er his task; there are fat and fussy strangers, there are sour bewhiskered grangers, and they all have silly questions they would ask. There are women with their babies, there are gents who have the rabies, and they gather round the agent in a ring; there are jays of all descriptions throwing fits they call conniptions, and they all have fool conundrums they would spring. And the agent answers plainly, answers patiently and sanely—I admire the station agent for his pluck! In his place I'd rise in dudgeon, seize the nearest wet elm bludgeon, and among the question springers run amuck.

Copyright, 1913, by George Matthew Adams.

—Walt Mason

Percentage Sheets and Through Waybilling Instructions—Their Uses and Abuses

H. C. Vaughn

Rate Clerk, Freight Department, Braddock, Pa.

TO a great many billing and revising clerks at local freight stations, the fact that percentage sheets and waybilling instructions are misused must be very apparent.

Frequently, unrouted shipments are offered for points on foreign roads to which there are prorating arrangements via several routes and via which our Company receives different proportions of a published through rate. Notwithstanding instructions to the contrary, however, careless employes sometimes forward such shipments via the route allowing our Company the least proportion of revenue.

Some freight tariffs provide routes via different junctions to the same destination on a foreign line, and careless billing clerks, knowing from memory that through waybilling arrangements are in effect via the railroad the shipment is routed by the shipper, issue their waybills at random (instead of consulting the percentage sheets as they should, to see which route gives the Baltimore & Ohio Railroad the greatest revenue) and make them read via the route giving our Company the least revenue. This results in a loss, sometimes as high as \$20.00 on a shipment.

To conscientious employes this may seem exaggerated, but the following experience should convince them of its truthfulness. It also shows what poor service is given to the Company by a clerk who is looking for pay-day only.

I was employed in a busy freight office and it was my duty to rate all shipping tickets, etc. When I turned them over to the bill clerks, the only work undone was to waybill them in accordance with the rate, route and divisions as I noted on each.

One morning one of the regular bill clerks failing to report for duty on account of sickness, a clerk having ten years' experience in agency work was put in his place. The first question I asked was:

"Jack, have you had any previous experience in the work you are about to begin?"

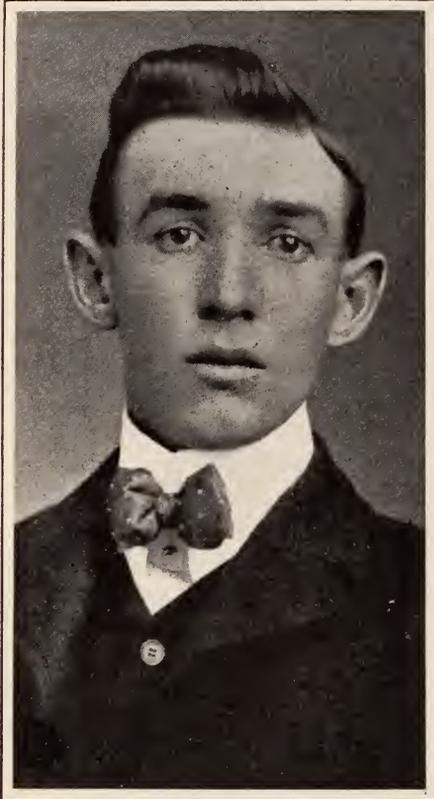
He answered, "Oh, yes, I billed three years at 'C,' where business is much heavier than it is here."

I told him that I thought we were quite fortunate in having a competent bill clerk available, and that while the billing at our station was practically the same as that on the entire Baltimore & Ohio System, nevertheless, if there was anything regarding it that was not entirely clear to him, he should not hesitate to call upon me for the desired information.

Within two hours after he had started to bill I had occasion to pass by his desk, and in passing noticed that he was using an interline form of waybill. Being certain that I had not given him a shipping ticket requiring its use, I stopped to investigate. I found that he was billing a less carload shipment via a route not in accordance with the notation I had placed on the ticket for his information and guidance, but via a route for which from memory he knew there were through

waybilling instructions, but which allowed the Baltimore & Ohio Railroad fifty-eight cents less than via the route which it was necessary to bill to Junction with foreign line.

Upon examining the other bills he had made during the two hours he was on the



H. C. VAUGHN
Rate Clerk, Freight Department, Braddock, Pa.

job, I found that he had followed the practice to the extent of \$2.62 in the foreign line's favor. I did not ask him how much stock of the foreign line he owned, but gathered up the bills erroneously issued and asked him to step over to my desk for a few moments.

When we reached there I said:

"Jack, what is your excuse for billing these shipments via routes contrary to those inserted on the tickets by me?"

"Why," he said, "at 'C' we always billed *through* when possible, for you see it saves figuring the extensions twice on a prepaid bill, and then it is not necessary to rebill the shipment at the junction with foreign line. This is quite a saving in labor."

I immediately got out the percentage sheets via the various routes applicable to the shipments he had billed and began to explain to him the importance of giving our line the long haul. I had explained one percentage sheet to him and was in the act of picking up a second one, when he said:

"You need go no further, Bill, I have learned a lesson and want to thank you for it."

Two weeks later I decided to find out how much that lesson had taught him, and proceeded to misroute a shipment similar to the one I had discovered in passing his desk on the first day on the job. I placed the ticket on his desk and had scarcely time to reach my own when Jack was at my elbow with the ticket in hand. He tapped me on the shoulder and said:

"Here, Bill, this route doesn't look good to me!"

"What's wrong about it, Jack?" I asked.

"I had a similar shipment the first day I worked on the bill desk and you——"

That is as far as he went, as I was beginning to smile, and he turned around and went back to his desk, as he saw it had been done merely to test him.

If all billing clerks when issuing waybills will remember this article, I think it will prove advantageous to themselves as well as to the Company. It will also relieve the Auditing Department of the necessity of calling on the Agents so frequently for explanations as to misrouting.

In the Interest of "Safety First"

By H. B. McDonald
Engineer, Newark Division

The cry nowadays is "Safety First," and I thought a word on the subject would not be amiss.

There was a time when everybody worked to get there, no matter how. All kinds of chances were taken by engineers and train crews alike. And many accidents resulted.

Another thing that should be considered in connection with "Safety First" at all times is to make haste slowly. This is especially good to observe when handling long trains in order to avoid damages to cars and injury to train crews. If this were followed out in the shop and

roundhouse alike, how much longer our engines would last. And how much better the work could be done with them when on the road.

You see the motto of "Safety First" in your shops and offices. Every one should get in line and make "Safety First" mean what it says. The highest officers of the Company are behind you. Some fellows may kick now but they will come around. In the meantime carry out the Company's rules to the letter, for your own sake and that of all concerned. And remember to make haste slowly in the interest of "Safety First."

Keep Off The Track

By F. B. Huntington

NEARLY all portions of the United States are safe to stand and walk upon, but certain very narrow strips owned and used by the railroads are not. The disregard with which our fellows persist in using the dangerous strip makes good business for the undertaker and bad business for the rest of us.

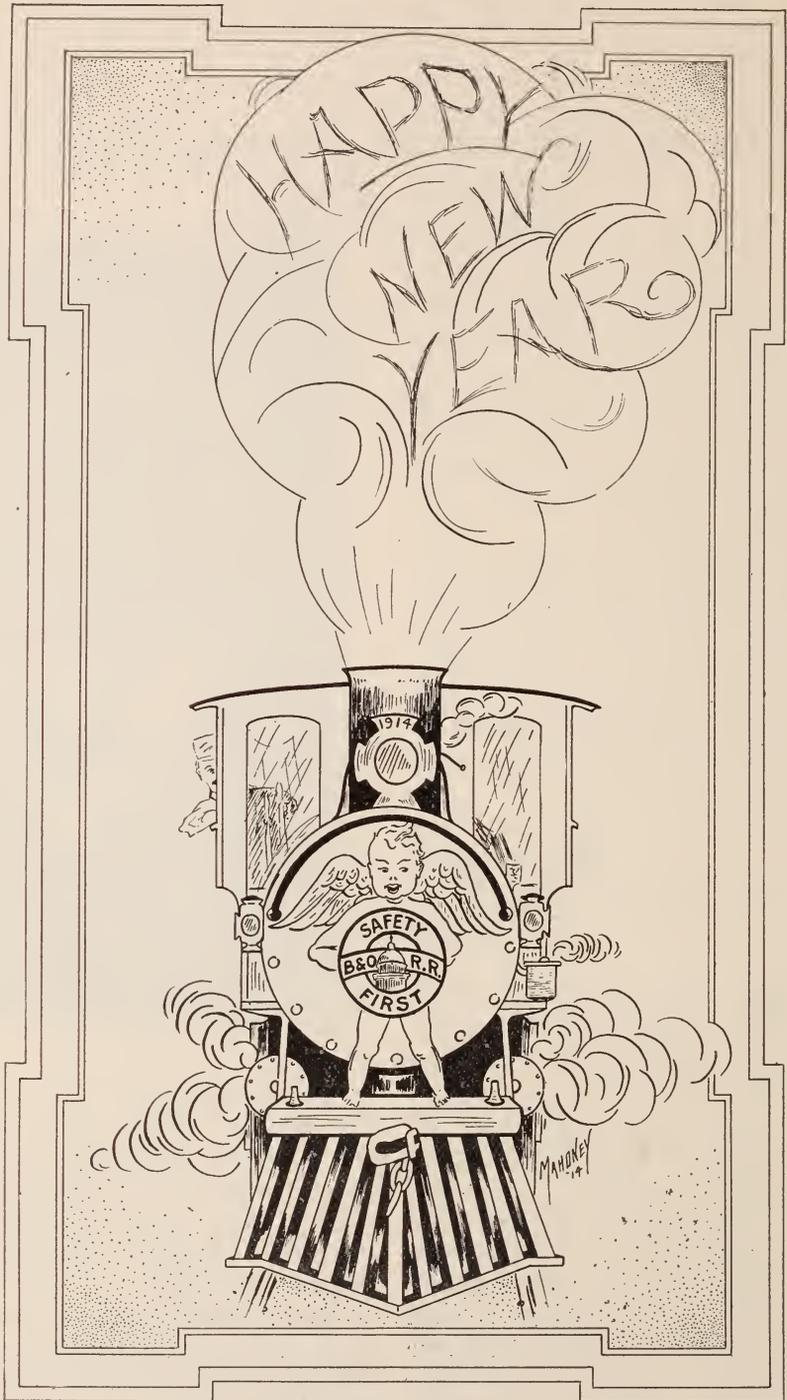
The enormous traffic of the Baltimore and Ohio Railroad moves over a narrow piece of land four feet eight and one-half inches wide, and this very restricted area is designed solely to accommodate vehicles of great weight. Obviously it is no place to walk. A great number of widows

and orphans can tearfully confirm this today, and more will be able to do so tomorrow.

It is comparatively safe to walk upon the streets, highways and most other places, but it is extremely hazardous to use the narrow space between two steel rails. Until this fact is recognized and accepted, trespassers will continue to be maimed and killed.

Thus far no one has ever succeeded in diverting or even retarding the course of a moving train by the impact of his body. It is dangerous to try.

BETTER KEEP OFF THE TRACK.



See opposite page

PORT IVORY, STATEN ISLAND, N. Y., January 5th, 1914.

EDITOR BALTIMORE AND OHIO EMPLOYES MAGAZINE,
Baltimore, Md.

Dear Sir:

We, the employes of the Company at Port Ivory, N. Y., wish, through the medium of the Employes Magazine, to convey our wishes for a bright and prosperous New Year to all our fellow workers on the System.

Mr. Mahoney, a clerk in the office here, drew the accompanying sketch for our magazine for the month of January (New Year's number), and we are not a little pleased with the result of his effort.

We hope that you will be able to use this drawing in the January issue, for we think that many employes will pause to look at it, and will thereby be reminded of the all-important subject of "Safety First."

Yours very truly,

L. H. HAND,
Agent, S. I. R. T. R'y Co.

BALTIMORE, MD., January 6th, 1914.

MR. L. H. HAND,
Agent, Staten Island Lines,
Port Ivory, S. I.

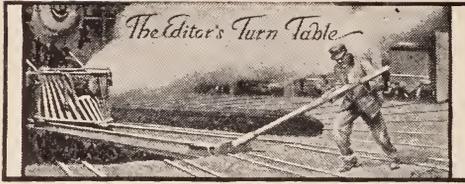
Dear Sir:

The drawing of the engine and the letter conveying good wishes from the employes at your station arrived just in time to be inserted in the January issue of the magazine. Please convey my own appreciation, and through me the appreciation of all the readers of the magazine, to those responsible for this pleasant greeting.

With hearty thanks for your thoughtfulness and best wishes that 1914 may be the most prosperous year in the history of the Company, and therefore for all our employes, I remain,

Very sincerely yours,

EDITOR EMPLOYES MAGAZINE.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Time Efficiency

HAPPY the man who can look back on life and truthfully say, "I have not wasted my time." For even though he be a worker at one of the least conspicuous tasks of life, he will then feel that he has done his duty to himself and his fellow men.

Time is the one possession which men share alike. Birth, physique, mentality, training and other conditions help determine man's position in life, but time is the common possession of us all, to do with as we will. Some few men seem able to create time; men like Edison, for instance, who, it is said, works eighteen hours out of twenty-four. At the other extreme are the poor fellows who keep as close to the sun and the park benches as the law allows, and never do anything with their time. But to every normal person, each swing of the pendulum tells the same story, "another second gone," "another second gone."

"Oh, that I could live life over again!" is sometime the pitiful and helpless cry of nearly all human hearts. In the meantime the pendulum swings relentlessly on, and new records of failure or of character growth and achievement are in the making.

It matters not what task is before us so long as we employ every minute wisely.

More and more, public sentiment is demanding that we have a part in life's great drama by contributing something worth while to the common good. And it is not the part we play but the acting of it that counts. You know some man whose place in life is ever so humble, but he has your respect and that of *all* who know him because he is playing his part well. He is making every minute of his time count for as much as his talents and advantages permit. And even though material loss, or personal bereavement, or other buffetings shall come into his life, he has that sweet consciousness that he has met the hours of each passing day in the spirit of honesty, industry, courage and earnestness.

Do you remember the inspiring picture of fortitude that Wordsworth paints for us in his simple but impressive poem, "Resolution and Independence?" How he walked over the moors and hills one day in deep dejection, and came upon the lonely figure of the decrepit leech-gatherer; and how the old man's fortitude and courage affected him so strongly that it lifted him out of his dejection and caused him to resolve,

"God be my help and stay secure:
"I'll think of the leech-gatherer on the lonely moor."

Already many precious days of 1914 are "as a tale that is told." If you are like the rest of us, you probably started the new year with good resolutions. But whether you did or not, tarry a moment on the threshold and ponder this question,

"In starting out the year, am I planning a development that will bring to others comfort and protection and to myself the golden coin of friendship and gratitude?"

Beyond and above the "pound of flesh" idea so common in barter for ser-

vice rendered, is the more inspiring vision of endeavor, the reward of which lies, it is true, in self-improvement, but which comes also from a consciousness of having been helpful to others. Remember that it is only thus that you can create a surplus which earlier or later is sure to bring rich comfort and satisfaction to your life.



Credit for Clippings

We recently received in one mail eight humorous paragraphs which had been clipped from other publications and were submitted for publication in the *Employees Magazine*. We should have been glad to run at least three of these had we known to what publication to credit them, but as this information is not available, we cannot use them.

Will all employes who send such clippings, kindly see that it is specified in which publications they were originally published.



Employees Magazine for Pensioners

We wish to send the *Employees Magazine* to all pensioned employes of the Baltimore & Ohio Railroad who want to read it. If any pensioners who would like to get the *Magazine* regularly but are not now receiving it, will write us to this effect, we shall be glad to see that they are supplied.



Correspondents are Cooperating

In requesting that notes for the "Among Ourselves" section of this issue be sent in by a certain date, we made some suggestions to correspondents as

to the manner in which it is desired that contributions be submitted. The hearty response to this appeal is very much appreciated. It is encouraging indeed to get such splendid cooperation.



Distribution of Magazine

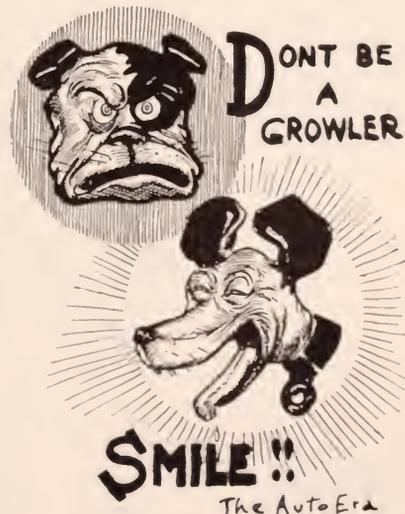
There are many names on our mailing list to which magazines are being sent each month via United States mail. This entails considerable expense.

If employes know of any such cases that could be handled satisfactorily by train or personal distribution, they will confer a favor by so advising us.



Correction

On the record run of engineer Krimmelbein's, which was described in the October issue of the *Magazine*, it should have been stated that conductor R. F. Pell and engineer J. W. King were the pilots on the train from Fairmont to Grafton.



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 everything else

THE HIGHEST SAFETY RECORDS
FOR NOVEMBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Illinois.....	\$13,166	\$10,123	\$23,803	.....
Shenandoah...	12,420	.....	* 705	*\$5,038
Indianapolis...	8,361	9,222	.....	.....
Ohio River....	6,982	7,507	16,188	.....
Wellston.....	6,733	11,372	.....	*12,157
Indiana.....	.....	8,927	.....	.....
Wheeling.....	.....	.....	5,226	.....
Pittsburgh....	.....	.....	3,824	.....
Cleveland....	.....	.....	.....	61,331
Monongah....	.....	.....	.....	25,302
				17,684

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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,
NOVEMBER, 1913

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$4,668.02	\$ 1,583.10	\$4,857.01	\$ 3,233.02
Baltimore...	5,942.51	1,573.46	4,402.70	3,622.24
Cumberland..	4,579.66	1,514.70	3,392.04	2,649.06
Shenandoah..	6,676.80	* 705.20	*5,038.25	12,420.25
Monongah....	4,698.78	3,547.96	17,684.83	4,972.40
Wheeling....	2,383.05	3,824.41	4,046.73	2,856.04
Ohio River..	11,372.75	3,007.98	*12,157.95	6,733.21
Cleveland....	3,956.00	2,240.98	25,302.35	3,502.20
Newark.....	3,373.77	2,141.07	5,116.39	2,992.50
Connellsville.	9,222.25	3,200.20	16,811.33	8,361.00
Pittsburgh...	6,042.20	2,406.25	61,331.95	4,670.09
New Castle..	4,788.06	2,637.96	15,672.40	4,744.35
Chicago....	3,571.54	1,875.61	7,958.48	2,995.40
Chicago Ter'l.	3,489.63	420.24	15,097.75	3,248.42
Ohio.....	5,531.45	2,229.36	5,427.14	3,248.04
Indiana.....	4,755.53	5,226.01	10,113.62	5,511.41
Illinois.....	10,123.25	23,803.50	7,602.68	13,166.80
Toledo.....	4,445.33	3,057.61	6,894.62	4,494.54
Wellston....	8,927.78	2,907.94	5,820.20	4,892.85
Indianapolis..	7,507.04	16,188.18	3,565.04	6,982.89
Average.....	4,704.67	2,265.79	7,315.08	3,983.52

* Indicates no accidents.

WHAT'S THE MATTER WITH
THE RAILROADS

Vice-President Park, Illinois Central Railroad, in Leslie's

The railroad managers know of the things enjoyed on the much higher capitalized roads abroad, tending to safety. It takes money to put up block signals, install interlocking, separate grade crossings, purchase steel equipment and steel bridges. The companies were able to borrow this money at reasonable rates and pay the interest on it, until the credit of the railroads was assailed. It is difficult to see what has been gained by the public in such policies, as the great progressive achievement of the railroads has been seriously checked, and much too soon, for many of the railroads were hastily constructed to meet the phenomenal commercial and industrial progress, which could not wait for refinements, hardly for the necessities.

There is not much wrong with the railroads. If the public sentiment says "go ahead," they will provide every facility required and much of the comforts.



SPECIAL MERIT ROLL

STATEN ISLAND

During the night of November 15th, conductor Hans Mortenson, while working near the lighterage piers at St.



CONDUCTOR HANS MORTENSON
and children

George, heard a woman scream. Hurrying in the direction of the sound he learned that it came from a lighter, which lay some eight or ten feet away from the pier, and from which the captain, who was the woman's husband, had fallen into the water. The captain's wife and their little child were almost hysterical, but were quieted by conductor Mortenson's assurance that he would be able to

rescue the captain. He thereupon secured a ladder, attached a rope to it, and let it down into the water to the frightened and struggling man. The captain grabbed the ladder and with conductor Mortenson's assistance was finally landed safely on the pier and then on his boat, to the great relief and joy of the little family.

The accompanying photograph shows conductor Mortenson in the midst of his own little family with their pet water spaniel.

PHILADELPHIA DIVISION

On October 7th, while Extra West No. 4138 was passing Belcamp station, the crew noticed agent G. H. Smith waving stop signal. The train was stopped and on examination it was found that P. & R. No. 80923 had a broken arch bar. The car was set off at Sewell.



DR. G. H. SMITH

The prompt action of agent Smith in stopping this train probably prevented an accident and this meritorious act has been entered upon his service record.

CUMBERLAND DIVISION

The operator and towerman at Washington Junction until 4 p. m. is W. Q. Stouffer. On November 16th, in setting the crossovers for train No. 5, he discov-

ered that the operating bars were not working as they should. Not taking any chances whatever he threw the target on train No. 5 and in addition started a man back to flag. He then



W. G. STOUFFER

proceeded to locate the supposed trouble. The investigation revealed that the facing point switch had eighteen inches broken off and that if the operating bars, by hard straining, had gotten

the eighteen inch end of the switch point into place, it would have left the broken stub to do its mean work, and derailed train No. 5.

Mr. Stouffer was asked at what time he started to adjust the crossovers for train No. 5 and he stated that he did it from eight to ten minutes before train No. 5 was due. On further inquiry as to why he took so much time to get these switches right, he immediately replied, as any loyal Baltimore & Ohio man would:

"I take this precaution in order to avoid any possible trouble I might prevent and to carry out first the Golden Rule of 'Safety First and Speed and Time Second.'"

MONONGAH DIVISION

While extra east engines 1867 and 2348, double header, were passing Monongah December 7th, operator A. E. Shingleton noticed brake rigging dragging on one of the cars. He made necessary arrangements for train to be stopped so that repairs could be made to the rigging.

Engineer A. D. Vernon on train 4th 97, December 11th, while coming into Salem, looked back at his train and detected something wrong with the fifth car from the engine. Stopping his train,

and going back to the car, he found that about one third of a wheel was gone. The car was set out of the train and a possible serious accident thereby prevented.

WHEELING DIVISION

On November 21st, brakeman C. J. Murphy of train 71, after letting train in siding at east switch at Barrackville, discovered that switch points did not fit properly, standing open half inch when switch was set for main track. He notified the superintendent and trackman who were near by, and had it adjusted. Mr. Murphy is to be commended for his watchfulness.

On November 15th, P. Hendrix, tunnel watchman at Board Tree tunnel, discovered fifteen inches of rail broken in the tunnel. About the only way for anything like this to escape Mr. Hendrix's watchful eye would be to chloroform him, for his discoveries of this nature would make a volume of interesting reading if they could all be gathered together.

On October 31st, flagman J. L. Little on Underwood mine run discovered about ten inches of flange broken off wheel of G. C. & C. Co. No. 801, loaded with coal for Lorain. He had car set off for repairs and deserves credit for being on the alert, keeping a constant lookout for defects.



J. L. LITTLE

Conductor C. T. Vaughn reported a broken wheel flange under P. & R. 37537 in train of extra 4043 east, at Benwood, November 22nd. Had it not been for his vigilance this might have resulted in a serious accident.

The accompanying photograph is of six year old Joseph Garrison, who found a broken rail at west switch at Littleton, about November 1st. Master Joseph was accompanied by an older brother and sister, and was on his way to school, when



JOSEPH GARRISON

he discovered the defect. He immediately spread the alarm and the trio scattered, the girl running to the telegraph office about three-fourths of a mile east, and the boys going west and trying to out-do each other in preventing an accident. The children got the "Safety" habit from their father, who had formerly been watchman at that point for a number of years, but is now retired on account of infirmities.

On other occasions these children have found obstructions on the track and have reported immediately to their father or mother.

When questioned as to what they would do if they found a track obstructed and could not get to their parents before a train came, they showed remarkable preparation for such an emergency. The little girl displayed her red petticoat and showed how she would wave it, and the boys gave good evidence of their knowledge of the flagging rules.

It has subsequently developed that the track men had found the broken rail and had gone after a repair rail before the children came along. The children were ignorant of this, however, and were very jubilant over their discovery. Their watchfulness might have saved train No. 16 from a disastrous accident, since it had to be held while repairs were being made.

J. D. Starkey, track foreman at Veto, W. Va., entered the office of assistant trainmaster at Brooklyn Junction on December 1st, and reported a broken flange under Baltimore & Ohio 138495. Had it not been for his watchfulness a serious accident might have occurred before this car reached Benwood.

L. A. Hinds, brakeman at Holloway, while working around the yard on December 5th, found a seamy tread under Erie car 42834. Had it not been for his vigilance and prompt action in reporting same, a serious accident might have occurred.

One of the most striking illustrations of man's regard for his fellow being and the carrying out of the railroad man's slogan "Safety First," was related to a Wheeling *Register* reporter by Fred Fox, cashier of the Security Trust Company, Wheeling, W. Va., who happened to be a passenger on Baltimore & Ohio train No. 103, running from Wheeling to Zanesville, a few days ago.

Mr. Fox, who was seated in the rear of the chair car, was gazing out of the window when he noticed an intoxicated man, carrying a suit case and walking along the tracks toward Bethesda. The



JOHN DOYLE

conductor, John Doyle, also noticed the man, and when his train pulled into a siding to allow the Chicago flyer to pass, he said to the brakeman, "Flag the oncoming train and tell the engineer that

there is an intoxicated man on the track, and to look out for him and avoid an accident."

The brakeman, J. W. Yearning, carried out the orders and flagged the train and attached a note on a stick and handed it up to the engineer of the flyer when it slowed up. Needless to say the man was not run down, as the trainmen kept a careful lookout for him. Mr. Fox said: "Never in my life have I seen such an incident, nor did I ever know that man's thoughtfulness for his fellow being was so great. It certainly shows that every man is his brother's keeper.



J. W. YEARNING

"Conductor Doyle and brakeman Yearning deserve the commendation of the traveling public and their fellow employes. If Doyle will care so much for the safety of those who are not on his train, how much more will he think of the lives of his passengers? Things like this make one feel proud of meeting such men."

Conductor Doyle's praiseworthy action has been reported to general superin-

tendent U. B. Williams, and Mr. Williams promptly reported it to the Baltimore officials.

CLEVELAND DIVISION

On December 9th, section foreman G. Lizzatro discovered broken truck on car, with bolster down on rail in train of engine 4056 at Patterson, Ohio. He immediately notified the conductor, who had car switched out and set off at Patterson Spur. Mr. Lizzatro's watchfulness in this instance possibly prevented a serious accident and he is to be commended for his action. He has been written an appropriate letter.

On December 9th, trackman C. E. Jones found brake beam dragging on car in train No. 55 at Tippecanoe, Ohio, and immediately notified conductor. Mr. Jones' watchfulness in this instance is appreciated, and proper letter has been written to him by the superintendent.

On November 28th, brakeman J. H. Page reported brake beam down on car in eastbound train at Uhrichsville. The train was stopped at Stillwater and the brake beam removed.

On November 28th, third trick operator W. C. Welfley reported car leaking passing Stillwater. Car was set out and repaired.

On December 8th, track walker E. O. Love found a broken rail about one mile east of Botzum, and as he could not flag in both directions, he got his wife to flag one way while he went the other way to the Botzum telegraph office to report the defect to the superintendent's office, so that sectionmen could repair it. He had no red flag to give his wife, but this made no difference to her, as she caught a large red toboggan from the head of her boy and used it in place of a

red flag. Although it was a cold and snowy day, Mrs. Love did not falter and stayed at her place of duty until relieved by the sectionmen. This certainly is a commendable act, and one which shows watchfulness and loyalty. Superintendent Lechluder has written Mr. and Mrs. Love an appropriate letter.

On the morning of December 13th, while lieutenant F. N. Mayberry was making his rounds, he discovered a cross-arm broken loose from one of the telegraph poles which holds the electric wires which furnish light to the Seneca Street yard office building, and he immediately notified all concerned. The watchfulness and prompt action by lieutenant Mayberry in this case is commendable and proper letter has been sent him.

On Sunday, December 14th, Antonio Fabio discovered a broken rail at pole 55.14 between Boston Mill and Brecksville. He immediately reported defect to the foreman at Brecksville, who had the rail fixed.

Miss Lidia Singleton, daughter of section foreman Singleton at Brecksville, Ohio, discovered ties on bridge 451, west of Boston Mills, Ohio, burning and immediately got some water and put the fire out. This indicates watchfulness and loyalty on the part of Miss Singleton. Superintendent Lechluder has written her an appropriate letter.

On October 12th, conductor Q. B. Gatchell found eight inches of broken flange at Midvale, Ohio, and on October 28th, he found a broken rail at Midvale. Mr. Gatchell is to be commended for his watchfulness.

In connection with the snow storm which occurred on this division on November 9th, below is a list of some of the

employees who helped to clear up conditions and who are to be commended for their action:

Geo. P. Leimeister, wreck master.
 H. L. Riley, conductor.
 T. L. Terrant, G. Y. M., Lorain.
 C. G. Moinet, traveling fireman.
 J. J. Marren, conductor train 17.
 P. Kilbow, section foreman.
 E. B. Howe, agent, Ira, O.
 J. McBride, apprentice, Cleveland, O.
 M. P. Nash, general foreman, Cleveland, O.
 H. K. Gonnerman, foreman car shops, Lorain, O.
 H. G. Riedel, timekeeper, Cleveland, O.
 W. J. Carey, assistant timekeeper, Cleveland, O.
 F. Beckert, stenographer, Cleveland roundhouse.
 R. J. Hefferman, clerk, Cleveland roundhouse.
 H. Speidel, night roundhouse foreman, Cleveland, O.
 E. Carlson, machinist, Cleveland, O.
 O. B. Shanner, engineer, Cleveland, O.
 J. E. Fulp, machine shop foreman, Cleveland, O.
 F. M. Bond, foreman, Akron Jct., O.
 E. C. Vickers, operator, Goshen, O.
 E. C. Robinson, operator, Canal Dover, O.

Station forces and yard forces at Cleveland, Lorain, Akron, Uhrichsville, Canal Dover, Massillon and Canton.

Foremen and other employees in the roundhouses at Cleveland and Lorain.

Operators at Canal Dover, O.

NEWARK DIVISION

E. T. Reynolds is the regular conductor of passenger trains 203 and 204, running between Parkersburg, W. Va.,

and Zanesville, Ohio. On account of courteous treatment to passengers, and the manner in which he performs his work, a passenger on these trains on September 19th wrote a complimentary letter to president Willard.



A. R. BIRD

On December 11th, while yard brakeman A. R. Bird was walking along the track near Mansfield, Ohio, he found two pieces of wheel flange. Suspecting that they had broken off some car that had

very recently passed, he promptly got into communication with the agent at Mansfield, and it was found that flange had broken off a car in train No. 95, which had pulled into north siding near Mansfield. The car was switched out of train at that point.

The prompt action of Mr. Bird in taking this matter up with the Company's agent is very much appreciated and his service record has been credited with the necessary merit entry.

F. R. THOMAS
(See December issue,
page 58)

CONNELLSVILLE DIVISION

On November 10th, conductor Jacob Cook, in charge of the night coal train on the Boswell Branch, discovered a broken rail in the loading track at the Orenda Mine of the United Coal Company. He promptly notified the mine people, who made repairs.

On November 15th, fireman H. C. Blades, while going to work, noticed a

broken rail in No. 2 track in Somerset yard. He notified the yardmaster, who had necessary repairs made.

About 8.50 a. m. on November 17th, engines 4135, 2753 and 2900, westbound, returning light to Connellsville, were flagged by a young man named Walter Mason of South Connellsville, who had discovered a badly broken rail in the westbound track one-half mile east of Bluestone. This young man displayed rare presence of mind in flagging these engines and his act no doubt averted a serious accident and possible loss of life.

On November 25th, as extra east (stock) engine No. 2537 was pulling through Connellsville yard from the Pittsburg Division, engineer W. E. Niland, who was standing at the side of the track, noticed a broken truck under S. & S. Co. car No. 4923, and made an immediate report of the circumstances to the yardmaster and master mechanic and the car was repaired before being permitted to leave the yard. Engineer Niland has been commended for his alertness in noticing and promptly reporting this defect.

On November 27th, fireman J. A. Nippenberg and brakeman W. B. Reddon of extra east engine No. 4011, discovered eight inches broken out of rail in eastbound track west of Pinkerton tunnel. A prompt report was made and the rail was repaired.

On December 1st, while train of extra engine No. 2854 was pulling by him at Stoyestown, Pa., conductor C. Burnsworth noticed bent axle on P. M. car No. 80231. He notified the conductor in charge and the car was switched out of the train at Stoyestown. Had this car been permitted to remain in service in

this condition it might have resulted in an accident. This is another example of what can be accomplished by always being on the alert and looking out for the Company's welfare.



J. M. STIMMELL

On December 14th, engineer J. M. Stimmell, while going to work, discovered a piece broken out of a rail in the east-bound main track near the yard office at Connellsville. The

condition of the rail was reported to the chief dispatcher, who had repairs made without delay.

On December 2nd, while extra east engine No. 4112 was passing Bidwell, section foreman J. H. Woodmaney noticed a broken truck under one of the cars in the train. He immediately called the operator at Confluence on the telephone and notified him of the trouble and the car was switched out of the train. The thoughtfulness displayed by foreman Woodmaney is commendable and he has been handed a letter of appreciation by the superintendent.

On November 13th, while looking over his train (extra engine No. 2864) at Roberts on the S. & C. Branch, brakeman H. O. Binger discovered eight inches broken out of flange on wheel under Baltimore & Ohio car No. 22666. The car was switched out of the train at Roberts.

On November 5th, conductor John McKiterick, in charge of Connellsville yard engine 1946 at night, while working at Greene Junction noticed engine 1347 approaching without lights. When an investigation was made it was found that no one was in charge. McKiterick

stopped the engine and with the assistance of 1946, it was taken to the roundhouse. McKiterick's prompt action is commendable, as a serious accident might have resulted had the condition not been observed.

PITTSBURGH DIVISION

On the morning of December 1st, while at Glenwood station, patrolman William Fowler discovered brake rigging down on tank of engine No. 738 of passenger train No. 27. He called the



WILLIAM FOWLER

matter to the attention of conductor Wm. Reeter, who was in charge, and thus possibly averted a serious accident.

NEW CASTLE DIVISION

At 10.14 a. m., November 1st, as operator C. E. Marshall at "TF" tower was handing a message to extra No. 2207 east, he noticed a pair of wheels off the track on a car in this train.

By immediately changing all his signals to stop position and swinging down on them, he got the train stopped near the advance signal, preventing further damage.

On November 7th, engineer C. E. Henry and operator W. W. Nichols, at Niles Junction, noticed fire flying from No. 13's train. The operator took advance signal away from the train, and when examination was made, it was found they had a car with a broken oil box. The car, not being safe to haul, was set off on the westbound siding.

On October 29th, engineer A. McIntosh on yard engine No. 1756, at Akron Junction, noticed a brake beam down on

S. A. L. car No. 16557 in train of local east, engine No. 1373, and notified the crew on the caboose, who stopped at "BD" tower and made repairs. Engineer McIntosh's report prevented the derailment of this car when the local backed in at "BD" tower.

On October 11th, lampman N. J. Nichols, at Nova, noticed a car in train of extra east engine No. 4146 in bad shape, and immediately called up operator Van Vrankin on the phone and told him about it. Van Vrankin handed on a message to the crew about the car, and the train was stopped. It was found that D. & R. G. car No. 14584, heavily loaded with copper, had a broken spring hanger, and it was set off at Nova. Had Messrs. Nichols and Van Vrankin not been on the job and notified conductor Purkey of this, the condition of the car would probably have caused serious trouble.

While extra west No. 4307 was pulling into Warwick from the Cleveland Division on November 25th, brakeman G. F. Chilcott noticed a brake beam dragging from Baltimore & Ohio car No. 23543. He notified the crew and beam was removed without any damage being done.

CHICAGO DIVISION

Brakeman Fred Ashton has been commended by the superintendent for his vigilance in discovering and protecting a broken rail one-fourth mile west of "J" tower, Chicago Junction, November 17th.

On December 2nd, M. Furgeson, signal helper at Kimmell, Ind., while going over the line, found a rail joint with both angle bars broken in two. He promptly protected the track, and went after the track men, who made immediate repairs. It is quite probable that Mr. Furgeson's care and watchfulness prevented an accident.

OHIO DIVISION

On November 18th, E. J. Shannon, agent at New Marshfield, found a broken rail just east of the depot at that station and immediately sent word to the section foreman, who removed the broken rail and made the track safe. The rail was broken in two places and might have caused serious accident had the repairs not been made promptly.

CINCINNATI TERMINAL DIVISION

The accompanying photograph is of Emory R. Worstell, signal repair foreman of the Cincinnati Terminal Division, located at "RH" tower, Baltimore & Ohio Southwestern, who within two weeks discovered and reported three broken rails on the main tracks.

On December 8th, while walking down the main track, inspecting automatic signals, Mr. Worstell discovered rail on the eastbound main track near Hopple Street broken in four pieces. Baltimore & Ohio No. 4 was past due, and knowing the danger, Mr. Worstell dropped his tools, ran down the track and secured a red flag from crossing watchman Lantry and flagged train. The break was located on a curve about four hundred feet east of Hopple Street crossing. He also requested section foreman Galvin to replace the rail. This was done in a very short time. Mr. Worstell has always worked with the thought of Safety First, even before the movement was started by the Baltimore & Ohio, and deserves special mention on this account. He encourages others to be on the alert and watchful.



EMORY R. WORSTELL

On November 12th, yard conductor James Sponnenberger discovered broken brake rigging on passenger train No. 48 while passing over bridge No. 2, just west of Hamilton.

Sponnenberger signalled the crew on No. 48 and succeeded in stopping the train and made necessary repairs to brake rigging under the baggage car. We wish to commend him for his observation.

ILLINOIS DIVISION

Conductor L. P. Toombs of train No. 75 on November 10th, while in siding at Lakewood, Ill., for train No. 122, discovered a broken arch bar on O. R. Co. car No. 3019, loaded with gasoline. He had the car set out at that point for repairs. Conductor Toomb's careful and prompt

action probably averted a serious accident.

WELLSTON DIVISION

Conductor J. R. Snyder recently found about four feet of rail broken at Eastwood, Ohio. He immediately notified the section foreman and had the rail removed. Mr. Snyder's watchfulness in this case probably prevented a bad accident.

INDIANAPOLIS DIVISION

As No. 89 was passing Deputy on December 9th, agent C. R. Cogswell noticed a pair of trucks broken down under U. T. L. No. 7469 in the middle of the train. He immediately ran out and gave signals, which enabled the train crew to stop train by putting on air in the caboose, and to make necessary arrangements.

“There is no man who is doing a man's work in this world but is hero to some boy.—William Brown Melony.



SAFETY SIGN AT ENTRANCE TO MT. CLARE SHOPS



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, *Chairman*

E. R. SCOVILLE, Transportation Department

JOHN HAIR, Motive Power Department

WM. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic

Dr. E. M. PARLETT, Relief Dep't, Sanitation

B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

J. W. COON, Operating Department

Dr. J. F. TEARNEY, Relief Department

GENERAL OFFICES BALTIMORE

Messrs. John F. Hohman, Jr., and Ernest A. Lentz, spent their vacation at Palm Beach, Florida, together.

On their journey southward they were accompanied by their bathing suits and straw hats, and on their return, their mascots were two eight-inch alligators.

A word to the wise: A certain young man, in the office of auditor coal and coke receipts, private secretary to the auditor in fact (of course we don't mention names, because that would be giving the thing away), but, a young man of supposedly sound mind, recently spent a round sum of *hard* earned money, for a wrist watch, and then made the remark that he is sorry he is not in position to make it a better one, because, well because she is worth it. What is the answer?

It may be that this is a false alarm, but, in order not to catch any of the boys napping, would advise that they start putting the pennies

away, as in all probability they will be called upon to subscribe for a present before long.

Rumor has it that C. W. S. is to be best man.

L. A. Lambert, formerly special accountant, was advanced to Auditor of Miscellaneous Receipts and Accounts, and J. P. O'Malley, formerly chief clerk to the Auditor of Merchandise Receipts, became Assistant Auditor of that department on January 1st. The changes were announced in a circular issued by J. T. Leary, General Auditor of the Baltimore and Ohio Railroad.

Mr. Lambert was born January 26, 1856, at Philadelphia and his railroad experience has been obtained in the employ of the Baltimore and Ohio Railroad. He entered railroad work in October, 1873, as a clerk in the freight department, and in January, 1877, became cashier of the express department of the Baltimore and Ohio. In 1881 he was promoted to assistant to the general manager of the Express company and from 1884 to 1887 was superintendent of the same organization.

In February, 1899, Mr. Lambert became a traveling auditor of the Baltimore and Ohio's

accounting department, and in October, 1902 was appointed chief clerk to the Auditor of Revenue. In 1903 the duties of special agent were given him, and in 1907 he was made a special accountant, which position he has filled until the present time.

Mr. O'Malley, who became Assistant Auditor of Merchandise Receipts, is a native of Youngstown, Ohio, where he was born on March 19, 1873. He began his railroad work August, 1895, at Cleveland, Ohio, as a mail clerk on the Cleveland, Lorain and Wheeling Railroad, now a part of the Baltimore and Ohio System. After filling various positions in the freight department of that company, Mr. O'Malley was employed for a while in the freight department of the Erie Railroad. In 1900 he returned to the Cleveland, Lorain and Wheeling as rate clerk in the accounting department at Cleveland, and was transferred in the same capacity to the office of the Auditor of Revenue, at Baltimore, in February, 1902. His next promotion was in April, 1902, when upon reorganization of the accounting department, he became assistant chief clerk to the Auditor of Coal and Coke Receipts. He was advanced to the chief clerkship in June, 1904, remaining in that position until January, 1913, when he became chief clerk to the Auditor of Merchandise Receipts, which position he vacates by reason of the changes effective the first of the year.

The Freight Claim Department, with offices in the Central Building at Baltimore, issued a very attractive folder for distribution during the holidays. It had a seasonable cover design of holly leaves, printed in two colors. The interior of the booklet was devoted to a statement of the personnel of the department.



J. P. O'MALLEY
Assistant Auditor of Merchandise Receipts

NEW YORK DIVISION

Correspondent, T. A. KAVANAGH, *Chief Clerk*,
Pier 22, N. R., 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. SALISBURY.....Asst. Terminal Agent, Pier 7, N. R.
- ALFRED OSWALD.....Foreman, Pier 22, N. R.
- M. E. DEGNAN.....Foreman, West 26th Street
- GUS FLAMM.....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.
- TONY ROSS.....Laborer, Pier 22, N. R.
- SAM GILESTA.....Laborer, 26th Street
- MIKE MONDAY.....Laborer, Pier 21, E. R.
- MIKE DEMAYO.....Laborer, St. George
- C. H. KOHLER.....Supervisor Floating
Equipment, Marine Department
- 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.....Lighter Captain, Marine Department



L. A. LAMBERT
Auditor of Miscellaneous Receipts and Accounts

Car C. H. & D. 12064, laden with merchandise for various consignees at Washington, D. C., left Pier 7 at 5.30 p. m., Saturday, December 6th. At about 7.45 p. m., while car was about 300 feet from yardmaster's office in St. George, S. I. yards, and while being drilled to be put into train 691, flames were suddenly discovered coming from one end.

The blazing car was quickly uncoupled from the other equipment, and the alarm sounded.

The company fire brigade promptly responded, streams from two yard engines were played upon the fire, and after working upon the blaze for half an hour, it was extinguished. The flames burnt large holes in the ends and sides of car, and while only a small portion of the lading was actually touched by fire, the entire contents were water-soaked. The origin of fire is unknown.

Rumor has it that E. J. Hermes, soliciting agent, is to be married. The lucky one is Miss Elizabeth M. Sheridan, of Roselle Park, N. J.

J. F. Normoyle, of the westbound at 22, was stricken with a hemorrhage of the stomach, on Thanksgiving day. The attack came without warning and before the arrival of doctors, he lost considerable blood. He is now rapidly convalescing.

On the night of December 12th, captain Larsen, of the lighter St. Louis, had his leg badly crushed while slacking the line which he had run from his boat to dock 2, St. George. This boat was in tow of the tug Potter, and it was necessary to slacken lines in order that the tug might shift another lighter. After the line had been slackened, Larsen's leg was in some unknown manner caught between it and the barge's towing bitt.

E. M. Davis, division freight agent at Youngstown, Ohio, erstwhile general eastern freight agent, visited New York recently. While here, Mr. Davis renewed former acquaintances, and all were pleased to see him after his lengthy absence.

J. J. O'Connell, timekeeper at Pier 22, has resigned to accept a lucrative position with the Fruit Dispatch Co.

Patrolman James R. Fair was delighted to find on his return home from work on December 11th, that two husky boys had arrived during his absence. Mother and children are doing splendidly. Fair hopes to make detectives out of the youngsters.

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. SCHAFFER.....	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

Lester Adams, boilermaker, spent the Christmas holidays with his folks at Scranton, Pa.

H. W. Miller, who was recently appointed general freight car foreman, has brought his family from Baltimore, Md., and taken up his residence at Dongan Hills, S. I.

Mr. and Mrs. D. O'Connor have returned after a pleasant trip to Ithaca, N. Y.

Fred Rickhow has been appointed general foreman painter, having jurisdiction over all the floating and motive power equipment. Mr. Rickhow has been in the employ of the Company for over thirty years.

Harry Lawrence, of the mechanical department office, spent the holidays at Middletown, N. Y. "Harry" thinks there is no place to spend the holidays but "up in the country."

Geo. H. Miller, formerly in the storekeeper's department at Cumberland, and recently appointed clerk to storekeeper Bedell at Clifton, S. I., has also moved his family from the south to Stapleton, S. I.

Engineer W. T. Smith and his family have been making a trip through the Sunny South, visiting Palm Beach and other points on the Florida Coast.

Fireman Parker discovered his house on fire one morning recently, when getting up to go to work. The estimated damage was nearly \$300. "Eddie" recently purchased the house and he has our sympathy in his misfortune.

The accompanying picture shows the crew of P. A. Division run "D."

On the engine are Alfred Larkin, engineer; Thomas Sullivan, trainman (standing); "Pop" (John H.) Sullivan; Benjamin Okeson, trainman; James Wagner, fireman.

"Al" Larkin and "Pop" Sullivan are two of the old veterans of the Staten Island Railway, but while "Al" is a grandfather, he still feels



and acts like a "young fellow," especially when whirling around on the fine roads of Staten Island and New Jersey in his "chug-chug wagon."

"Pop" is one of the few remaining veterans whose railroad experience dates from the time when automatic brakes and couplers were not even thought of. His memory is replete with thrilling incidents and hardships which occurred to the railroader of years ago. The younger generation of railroaders think of the old mechanical equipment as very crude, but the men of that day considered it very much up to date.

"Pop" Sullivan served his apprenticeship on the Erie R. R. and then on the Long Island R. R., coming with the Staten Island Lines as a conductor in 1886. He is still very active, and is so particular and careful in his work that he puts many of the younger conductors on their mettle, to keep pace with him.

Before the last meeting of the Staten Island Divisional Safety Committee was called to order, the committee's official photographer, conductor Roy E. Collins, took a photograph of the members who were present, on the east lawn of the St. George Passenger Terminal.



Reading from left to right in the reproduction shown herewith are J. R. Huff, yard conductor; R. H. Taxter, road conductor; M. Schafer, extra conductor; F. E. Horan, engineer; trainmaster F. C. Syze, chairman; G. Hartman, engineer; C. J. O'Connor, passenger conductor; W. L. Dryden, signal supervisor; H. E. Smith, general foreman coach shop; (sitting) C. M. Davis, clerk to trainmaster and secretary to committee, and R. E. Collins, passenger conductor and official photographer.

Engineer O'Hare is back at work again after a long lay-off on account of illness.

B. F. Kelly has returned to duty on the Staten Island Lines after several months' travel over the Baltimore & Ohio Main Line.

The sympathy of all of the Staten Island boys is tendered to road foreman of engines Alex. Conley and his wife, on account of the sad accident which happened to their only child, Harold, age twelve years. The young boy was riding his bicycle and was run into by an automobile and killed instantly.

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

J. B. Winters, assistant depot ticket agent, Philadelphia, Pa., for the past seventeen years, died in Chester, Pa., November 24th, after an illness of several months. A wife and two daughters survive him.

Thomas Mulligan, who has been supervisor at Martinsburg, W. Va., for some years, was on December 1st, appointed supervisor of sub-division No. 1, Philadelphia, vice R. L. Harding, resigned to accept service with another company.

J. R. Morrison, who has been chief clerk, freight office, Pier 62, Philadelphia, for a number of years, was on December 10th appointed assistant freight agent at 58th Street, Philadelphia, Pa.

W. A. Calloway, night ticket clerk of the Chestnut Street Station, Philadelphia, has been appointed assistant ticket agent at the same place. G. J. Tierney, Jr., has been appointed night ticket clerk.

P. A. Tyrrell, index clerk, superintendent's office, has resigned to accept a position as stenographer with a Philadelphia firm.

Congratulations are being showered upon W. E. Rowe, first trick dispatcher, Philadelphia, on account of the birth of a son November 25th.

Conductors W. C. Schemm and J. T. Uhrman have returned from the south after a very successful hunting trip of two weeks' duration. They brought home one hundred rabbits and seventy-two partridges, and claim that the game was very plentiful.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDER, 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, Bayview
 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.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT, *General Foreman*

DIVISIONAL SAFETY COMMITTEE

P. CONIFF.....	Superintendent Shops, Chairman
S. A. CARTER.....	Machinist, Erecting Shop
H. O. OVERYBY.....	Machinist, Erecting Shop
J. P. REINARDT.....	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. L. 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.....	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. FRONTLING.....	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. MELKA.....	Locust Point
I. G. R. LATHROUN.....	Bayview

To the employes of the purchasing and general storekeeping departments:

I wish to express my deep gratitude for the kindness shown me and mine when you so liberally responded with a remembrance at the time of my wife's death, on November 8th.

HARRY C. ADAMS.

The boys of the locomotive erecting shop are congratulating shop clerk W. P. Cooahan, on account of an exquisite facial adornment, which he claims is a moustache.

It is reported that A. P. Shipferling, clerk in the foundry at Mt. Clare, is thinking of launching his ship on the sea of matrimony. If "A. P." wouldn't talk so much, and would get busy, we would have something really worth while to congratulate him upon.

Captain Eddie Morningstar and Eddie Johnson, of the mechanical engineer's bowling team, are earnestly practicing to regain their position on the team. We notice a small improvement in Morningstar's bowling, and Johnson's foot work is fast nearing perfection. Keep up the good work, boys.

WASHINGTON TERMINAL

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

J. J. Ekin has resigned as auditor of the Washington Terminal Company to accept a position as general accountant of the Baltimore & Ohio Railroad Company, with headquarters at Baltimore.

Mr. Ekin has been with the Terminal Company as auditor since January, 1908, and as superintendent of the Washington Terminal Relief Department since its organization. He has a host of friends among the officials and employes and takes his new position with their best wishes.

O. J. Rider, who has been chief clerk to the auditor for over three years, has been appointed to succeed Mr. Ekin. Mr. Rider is well and favorably known by the Washington Terminal men, who are pleased with the promotion. Both Mr. Ekin and Mr. Rider have been connected with the athletic activities of the railroad men of Washington and have done much to help promote clean sport in the physical department work of the Terminal R. R. Y. M. C. A.

A trip to Havana was thoroughly enjoyed by Jack Wood during his vacation recently. He found the old city, with its wide and handsome promenades and avenues, a most delightful place. The change of scene, with the many interesting and historic places to visit, made the time pass all too quickly and yet he is glad to be back at his place in the ticket office again.

The old French market at New Orleans, La., with its famous coffee will undoubtedly be visited by Nathan Blum, another ticket office clerk who has gone to that city for his vacation. The South seems to appeal to the men about Union Station this year, as quite a number have taken their vacations in that direction. To date we have not heard of any going to Mexico.

George W. Propps, the well known assistant stationmaster, did not get all the game in the woods on his hunting trip, but he did bring back enough to prove his efficiency on the trail.

J. A. Maphis has been appointed secretary to the commercial freight agent in this city.

It seemed natural to see the smiling face of claim agent S. L. Stansbury about the station on the occasion of a recent trip to Washington and it pleased us to know that he had recovered from an injury received some time ago while he was on a western trip.

The Parcel Post Christmas mail caused very heavy work in the baggageroom, and required a temporary increase in the force. The closing of the various schools in and near Washington for the holidays also caused additional work on account of the handling of many extra pieces of baggage.

Several interesting lectures have been held at the Terminal R. R. Y. M. C. A. during the past month, but two are deserving of special mention. W. M. Danner, secretary of the United States Committee of the International Mission to Lepers, told the story of the worldwide work among the most neglected people on earth, the lepers. His lectures were illustrated with stereopticon views, which showed their condition under oriental religions and the contrast under the work of the Christian mission-

aries. It made the men present realize more vividly their own surroundings and appreciate their blessings.

Dr. Joseph K. Dixon, leader of the Rodman-Wanamaker Expedition to the North American Indians, told of his trip of over 25,000 miles. Dr. Dixon visited every one of the 189 tribes, presenting to each tribe an American flag and telling them the meaning of our civilization. Some of the Indians had never seen the flag before, but all the tribes raised the flags and the chiefs promised allegiance to it by writing their names or making their thumb marks. This expedition will help to make the Indians more patriotic citizens and give them aspirations for a higher civilization.

A series of six stereopticon lectures has been arranged for the members of the Terminal R. R. Y. M. C. A. Subjects and dates as follows: Panama Canal, December 17; Mexico, December 24; New England, January 14; Alaska, January 28; Great Things of the Globe, February 11; London, February 25.

These lectures will be given twice on the dates mentioned, at 4 o'clock p. m. for the night men and 8 o'clock p. m. for the day men.

CUMBERLAND DIVISION

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

E. H. RAVENSCRAFT, Keyser,

DIVISIONAL SAFETY COMMITTEE

WEST END

M. H. CAHILL.....Assistant Superintendent, Chairman
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. G. LESTER.....Signal Supervisor
DR. E. F. RAPHEL.....Medical Examiner
W. H. HARRIG.....Division Claim Agent
J. L. GITHENS.....Yard Conductor
C. E. McCARTY.....Secretary

EAST END

J. W. DENEEN.....Trainmaster, Chairman
C. S. McBEE.....Road Conductor
E. MERKLE.....Road Engineer
J. W. MANFORD.....Yard Conductor
D. C. PLOTNER.....Frogman
E. M. CHEVERANT.....Coppersmith
W. B. TANSILL.....Leading Inspector
J. WELSH.....Conductor
I. S. SPONSELLER.....General Supervisor
DR. J. A. DOERNER.....Medical Examiner
W. C. MONTIGNANI.....Secretary Y. M. C. A.
T. F. SHAFFER.....Secretary to Superintendent

Harry Hummel, a very popular young man who has been with Little's Jewelry Company in the South Cumberland store, left recently for Washington, D. C., where he will be one of the assistant superintendents of the Baltimore

& Ohio Y. M. C. A. at that place. During Mr. Hummel's residence in South Cumberland he has made a host of friends who hated to see him leave, but every one wishes him success in his new field of labor.

The maintenance program of rail and tie renewals on the Baltimore & Ohio Railroad is being pushed vigorously, as indicated by the records for the month of October. During October eighty-six miles of main line tracks were relaid and 250,000 cross ties were put in the right-of-way. The rail was of the heavy class, weighing 100 pounds to the yard, and about 157 tons are required to the mile.

Thirty-five miles of new rail were laid on the Cumberland Division during October and 25,000 crossties were used on this section of the road.

Baltimore & Ohio detectives have been sent out to detect a party or parties between Martinsburg and Magnolia, who are stopping freight trains by turning the angle cocks, thereby causing the air to apply the brakes. Freight trains, in number, have been stopped along this section. Not long ago one of these miscreants, not only assaulted the flagman, but shot at him.

The game of duck pins played at the Y. M. C. A. on the night of December 8th, between the Baltimore & Ohio clerks and the Y. M. C. A. clerks was won by the latter. The scores:

Baltimore & Ohio Clerks.

Beck.....	113	103	91
Turner.....	104	121	98
Kalbaugh.....	102	111	99
Haines.....	105	95	90
Defibaugh.....	93	100	90
Totals.....	517	530	468

Y. M. C. A.

McGinn.....	113	124	122
Cox.....	116	101	124
Allamong.....	109	89	104
Barnes.....	109	97	122
Hummell.....	156	157	104
Totals.....	608	568	576

Lester W. Pitszer, a former Baltimore & Ohio employe, has returned to his home in Martinsburg, W. Va., after an enlistment in the United States Army, in the Second Field Artillery. While on sentry duty on Mt. Tael, in an uncivilized portion of the Island, he was bolloed in the arm by an Igorrote, and in closing in with his assailant, would have been killed but for another artilleryman, who shot the savage. The nude native crept upon him in the grass like a snake and attacked him with a short curved sword.

The Star Bowling Team of Brunswick won from the Y. M. C. A. team by ninety-seven pins. Holland, for the Stars, made the highest scores, rolling 360 in the three games. His highest score was 134 in the last game. The games were played on the Star alleys. The scores:

Y. M. C. A.

Wenner.....	98	87	97	282
Brooks.....	121	123	98	342
Hedges.....	123	99	89	319
Fleetwood.....	111	95	94	300
Roeder.....	100	104	115	319
Totals.....				1562

Stars.

Barger.....	131	104	100	335
Campbell.....	105	122	123	350
Strictler.....	92	107	114	315
Holland.....	112	114	134	360
Grimes.....	109	100	92	301
Totals.....				1659

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Engineer Jim Dawson is wearing the smile that won't come off. He is grandfather Dawson now. The obliging stork left a bouncing boy at the home of Mr. and Mrs. Roy Warner, of Keyser. Mrs. Warner is a daughter of engineer Dawson, and her husband is Baltimore & Ohio freight agent, Keyser, W. Va.

Miss Hattie Pearl Bevan, and Mr. James Edison, both of Martinsburg, were quietly married at the parsonage of the Winchester Avenue Christian Church. The groom is a well known Baltimore & Ohio machinist.

Miss Anna Edminston, the bright and lovable daughter of Mr. and Mrs. W. T. Edminston, died on December 5th at her home in Berkeley Springs, in her 15th year, after an illness of several months' duration. Mr. Edminston is the Baltimore & Ohio agent of Berkeley Springs. The burial service was held in St. Joseph's Catholic Church this city, on Monday, December 8th. The breaved parents have the sympathy of the railroad men of the division.

Jack Hardy the eighteen year old son of Captain Frank Hardy of the Baltimore & Ohio police, sustained a serious injury to his right arm by the accidental discharge of his gun while out hunting. The load of shot entered the thick part of his right arm above the elbow, shattering the bone and causing a dangerous wound. At first, amputation seemed the only course, but after several days' treatment it was found that the arm could be saved, although it may be permanently affected. Young Jack is a popular lad and expressions of regret at the distressing accident were heard from all his friends, among whom are many railroad men. Safety First, on or off the railroad, always!

Having had a commission from the Employes Magazine, in the city of Berkeley Springs an opportunity presented itself to the Martinsburg correspondent of renewing an acquaintance with engineer Fred Collier, and having a pleasant chat with him and his affable fireman,

George Hobdey. During the short visit, Fred introduced the "Muse" of the "Springs," that famous bard who has written many a sonnet, dedicated to the prowess of engineer Fred. Indeed, from Captain down this crew seemed full of the legends of the mighty mountains and happenings of the rail. Fred even admitted that when the news mill ran slowly they "started something," all of which fully explains the popularity of this efficient crew.

The visit to the ancient "City of Bath" was all too short. The branch wends its way for six miles up the mountain side, along the banks of the stream emanating from the famed warm spring, and terminates on the plateau at the foot of the towering mountain spur. It is on this plateau that the city is located. Sand mines dot the sides of the mountain, and if appearances count for anything, the supply has been but scratched.

It is wonderful to think that sand so pure and white is found so far and high above the level of the sea. It is mined in rock formation, and is ground or crushed to meet the different degrees of refinement required by commerce. In this process a certain portion of it is lost and is washed down the bed of the tumbling stream, and lines its banks on either side with a coating resembling snow and ice. To the uninitiated, the resemblance is so real that at first sight it is easily mistaken for the wintry coat of white.

The truth of the phrase "Along the Picturesque Baltimore & Ohio," is nowhere more apparent than in and around the popular resort of Berkeley Springs.

KEYSER

On November 25th E. P. Welschonce, trainmaster of the West End of the Cumberland Division, and Miss Catherine Rogers were married in Baltimore.

C. W. Haymond, assistant car foreman in Cumberland, was promoted to car foreman at Fairmont, December 5th.

On December 5th, Leslie Miller of Wheeling was transferred to Cumberland to fill the vacancy caused by Haymond's promotion.

T. M. Lillard, general car foreman at Cumberland, resigned December 5th to go into business for himself. Mr. Lillard was general foreman at Cumberland for eight years.

G. P. Hoffman, car foreman at Fairmont, was promoted to general car foreman at Cumberland, taking place vacated by Mr. Lillard.

M. J. Gibbons, formerly engineer on the Main Line, was on November 17th appointed night enginehouse foreman at M. & K. Junction.

J. A. Tschuur, assistant master mechanic, and J. C. Anderson, chief clerk, were business callers at Hardman and Rowlesburg, December 16th.

Born to Mr. and Mrs. J. A. Tschuor on December 8th, a fine large girl. Mr. Tschuor states that she will be his private stenographer in the place of the young lady that is now in our office. On December 8th, Mr. Tschuor wore such a long and large smile that the employes thought he had just received an increase in wages. Better still, it was an increase in family.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE.....Superintendent, Chairman
R. H. EARLE.....Engineer
W. H. WINKLE.....Yard Conductor

Brakeman T. S. Ogden has been off duty for several weeks on account of having been scalded while butchering.

Operators J. R. Darlington and R. S. Farnsworth spent December 15th visiting friends in Washington, D. C.

We regret to learn of the illness of the wife of brakeman H. C. Frye. Brakeman Frye is at his home in Stephens City during her illness.

Conductor L. D. Barley spent the holidays visiting friends in Staunton, Winchester and Harper's Ferry.

O. L. Marks, operator and clerk at East Lexington, is enjoying a short vacation. Brakeman W. S. Yates, who is also an operator, takes the place of Mr. Marks during his absence.

Brakeman E. J. Sullivan went to Washington to do his Christmas shopping. W. T. Barr held down his run during his absence.

Quite an enthusiastic meeting of railroad men was held at Harrisonburg Sunday afternoon, December 7th, road foreman of engines H. F. Howser acting as chairman.

Among the subjects discussed were the following:

Fuel economy and the method used in the saving of coal.

The use of brick arch, and benefit derived from use.

Rough handling of trains.

The using of air.

The danger of allowing trains to drift while loading and unloading passengers and freight.

Proper use of engine and hand signals.

Delays at stations, caused by slow movement.

Steam heat, the proper temperature to be maintained and the ventilation required to make passenger equipment comfortable.

The practice of train crews saluting each other at passing and meeting points, the importance of watching closely the front and rear signals, noting train or section of train, markers on rear, trains clear in side tracks, looking for defects in trains passing.

Last but not least, SAFETY FIRST.

This is the second meeting held at this point. The next one is called for the fourth Sunday in January.

Any suggestions offered by those present are taken up and discussed. In this way we find that there is much interest taken.

The crew on way trains 71 and 72, engineer E. A. Langely, fireman H. L. Cage, conductor J. L. Bowler, brakeman J. D. Young, M. Hutzler, H. M. Shumaker, are very proud of their engine, No. 553. It is "a thing of beauty" as far as a freight engine can be made so. Prominently displayed in the cab is the motto "Safety First," surmounted by an American eagle done in brass. Every part of the engine is as clean as a new pin; the brass trimmings polished until they are as bright as hard work will make them.

The crew speak of the engine with the same affection as of a human being. They certainly deserve commendation for their interest in keeping the machinery in perfect condition as far as possible, as well as having it present the best appearance.

MONONGAH DIVISION

Correspondent, C. L. FORD, *Ass't Shop 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
P. J. MADDEN.....Engineer

R. G. Morgan was formerly agent at Berryburg, a station which was closed in 1910. Mr. Morgan went West, located at Scott City, Kansas, but returned to West Virginia in December and has accepted a position as agent at Cairo, W. Va.

E. D. Phillips, machine hand, while boring car wheels in the machine shop, December 12th got a chip of steel from a car wheel into his eye. It is feared that the sight of the one eye is permanently gone.

R. Phillips, machinist helper at the Grafton shops, who had his leg broken November 5th, by car wheel falling on same, is improving slowly in Miners Hospital, Fairmont, W. Va.

Safety committeeman J. J. Lynch and wife have returned from their honeymoon trip in the South. We all are glad that Jess is back to buckle down to Safety First.

J. C. Frederick, the oldest passenger conductor on the Parkersburg Branch, has been assigned to trains 47 and 48.

The Monongah Division has had a heavy run of eastbound freight since the lake business closed.

G. P. Hoffman, car foreman at Fairmont for the past three years, has been transferred to Cumberland in the same capacity. C. W. Haymond, transferred from Cumberland to Fairmont vice Mr. Hoffman.

Nicholas Ubertone, station cleaner at Grafton W. Va., has decided to go to Sunny Italy for his family, after having been absent from them for nine years, during which time he has been working for the Company. "Nic" is a good, faithful employe and deserves a vacation to go to his old country for his loved ones.

J. D. Anthony, assistant chief clerk in charge of agents, has resumed his duties in the superintendent's office, after spending several months on some special work assigned him.

J. E. Burnup has been appointed general foreman at West Fork vice W. T. Bartlett, who has been transferred to Grafton and assigned to other duties.

C. L. Ramsey has been appointed agent at Erbacon, to succeed I. A. Carpenter, resigned.

P. S. Robey is the new agent at Meadowbrook, vice J. W. Newman, resigned.

B. C. Taylor, formerly of the dispatchers office, has accepted the agency at Gypsy.

O. Brake, formerly in the freight office at Clarksburg, has been transferred to Worthington as agent.

H. V. Wycoff, freight agent at Monongah, has been transferred to Fairmont as cashier at the freight office.

A. D. Hutchison, who has been granted a six months furlough on account of ill health, has left his duties as cashier at Fairmont temporarily.

J. O. Knight, freight agent at Worthington, has accepted a position as agent at Monongah.

A. M. Foose, who for the past five years has been employed in the superintendent's office at Wheeling, resigned to accept a position with the United States Marshall at Huntington.

Superintendent H. B. Green recently enjoyed a two weeks vacation, trainmaster J. W. Root acting as superintendent during his absence. Assistant trainmaster C. H. Bonnesen acted in Mr. Root's place as trainmaster and W. C. Deegan, chief night dispatcher, as assistant trainmaster in place of C. H. Bonnesen.

The boys around the Wheeling office were somewhat surprised when R. B. Gibson, of the car distributor's office, announced that he had a turkey to raffle for Thanksgiving. "Bob" had the turkey given to him and we are all surprised that he decided to get rid of same, for he sure does like to EAT.

Chris Soustas, trackman at Mannington, who has been on the sick list for about two months, will be able to resume duty within the next few days.

William Gilligan of the superintendent's office recently went on a vacation, Bernard Helfer filling his place during his absence.

Harry Conners, who some time ago was made yardmaster at Bellaire, has again taken up his duties as chief clerk to the general yardmaster on account of the removal of the yardmaster from Bellaire yard.

G. M. Sharp, who has been on the relief for the past few months on account of a paralyzed leg, has taken a position in the car record office at Wheeling. We hope to see him back on the road again soon.

T. E. Garvey, stenographer to the master carpenter, accompanied the W. & J. football team to Clarksburg recently, when they defeated the strong Clarksburg team. A special was run out of Washington, Pa., for the crowd.

Supervisor H. Hagerty and wife have returned from a trip east during which both enjoyed a two weeks vacation. Track foreman Villers acted as supervisor during Hagerty's absence.

Master carpenter L. B. Kemm and wife are planning a two weeks vacation in the near future. Hope you enjoy yourself, Lawrence.

Sidney Dempster has been transferred from the maintenance of way department to the motive power department. We were sorry to lose you, Sid.

Engineer J. M. Garvey, Sr., is in Pittsburgh on business.

Operator M. F. Clapp of Hartzel was recently married, but we have been unable to learn the name of the lucky bride.

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. McCONNAGHY.....	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

The accompanying picture shows J. J. Garvey, yard foreman, and H. A. Kern, shipping clerk in the Benwood storeroom.



L. J. "Ham" Wilson, operator, and L. R. Fitzgerald, warehouseman, both of Cameron, attended the Cameron-Moundsville football game on Thanksgiving at Moundsville. The game resulted in favor of the Cameron lads by a score of 13 to 12. This was very gratifying to the railroad men of Cameron as the Cameron team was made up almost altogether of their sons.

Conductor H. A. Showalter's head hung about as low as that of the fine gobbler he was telling the boys along the line that he intended to help his family eat on Thanksgiving. Why? "Because the locals were run on that day for the first time in a century," says Blossom.

While yard conductor Harry Jackson was standing at the rear of a passenger train being made up at Wheeling, the steam was turned on from the front end before he had closed the steam hose at the rear, scalding him pretty badly.

"Pap Frazee" of Brooklyn Junction became so elated over the advent of an heir at his domicile that he forgot to harvest his crop of taters until seventeen inches of snow had covered them. Calling to his assistance assistant trainmaster Bull, they made an onslaught with a couple of whisk brooms; making very poor progress, they gave up the task after a day's effort, Mr. Frazee deciding not to battle against nature.

Assistant trainmaster J. W. Bull will soon be located in his new quarters on Commercial Street. Things look neat and complete in every particular except the plumbing. This he installed himself and it is so crooked that the gas turns around and goes back into the lines before it gets to his fireplace and burners.

Born to fireman and Mrs. Henry Hart, November 28th, a 9½ pound boy. Congratulations.

H. H. Chorda, engineer at Benwood, fell from his engine December 9th and sustained severe bruises about the back and shoulders. His ankles were also badly sprained, and he was incapacitated for several days.

Train dispatcher W. M. Queen and wife have gone to Florida to spend the winter. Dispatcher Dick Murphy says that Mr. Queen had gotten so thin that you could tell when he swallowed a bean.

J. W. Harrison, expert (?) bowler of the store's department, has issued a challenge to the world's best bowlers. He has so much "English" in his curves that he has quite a time keeping the balls on the alley.

Albert E. Green, aged 24, air brake inspector at Benwood, was killed about nine o'clock Monday morning, December 8th. He was caught between the bumpers of two cars and so badly crushed through the abdomen that he lived but a few minutes. He was standing between the cars connecting the air hose when an engine bumped into the train unexpectedly.

Railroad men of this division have learned with profound regret of the death of this estimable young man, who was in the very prime of life. He was one of the most efficient and widely known air repairmen on this division. He was a native of England. Both his parents died some years ago. One brother, located in New York City, survives him.

A particularly sad feature in connection with the young man's death is the fact that he was engaged to Miss Bessie Fish, an estimable young lady of McMechen. Their marriage was to have taken place on Christmas day. Mr. Green had been in the employ of the Company at Benwood about five months. He was an industrious young man and enjoyed the confidence and respect of all who knew him. Funeral services were conducted at his home at two p. m. on December 11th, the interment being in the McMechen cemetery. A large circle of friends mourn his untimely end.

Car inspector J. D. Lawson of the local yards recently visited with friends and relatives at Hartford City, W. Va.

Yard conductor Charles Teft of the local yards made a recent visit with friends and relatives in Huntington, W. Va.

Michael McSwain of the local yards is ill at his home in McMechen.

Engineer John Lemon of the local road, left with his family for Plant City, Florida, where he has purchased a farm. Mr. Lemon's purchase is a fruit farm and one of the best in that section of the country. His many friends wish him the best of luck in his new enterprise.

Mrs. M. J. Landers, wife of engineer Landers, has returned from a very pleasant trip to Cumberland, Md.

Yard foreman John Garvey has been confined to his home in Benwood on account of illness.

Brakeman Charles Brown has returned from a very successful hunting trip near Fairmont.

Yardmaster C. C. Steele has been home on account of illness.

George Graham of the local yards has also been under the weather.

Foreman William Pflug and F. Slonaker have returned from a very pleasant hunting trip near Cameron. The men succeeded in puncturing three rabbits in the four days' hunt. Their most serious trouble came in dividing the spoils.

H. T. Davis, night coal billing agent at the local yards, is at Holloway, relieving the weighmaster of that place, who is ill.

William Gilligan, of the superintendent's office at Wheeling, spent a two weeks vacation in Florida. The boys are all looking for a box of oranges and some grape fruit soon.

J. T. Sidaway, local bridge inspector, spent his vacation visiting friends and relatives in Baltimore.

F. R. Davis has been appointed general yardmaster of the Benwood Yards, vice H. H. Hipsley, resigned.

Albert Kress, who for a while has been handling the file room in the Wheeling office, has taken a position in the tonnage office.

J. C. Fluck, chief clerk to the division engineer, recently spent a few days in Cincinnati, visiting relatives.

C. B. Smoot, traveling car agent, has been transferred to the Pittsburgh Division and is succeeded by B. M. White.

J. T. Jewell, file clerk of the Wheeling office, spent a two weeks vacation visiting Baltimore, Washington, Pittsburgh and other points of interest in the surrounding country.

James McAllister, stenographer to the superintendent, spent a two weeks vacation visiting Boston, New York and other points of interest in the east.

John Bartlett, fireman at the Baltimore & Ohio power house at Wheeling, stole a march on his friends on November 12th. Of course the boys all knew he had been paying a great deal of attention to "Little May" and now that he has won her, he has our heartiest congratulations.

John Amig has secured a position in the car distributor's office as stenographer, vice Earl Kettle, resigned.

Earl Kettle is now in the office of the district engineer M. of W. vice Harry Kline, resigned.

Harry Kline, for some time employed in the office of the district engineer M. of W., has accepted a position with the Wheeling Mould and Foundry Company of Wheeling.

After ninety days' leave of absence, R. E. Parkinson, agent at Mannington, W. Va., resumed duty December 1st. Mr. Parkinson's health is very much improved and it is to be hoped that his enforced vacation will result in his complete recovery to perfect health.

T. McNicholas, who had charge of the agency during Mr. Parkinson's absence, has been assigned to other duties.

S. E. Crow, shop foreman at Cameron, has just finished unloading seven cars of engine sand. Mr. Crow does not anticipate a sand famine at Cameron during the next year. Incidentally he is also well equipped with the other kind of sand, commonly called GRIT.

J. W. Fisher, agent at Holloway, Ohio, and Miss Hazel Kilgore of Flushing, Ohio, were united in marriage December 3rd, 1913. Only their most intimate friends attended the wedding, but all of us join in extending congratulations and well wishes for a long and prosperous wedded life. Mr. Fisher has furnished a nice home in Holloway, to which he and his wife will return after spending their honeymoon in Chicago and other western cities.

A. J. France, agent at Barton, Ohio, is enjoying his annual vacation in St. Louis. This is the first time Mr. France has had the pleasure of using his annual system pass, of which he is very proud.

H. W. McNary, agent at Lafferty, Ohio, is the proud father of a bouncing baby boy; we do not know whether this item will be included in his next O. S. D. or not.

J. D. Dowell, agent at Glen Easton, has returned to duty after a three months sick leave.

James McCaskey was recently appointed ticket agent at New Martinsville, vice F. Hock, promoted to night ticket agent at Parkersburg.

OHIO RIVER DIVISION

Correspondent, J. H. OATBY, 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. OATE.....	Y. M. C. A.
DR. A. J. BOSSYNS.....	Relief Department

The usual winter schedule, as altered by the Company for the Ohio River division, has

been announced by local officials of the division, there being no marked change of time in the running of any of the trains. No new trains will be placed on the division as it is expected with the changes made, the regular carriers will be able to cope with the situation in passenger, mail and express traffic.

Some of the trains will be run a few minutes earlier and others later with the view of facilitating movement of the public. It was said at the trainmaster's office that the schedule would probably be changed back to the usual time with the beginning of spring.

Some practical joker, overlooking the fact that Walter Oliver is no longer connected with the Joint Rate Inspection Bureau, but is now assistant to Mr. Moran, trainmaster, wrote and requested him to give the proper classification and rate on air-hose holes between two points. He hunted for sometime through the various classifications, and being unable properly to classify same, he turned the matter over to J. G. Bohn, rate clerk in Mr. Fowler's D. F. A. office, who at once saw through the joke. Mr. Oliver is now playing detective in an endeavor to get even.

It is rumored that 'ere long two of the clerks in Mr. Fowler's D. F. A. office will be taking unto themselves wives, as there is no other explanation to give for F. H. Owen's visits to Weston, W. Va., and Harry MacKinley Baker's trips to Clarksburg, W. Va. Each takes every other Sunday so as not to excite suspicion. Nevertheless their intentions have leaked out, although the exact dates have not yet been divulged.

J. S. Washburn, chief clerk in the division freight office, spent Christmas with his parents in New York city.

CAN YOU FIGURE IT OUT?

Here is a little example which puzzles a great many railroad men. Two trains (on separate tracks) are one hundred miles apart, running towards each other. One train is running at a rate of 60 miles an hour and the other train is running at the rate of 50 miles an hour. How many miles will each train have run when they pass each other?

(This is a nice little problem in algebra which should be of practical interest to all operating employes. The editor will be glad to acknowledge all answers to the question. The correct solution will be published in the February issue.)

F. H. Owens, stenographer in the D. F. A. office, has learned through experience that a dollar will buy just as much at home as through a mail order house. Desiring a nice fat turkey for Thanksgiving he ordered one from some farmer. The turkey arrived safe and sound in a crate before Thanksgiving day. Frank gave the porter "two-bits" to dress it, but after weighing found that by patronizing the mail order man he paid just 37½ cents per

pound, plus 25 cents for dressing the turkey, when all he would have to have done was to call up his home meat market and have them deliver a dressed turkey for 25 cents per pound.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, Superintendent, Cleveland

C. H. LEE, Dispatcher, Cleveland

DIVISIONAL SAFETY COMMITTEE

- W. T. LECHLIDER.....Superintendent, Chairman
- A. N. NEIMAN.....Vice-Chairman
- J. T. MCLWAIN.....Master Carpenter
- DR. J. J. MCGARRELL.....Assistant Medical Examiner
- W. K. GONNERMAN.....General Car Foreman, Lorain, Ohio
- E. R. TWINING.....Clerk, Cleveland, Ohio
- J. WEINS.....Engineer, Lorain, Ohio
- WM. CANFIELD.....Engineer, Cleveland, Ohio
- F. W. HOFFMAN.....Conductor, Cleveland, Ohio
- W. SHAAR.....Hostler, Canal Dover, Ohio
- W. S. BERKMYER.....Brakeman, Canton, Ohio
- C. G. MOINET.....Traveling Fireman
- T. L. TERRANT.....General Yardmaster, Lorain Ohio
- J. H. MILLER.....Agent, Strasburg, Ohio
- J. CLINE.....Assistant Yardmaster
- E. D. HAGGERTY.....Conductor, Akron Jct., Ohio
- R. H. TROESCHER.....Agent, Howard St., Akron Ohio
- T. KENNEDY.....Supervisor, Cleveland, Ohio
- E. M. HEATON.....Division Operator
- G. J. MAISCH.....Division Claim Agent



BIRDIE AND JOHN

The children of J. H. Hack, Chief Clerk to Superintendent, Cleveland, Ohio

The employes of the Cleveland Division wish each and everyone connected with the Baltimore & Ohio Railroad Company a happy and prosperous New Year.

We were glad to read in the news letter of the reelection of Daniel Willard, President; O. G. Murray, Chairman of the Board; George F. Randolph, First Vice-President; G. M. Shriver, Second Vice-President; A. W. Thompson, Third Vice-President; J. V. McNeal, Fourth Vice-President and Treasurer; C. W. Woolford, Secretary, and Hugh L. Bond, Jr., General Counsel. This division will do everything in its power to help make the administration a successful one.

C. H. Lee, night chief dispatcher, and wife left on December 16th for a trip abroad. They will be away about one month.

The lake navigation is now closed. All records were smashed during the season in handling coal and ore, and we are looking forward to a bigger season the coming year.

Now that the navigation season has closed, the boys on the Cleveland Division are taking their vacations. Though it is a little late, there is a great deal of enjoyment in knowing that the efforts of the past season were successful. Late vacations are not worrying anyone.

Some of the boys will spend their time riding over the division and learning the ground with which they have dealings. This will be beneficial, not only from the recreation standpoint, but will make them more efficient and able employes.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

C. W. GORSUCH.....	Superintendent, Chairman
O. J. KELLY.....	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. N. GLENNON.....	Trainman
E. C. ZINSMEISTER.....	Master Carpenter
C. C. GRIMM.....	Trainmaster
E. V. SMITH.....	Division Engineer
G. F. EBERLY.....	Assistant Division Engineer
J. S. LITTLE.....	Road Foreman of Engines
G. R. KIMBALL.....	Division Operator

Among the oldest employes of the Baltimore & Ohio System is Russel Kyle, who entered the service of the Maintenance of Way Department in August, 1862, as water boy at the age of fifteen years at Outville, Ohio. In 1872 he was promoted to section foreman and worked at this position until 1882. He then took charge of the water tank, which was situated at Union Station, Ohio, and after the water station was

discontinued Mr. Kyle was transferred to Pataskala, Ohio, to take charge of the water tank there.

He has served as pumper at this water station for twenty-nine years and is still employed there.



RUSSEL KYLE

Mr. Kyle has served the Company faithfully for fifty-one years and during this long term his name was never off the pay roll. He is now sixty-six years old and is strong, generous and kindhearted.

Through his loving ways, Mr. Kyle has won hundreds of friends among his fellow employes, who all wish that many more useful and happy years may be added to his life.

Machinist Joseph Reichert and wife spent several days visiting his brother at Baltimore, Md. They also visited points of interest in Washington, D. C.

Machinists Fred Stack and wife, and Roland P. Dayton and wife spent the holidays with friends in Baltimore and Washington.

Wm. L. Jackson, bolt cutter operator in the lower machine shop, was married at Newark, Ohio, December 20th. Mr. and Mrs. Jackson spent their honeymoon at Mr. Jackson's former home in Keyser, W. Va.

Much interest was shown by the employes of the Newark shops by the visit paid them by pay car No. 932, December 11th, 1913. It was quite a novel experience for the new employes, and reminded the veterans of old times. All employes of the shops are to be complimented

on their attendance at the proper time for paying, and for the excellent manner in which they lined up and received their pay checks. Only ten employes of the large force at Newark shops missed their proper places in line, and four of these were ill.

The accompanying picture shows some of the citizens of Sonora, Ohio, on the Newark Division. The picture was taken by section foreman Thomas F. Nolan.

Mr. Nolan tells with much pleasure how Sonora derived its name. He says that an old lady, while milking her cow, was approached by a tramp who asked the name of the town.

Operators R. Kennett and A. Atwood were recently appointed to the second and third tricks respectively at East Columbus tower.

Operator J. K. Lilley, who has second trick at the "BY" yard office, has been off duty for several weeks on account of illness.

Operator S. G. Gaines, first trick operator at Black Lick, has returned from a vacation spent in visiting points of interest in the West.

Signal repairman W. W. Hamilton of Leonard Avenue, Columbus, spent a few days hunting near Cambridge recently, and reports a successful trip.



COMPANY STATION AT SONORA, OHIO, NEWARK DIVISION

She, being a little deaf, did not hear "Willic's" question and about that time the cow became restless. When the old lady halloed out "So-Nora," the town was promptly christened.

W. H. Tyhurst, the oldest operator employed on the Columbus and Newark Divisions, is enjoying a much needed rest. Mr. Tyhurst has gone to Los Angeles, Cal., to spend the winter and all the boys wish him a beneficial and pleasant trip. Mr. Tyhurst entered the service of the telegraph department on August 2nd, 1873.

Operator R. J. Rockfield was recently appointed to third trick at Big Walnut.

Operator R. R. Paige, first trick U. S. tower, has been appointed agent at Black Lick, vice agent J. W. Marsh, who returned to the telegraph department.

Agent W. K. Beyers, of Outville, was transferred recently to the agency at Cumberland, Ohio, H. R. McGinnis, clerk from Central City, succeeding him at Outville.

Operator Von Brewster is back on the division again after spending a few months working in Detroit.

Operator J. S. Powers, third trick operator in the "BY" yard office, while off on a Thanksgiving vacation, surprised the boys by taking unto himself a wife.

Operator P. J. Reed, third trick operator at Pataskala, is working first trick during the absence of operator Tyhurst.

Lampman Rhoades of Leonard Avenue, Columbus, has been promoted to battery man, vice Win. Lasure, resigned.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

S. C. WOLFERSBERGER	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

Storekeeper and Mrs. C. G. Sutton are the parents of a baby boy, which arrived at their home in Connellsville recently.

W. F. Matthews, stenographer for the road foreman of engines, has resigned his position to accept a similar one near his home in Ohio.

Charles Spence, assistant night roundhouse foreman at Connellsville, has been transferred to Somerset as night foreman, vice J. P. Walters, resigned.

On December 16th, flagman J. W. Beatty and Miss Hilda Shumaker of Connellsville, eloped to Cumberland, Md., where they were married.

On December 15th, assistant coal billing agent at Connellsville, J. H. Strawn, took unto himself a wife in the person of Miss Martha Pierce of the same place. His many friends wish him prosperity.

Another pleasant surprise was the marriage on December 3rd of G. E. Bowman of Connellsville to Miss Minnie Santmyer, which took place at the home of the bride at Star Junction, Pa. Mr. Bowman is a fireman and a member of our Safety Committee.

We wish to extend a hearty welcome to G. N. Cage, who succeeds B. F. Crolley as our road foreman of engines. Mr. Cage was formerly road foreman of engines when he resigned to take his old passenger run on the Cumberland Division. He will not, therefore, be handicapped in his new duties.

Brakeman Robert Emerick of Connellsville was recently married in Cumberland, Md., to Miss Edna Pearl Frazier of Bedford County. They will make their future home in Connellsville.

Brakeman S. A. Berkey of Somerset is the proud father of a baby girl.

T. E. Carey, who has been night clerk at Meyersdale for some time past, has returned to Somerset, where he has again taken up the duties of clerk to the general foreman.

Third trick operator R. E. Smith of Mukden was off duty the latter part of November, attending the wedding of his sister, Miss Edith, to Harry Boyer of Berkley's Mills, Pa. The wedding took place at the home of the bride in Meyersdale and Ralph acted as best man.

Lloyd Albright, former clerk for the general foreman at Somerset, has resigned to take up the duties of fireman.

Conductor I. W. Kimmel, wife and family, have returned from a trip to Butler County, where they were visiting relatives.

R. C. McVicker, postal clerk on the S. & C. Branch, is off duty on account of injuries met with in an automobile accident in Pittsburgh.

We are informed that operator P. J. Riley and Miss Helen Hoover of Hooversville, Pa., recently eloped to Cumberland and were married. It seems that Pat's future mother-in-law in some manner got wise to their intentions and nipped the affair in the bud. However, they were not discouraged and took a later train, in the opposite direction, by way of Johnstown over the Pennsylvania Railroad and Pat won out, although it was necessary to take a roundabout way.

Effective December 1st, E. C. McClelland was appointed yardmaster at Smithfield, Pa., vice W. H. Wessell, who was transferred to the Connellsville yard in a similar capacity.

Fireman and Mrs. C. E. Bowlin of Connellsville are the proud parents of a baby girl, which arrived on December 8th.

Jesse Burnsworth, section foreman of Markleton, Pa., entered the service of the Company as a track laborer on July 18th, 1888, and was promoted to track foreman eighteen years ago. Two of his sons are also in the service, Carl, a conductor on the S. & C. Branch, and Herbert, a brakeman at Somerset.

Operator Thomas Edwards and wife of Markleton spent the holiday season with friends and relatives in Wilmington, Del.

About 5.30 on the morning of November 9th a severe snow storm struck Connellsville and extended east over the division to about Williams. The snow was very wet and heavy and seriously affected the movement of traffic by breaking the telegraph and telephone wires and knocking down poles, completely cutting off communication with many outlying points until about 7 p. m. of the 12th.

The portion of the main line between Cumberland and Rockwood, however, was not damaged to such an extent as to stop operation entirely and in order to make the best of the situation train dispatchers were sent from Connellsville to Cumberland to handle trains in that territory. It was also necessary to send dispatchers to Somerset to look after

the movement of traffic on the Somerset & Cambria Branch, where we experienced very little trouble with the wires.

Immediately after telephone and telegraph communication was cut off, linemen started out to make repairs. Forces of men were sent from Connellsville, Indian Creek and Cumberland to cover the main line and the F. M. & P. Branch. However, their progress was considerably retarded on account of the wires breaking again after being repaired, because of the severe nature of the storm. By reason of this we did not succeed in getting the wires in proper working order until 7.00 o'clock on the evening of November 11th.

On December 4th, B. S. Rush resumed his duties as agent at Garrett, Pa., from which point he was transferred to Connellsville, November 7th, as extra yardmaster at night. The vacancy at Garrett was filled by P. R. Weimer, who has again taken up his regular duties as clerk at the Rockwood agency.

Effective November 13th, D. W. Cipher was appointed agent at Montana, W. Va., vice J. W. Morrissey, resigned.

H. D. Whip, former operator at Everson, Pa., was appointed relief agent, effective November 6th, vice F. M. Williams, assigned to other duties.

Fireman W. C. Lowery of Hyndman became the father of a baby girl on November 17th. Mother and daughter are doing well.

Brakeman E. B. Fleegle and ... of Connellsville have left for ... da, where they will spend the winter.

Effective November 11th, ... h, assistant trainmaster at Rockwood, transferred to New Castle Junction to fill a similar position. W. ... New Castle Division, was appointed to the vacancy at Rockwood.

Copying operator J. W. ... nnellsville is spending his ... his parents at Washington,

Night wire chief at ... is enjoying his vacation in ... hunting bull moose. He is ... operator G. W. Vetter.

On Sunday night, ... dispatcher R. W. Ho ... considered a very rare ... It happened in this ... his way homeward ... Connellsville, two ... above a hedge for ... stop. It appears ... to make the ... executed a ... march," ... comm

of a bowl of soup at the Merchants' Cafe to steady his shattered nerves, he made another and more successful attempt to reach his destination, accompanied by a trusted brave in blue coat and brass buttons.

Brakeman A. J. Bowman of Johnstown has purchased the restaurant at that point. It was formerly owned by engineer J. W. Turner.

Mrs. A. L. Gates, wife of the second trick operator at Mukden, is spending the winter with her parents in Bedford, Pa.

Conductor J. M. Smith and brakeman J. A. Burke have moved into their new homes, built recently outside of the borough of Somerset.

R. W. McFarland, machinist at Connellsville, has been promoted to the position of foreman of the new machine shop at Somerset.

Brakeman R. E. Critchfield of Rockwood has just returned from a hunting trip near Keeting, where he brought down a deer weighing 200 pounds dressed, and having horns with eight prongs.

On November 14th, dispatcher E. J. Carroll of Connellsville and Miss Ruth Parker gave their friends quite a surprise by slipping quietly away to Cumberland, where they were married. The bride is the daughter of conductor J. S. Parker in charge of trains 13 and 14. We wish to extend our congratulations and best wishes for a prosperous future.

PITTSBURGH DIVISION

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

DIVISIONAL SAFETY COMMITTEE

T. W. BARRETT.....	Trainmaster, Chairman
E. L. HOPKINS.....	Machinist, Glenwood, Pa.
H. G. WALTOWER.....	Yard Brakeman, Demmler, Pa.
S. C. RYLAND.....	Road Engineer, Glenwood, Pa.
H. J. SPANGLER.....	Yard Brakeman, Pittsburgh, Pa.
C. C. AINSWORTH.....	Yard Brakeman, Glenwood, Pa.
R. H. PATTERSON.....	Passenger Fireman, Glenwood, Pa.
W. E. BURTOFT.....	Car Foreman, Pittsburgh, Pa.
J. W. CLAWSON.....	Signal Supervisor, Pittsburgh, Pa.
FRANK BRYNE.....	Claim Agent, Pittsburgh, Pa.
N. B. STEWARD.....	Ass't Medical Examiner, Glenwood, Pa.
W. H. RALEY.....	Passenger Brakeman, Pittsburgh, Pa.
W. DAVIS.....	Yard Conductor, 36th St., Pittsburgh, Pa.
G. WISE.....	Road Conductor, Foxburg, Pa.
F. DONAHUE.....	General Supervisor, Pittsburgh, Pa.
J. SMITH.....	Agent, Junction Transfer, Pa.
G. HARSHAW.....	Yard Conductor, Willow Grove, Pa.
KNOPP.....	Road Conductor, West Newton, Pa.
J. MURLAND.....	Road Conductor, Connellsville, Pa.
D. MAXWELL.....	Road Engineer, Connellsville, Pa.
E. BARLETT.....	Superintendent's Office, Pittsburgh, Sec'y

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- C. H. WALDRON..... Trainmaster, Chairman
- C. B. SMITH..... Yard Conductor, Painesville, Ohio
- E. L. HANNAN..... Pipe Fitter, Painesville, Ohio
- D. B. MCFATE..... Yard Conductor, New Castle Jct., Pa.
- F. D. ABBLETT..... Painter Foreman, New Castle Jct., Pa.
- L. L. WAGNER..... Road Conductor, New Castle Jct., Pa.
- M. L. RANEY..... Yard Engineer, New Castle Jct., Pa.
- DR. W. W. HOBSON... Ass't Med'l Ex'r, New Castle Jct., Pa.
- F. C. GREEN..... Supervisor, Ravenna, Ohio
- G. A. PURKEY..... Road Conductor, Chicago Jct., Ohio
- W. H. O'MARA..... Yard Conductor, Haselton, Ohio
- CHAS. CRAWFORD..... Road Engineer, Chicago Jct., Ohio
- H. H. SMITH..... Agent, Newton Falls, Ohio

The accompanying photograph is of baggage-master Fred Butts, his wife, and what might be called their "Safety Committee," at home in Pittsburgh, Pa. Mr. Butts was conductor on the first coal train which ran between Youngs-

However, there was no trouble and the boat was brought up to the dock in jig time. Mr. Butts could tell many interesting stories of the old railroad days on the P. & W. and P. P. & F., which are now part of the New Castle Division, but on account of his being rather shy of publicity, and your correspondent's failing to get a good strangle hold on him, we are unable to relate any of them here.

The men on this division were very sorry to hear of the death of the little daughter of assistant road foreman of engines and Mrs. W. G. Smith, which occurred at Chicago Junction, December 9th, after an attack of typhoid fever. The sympathy of the entire division is tendered Mr. and Mrs. Smith on account of their bereavement.

The correspondent at New Castle recently received the following letter from Mr. E. E. Post, cashier at Niles, Ohio:
"Per your request, would advise that at the Pittsburgh Poultry Show, I won second cock-



FRED BUTTS, HIS WIFE AND THREE

town and Fairport, Ohio. One day, while conductor of a yard engine at Fairport, there was an ore boat which could not get up to the dock on account of the high wind. The Captain of the boat asked Mr. Butts to fasten a cable to the engine, which was an old style small yard engine, but Butts was afraid that the cable might drag the engine into the water. He finally decided to fasten the cable to the engine however, and Butts, with axe in hand, was ready to cut the rope if the engine lost gro-

ughorn class, the largest that was quality from my, the competition was two and one-half hours award between my first prize, I was vir- and as I was up ence, I think I out neither ung and

consequently not in the best of feather. I am sending three birds to the Cleveland poultry show to be held on January 5th to 10th, and expect to be able to report another win.

"In these days of the high cost of living, a small poultry plant is a good way to help reduce expenses. I have been compelled to buy but one-half dozen eggs in the past four years. This was last summer, after I had disposed of my old birds to make room for the young stock. It is some satisfaction to have good fresh eggs when you want them, and at the present time, with eggs selling at fifty cents per dozen, they come pretty close to being a luxury.

"Possibly the real cause of my becoming interested in poultry was the need of something to do after my day's work was done that would take me out of doors. I have found it a pretty good way to work off a grouch, and at the same time get the fresh air that is essential if one is to remain in good health. If anyone has a natural liking for birds, he will derive a great deal of pleasure and benefit by keeping a few chickens and will also have fresh eggs any time he desires them, and at the minimum cost; whether they are selling for twenty cents per dozen, or fifty-nine cents, makes no difference. It is the best way I know to cure a grouch, and it will not cost a cent if one gives it the proper attention, for chickens will more than pay their own way."

We are glad to note Mr. Post's success in this line, and no doubt many of the readers of the Magazine can recommend his grouch cure.

Agent James Aiken, of Youngstown, Ohio, is called "Sunny Jim" in that city on account of his geniality, and we hope to be able to submit his recipe for his good nature to our readers in the near future.

We are very glad to know that Mr. Aiken has recovered from a short illness. He enjoys an enviable reputation in Youngstown for his geniality and all-around worth. As a business getter, he is a king.

Harry Newman, bill clerk at the New Castle transfer office, took advantage of the hunting season, skipped out among the hills and bagged twelve rabbits. It is generally understood that he hit them with a pick after digging them out. The office force enjoyed a very fine rabbit feast, and agent Frank Knox is smacking his lips yet at the remembrance of it.

CHICAGO DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN.....Superintendent, Chairman, Garrett, Ind.
M. J. DRISCOLL.....Shop Committeeman, Garrett, Ind.
O. M. BAILEY.....Engineer, Garrett, Ind.
O. F. BELL.....Conductor, Garrett, Ind.
H. P. WEIRICK.....Brakeman, Garrett, Ind.
D. G. THOMPSON.....Fireman, Garrett, Ind.
W. E. SARGENT.....Yard Committeeman, Garrett, Ind.
J. E. LLOYD.....Assistant Division Engineer, Garrett, Ind.

J. D. JACK.....Claim Agent, Garrett, Ind.
DR. H. F. HUTCHINSON Ass't Med. Examiner, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., Ohio
S. ARCHER.....Yard Committeeman, Chicago Jct., Ohio
L. J. DAVIS.....Shop Committeeman, Chicago Jct., Ohio
E. V. KUGHEN.....Shop Committeeman, South Chicago, Ill.
JOHN DRAPER.....Acting Agent, Chicago, Ill.
N. B. BAIH.....Yard Committeeman, South Chicago, Ill.
J. W. HUFFMAN.....Agent, Auburn Junction, Ind.
J. S. BARND.....Operator, Postoria, Ohio
T. E. SPURRIER.....Claim Agent, Tiffin, Ohio

The death of Martin Cogley takes away one of the earliest employes of the Baltimore & Ohio System. Mr. Cogley commenced service with this company in 1849 as section foreman at Roseby's Rock, W. Va., at that time the western end of the line. Mr. Cogley died at Cameron, W. Va., November 3rd, 1913, aged eighty-four years, four months and twenty-three days. His three sons are at present engineers, J. E. and J. L. running passenger trains on the Chicago Division, and Frank on the Wheeling Division.

W. B. Hayes, chief clerk to the master mechanic at Garrett, has resigned and taken up commercial business. Mr. Hayes has been succeeded by H. L. Cordrey, formerly assistant chief clerk at Lorain, Ohio.

L. B. Hart, engineer, formerly examiner on rules and Magazine correspondent, took his family east a few days ago for a little rest and recreation, and incidentally to give the "kiddies" their first view of the hills and mountains.

N. E. Bailey, who has been on the board of examiners since last April, has taken service in the Chicago Junction yard.

R. A. Mason, operator at Chicago Junction, has been promoted to yardmaster on the "Hump."

Chief dispatcher H. S. Carroll and dispatcher C. D. Comparrette, were called to Chicago recently to attend court.

S. U. Hooper was in Garrett a few days ago shaking hands with his many friends, who were glad to see him.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS.....Chairman
G. 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. ERPING.....Carpenter Foreman
C. I. BENDER.....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
E. SNYDER.....	Conductor
WM. GEOTZINGER.....	Machinist
JAS. LANGTON.....	Machinist
T. F. YATES.....	Blacksmith
HARRY MARSHALL.....	Car Inspector

The accompanying snap shots are of H. N. Nelson, who is employed as private secretary



D. J. SLOAN

to the superintendent, and of D. J. Sloan, general yardmaster at Empire Slip. They show a good catch made in the woods of northern Wisconsin.



H. N. NELSON

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
G. W. PLUMLY.....	Division Operator
R. R. SCHWARZELL.....	Assistant Trainmaster
C. E. WHARFF.....	Relief Agent
L. A. PAUSCH.....	Supervisor
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
H. M. COLE.....	Draughtsman

Robert Bergman, former blacksmith, died at his home on Wednesday night, November 19th. He had worked for the Company about thirty years. His fellow employes take this opportunity to express their deepest sympathy for the bereaved family.

C. B. Creamer, account clerk in the master mechanic's office, recently returned to work after spending ten days in Belmont county hunting rabbits. He shot not less than sixty rabbits while he was gone, and we have very reliable information that the rabbits were glad to see him leave.

☐ We wish to announce the arrival of an eleven pound boy to Mrs. Harry Crouse, wife of engineer Harry Crouse, on October the 25th. We understand from Harry that he is going to make an engineer out of his son.

Draftsman H. M. Cole and wife spent their holidays at his home near Pittsburgh.

Greatest Ring Offer Ever Made



This beautiful ring with the O. R. C., B. R. T., B. L. E., B. L. F., O. R. T. emblems, or any three initials engraved thereon, for \$1.75. The ring is a high grade gold filled article and just the thing for a CHRISTMAS PRESENT. Agents wanted.

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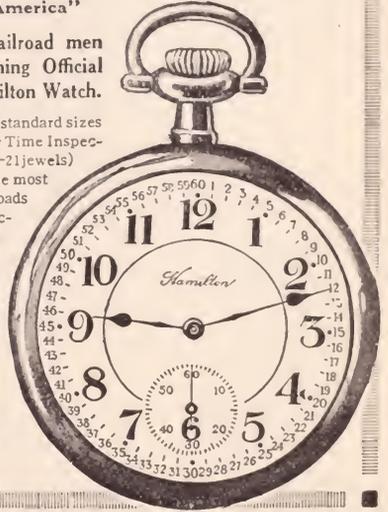
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B. & O. MAGAZINE INQUIRY COUPON

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

Please mention this magazine

Frank Snyder, son of general car foreman Snyder, returned to work a short time ago, after spending a very pleasant vacation of three weeks at his old home in Lorain.

A nine and one-half pound baby boy arrived at the home of agent J. E. Grashel and wife on November 24th. Baby and mother are doing very nicely.

On the morning of December 8th, agent L. F. Sims at Oak Hill was stepping high over the arrival of a baby boy at his home. Lester says, "He is going to be a railroader."

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
DR. J. P. LAWLER.....	Medical Examiner
J. J. GIVEN.....	Special Agent

Effective December 8th, H. S. Smith was appointed chief dispatcher, Seymour, Ind., vice J. H. Demann, transferred.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

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. MARONEY.....	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.....	Y'd Foreman, C. H. & D., Cincinnati, Ohio
H. W. KIRBERT.....	Y'd Engineman, B. & O. S. W., Cincinnati, Ohio
JOHN GANNON.....	Y'd Foreman, B. & O. S. W., Cincinnati, Ohio

It is a well known fact that the traveler is apt to criticise and complain. On the other hand there are some who appreciate courtesy. As evidence of this fact, we received a letter a short time ago from a point in Florida from a passenger, who used C. H. & D. No. 7, making connection at Cincinnati Junction with the Q. & C. This letter was addressed to the president of the Road and was handed down

through the general manager and general superintendent, and spoke very highly of the agent in charge at Cincinnati Junction. It only goes to show that it pays to be courteous, polite and on the job at all times.

Annunciator bells have been installed at Glendale station, C. H. & D., to work in connection with the new automatic signals recently installed between Glendale and Hamilton. Owing to the similarity of the sound of this bell and the village fire alarm, there was a little commotion the first week the apparatus was installed, for every time a train approached there would be some one in the neighborhood to mistake it for the fire alarm. It is a wonder the village officer did not arrest the crews of the approaching trains for disturbing the peace.

The superintendent's office at Cincinnati has always taken great pride in its bowling team. The history of the team dates back a great many years, and many interesting and exciting games have taken place. We are not champions, but are able to put up a pretty good game, and are open at all times for sociable games with any of the divisions, within reasonable distance. If there are any bowling teams on any of the divisions desiring games, please address Henry Eckerle, chief clerk, superintendent's office, Cincinnati. We are at a loss to know what has become of the bowlers at Toledo. Haven't heard a word from them since we beat them last winter.

A unique affair took place on November 13th, the anniversary of the birthday of Geo. W. Rhein, stenographer in the superintendent's office, Cincinnati. He broke away from the old time tradition, and surprised his friends by inviting a number of them to a dinner at the Hofbrau and a theatre party at Keith's. We all had a good time, and regret that Mr. Rhein doesn't have more birthdays.

The second photograph on page 88 is of the office force in the office of C. L. Brevoort, superintendent of terminals on the C. H. & D. at Cincinnati. Reading from left to right are: H. J. Mayer, secretary to superintendent; Arthur Hoffman, stenographer; C. H. Hext, assistant chief clerk; Henry Eckerle, chief clerk, and James Phelan, general clerk.

ILLINOIS DIVISION

Correspondent, L. W. FOWLER, *Shop Clerk*
Washington

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. STREVENSON.....	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
 FRED SCHAWB.....Engineer
 W. GORSAE.....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

T. D. Bothwell, formerly connected with the dispatching force of this Company and later Western Union operator at Washington, Ind., has accepted a position with the mechanical department as chief clerk to general foreman P. T. Horan, with headquarters at Seymour, Indiana.

J. R. Minter, mechanical draftsman in the Washington shops, went to Bedford during the latter part of November to give expert testimony in regard to construction and plan of locomotive tanks in the case of Riley, a locomotive fireman, Indiana Division, who in some manner was thrown from tank of engine 2512 near Shoals, Ind., early in the year.

James Briscoe, representing the Manning, Maxwell & Moore Co., of New York City, visited the mechanical department at Washington, Ind., for several days recently. Mr. Briscoe is a man of former railroad experience and is quite an injector expert. He is the regular Baltimore & Ohio representative of this large concern and has many good friends all over the line.

Henry (Hickory) Haberfield, the well known machinist of Benwood Junction, W. Va., and secretary of International Association of Machinists, District No. 26, was in Washington for the annual machinists' Thanksgiving ball. Henry has been with the Baltimore & Ohio at Benwood and Wheeling for the past twenty years and always had the reputation of being a first class mechanic. Your correspondent enjoyed working with Haberfield for over five years.

P. S. Hoffer, an old Washington boy and former employe of this Company, but who for the past several years has been with the Santa Fe Lines in Oklahoma, has returned to his old love and accepted a position with master mechanic Carey in the Washington roundhouse.

F. W. Busse, chief clerk to general superintendent motive power F. H. Clark, at Baltimore, spent Thanksgiving week with Washington and Vincennes friends and relatives. Mr. Busse was formerly employed in a clerical capacity on the Southwestern long before the Baltimore & Ohio took it over and by good hard work has advanced himself to the head of the clerical end of the mechanical department. He now has supervision over hundreds of clerks. It is hardly necessary to say that Mr. Busse is very well liked as a chief by the entire mechanical department clerical forces.

E. L. McGuire has resigned his position of freight car foreman at Washington and has been succeeded by J. M. Burke, who has been for several years car foreman at Seymour, Ind. Alva Hughes, who has been a first class inter-



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change inspector at Rivervale, Ind., has been promoted to fill the vacancy at Seymour, Ind.

An interesting view for Indiana and Illinois Division railroad men is presented herewith.

cottage homes and this is a fair sample of the cottage territory. This view is looking south from the Company's tracks at point mentioned above.



VIEW OF WASHINGTON, IND., FROM PART OF COMPANY'S PROPERTY

It is a view taken from the Company's property close to the C. & E. I. crossing at Washington, Ind., showing a portion of the south side of this beautiful little city. Nearly all the dwellings which appear are occupied by railroad men in various occupations. Some work on the road and some in the shops. Washington, Ind., is noted for its beautiful little

J. P. Haran, assistant roundhouse foreman at Washington, has been selected to take the position of general foreman at East St. Louis, Ill., vice J. F. Kane, who has returned to his old position of machinist in the erecting shop. Mr. Haran learned his trade at the old Piedmont shops of the Company, leaving there while young in years. He did yeoman



OFFICE FORCE OF C. L. BREVOORT, SUPERINTENDENT TERMINALS, CINCINNATI

service as machinist at Benwood and Chilli-cothe before coming to Washington, where he served as machinist and in a supervising capacity.

Kenneth Lawrence, who has been employed in the day roundhouse at Washington for several years, has been promoted to night watchman, a position which requires a good reliable man. Mr. Lawrence has shown by his record that he has the necessary qualifications. He is under the supervision of chief of police captain J. T. Wainman, of Flora, Ill., and lieutenant Herbert Meredith, of Washington.

It is with pride that we learn of the promotion of William Williams to the position of storekeeper for the C. H. & D. at Ivorydale, Ohio. Mr. Williams worked for some time in the storekeeper's office at Washington and was transferred to Ivorydale last spring to take the position of chief clerk to storekeeper Murphy, who we learn has been appointed traveling storekeeper by general storekeeper Williams, of Baltimore.

F. A. Fitzgerald and wife went to Zanesville, Ohio, for Thanksgiving and incidentally to attend the famous Elks' ball at that place. Mr. Fitzgerald is chief clerk to storekeeper McQuilkin and has long been a member of the Elks' fraternity.

Word from H. H. Summers, former correspondent of the Illinois Division, to friends in Washington, Ind., shows that he likes Cumberland, Md., and is more than pleased with his new position. Your present correspondent has worked for some time with Mr. Summers at Washington, Ind., and will say without hesitation, that he has the grit, the nerve, the ability and the ambition to succeed in a strange operating territory. The Washington people are keeping an eye on "Hal."

"Chick" Stafford, the able general yardmaster at Washington, has just returned from his annual vacation, which he spent in hunting. During the time he was out quail were very hard to get, but rabbits were very plentiful, and, of course, Chick remembered his railroad friends with the bunnies.

Charley Smiley, clerk in the master mechanic's office, went to Bloomington, Ind., last month to witness the annual clash on the football field between Purdue and Indiana universities.

Roy S. Farrow, stationary engineer at East St. Louis, has been in the Henrietta Hospital for some time suffering from the effects of an operation for appendicitis. His friends are glad to know that he will permanently recover and soon return to duty.

Former general foreman G. E. Boas, now master mechanic at the Moorefield, Ind., shops of the C. H. & D., called on the East St. Louis shop people recently. Mr. Boas came to St.

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Please mention this magazine

Louis to consult a physician regarding some ear trouble with which he is afflicted. Mr. Boas is making good as master mechanic and he is a good clean fellow with a host of friends all over the Illinois Division.

The accompanying photograph depicts the substantial home of locomotive fireman Robert Wilson, of Washington, Ind., located at the corner of West Seventh and Main Streets, almost within the famous "engineers' row." Mr. Wilson has been in service on the Illinois Division for the past four years and at the present time fires for engineer "By" Robinson

Sloan, J. R. Utterback, H. O. Waltz, B. F. Stites, L. M. Schuck, I. W. Warrell, W. H. Mullen, S. T. Potts and Fred Holland. They have a good supervisor in the person of Fred Hodapp, road foreman of engines, who himself is a practical man of long and wide experience in handling an engine.

It takes the machinists of Washington, Ind., to do a thing right. The 12th annual ball was given by Washington Lodge No. 346, on Thanksgiving eve at the People's Hall, in Washington, Ind. There were over 200 in attendance, among the out of town guests being former



HOME OF FIREMAN ROB WILSON, ILLINOIS DIVISION

on trains 11 and 2. Mr. Wilson has the reputation of being one of the best firemen in this territory, and takes great pride in his locomotive. From the appearance of his home, you will naturally draw the conclusion that he takes much interest in that also. He is now taking the examination for promotion to locomotive engineer and your correspondent predicts a valuable addition to the corps when he realizes his ambition.

Shop clerk E. S. Larrick, general foreman's office at East St. Louis, had to go a long way in order to eat turkey on Thanksgiving day. His brother at Frankfort, Ind., did justice to the yearnings of Larrick's "inner man."

Within the past month, ten of the very best locomotive firemen on the Illinois Division have reached the coveted position of engineer. The happy ones are: R. C. Mitchell, R. E.

master mechanic of Washington shops, F. J. Smith, of Stockton, Ill., Henry Haberfield and John Porter, of Wheeling, W. Va., P. J. Howard, of Mt. Carmel, Ill., Field Colbert, of Indianapolis, Ind., master mechanic J. J. Carey, general foreman Eichenlaub, machine shop foreman Kennedy and roundhouse foreman Mumma, of the local shops. All there graced the affair with their presence and took a very active part in tripping the light fantastic. This is one of the greatest social events of the season in Washington, Ind., and everyone looks forward with interest to the coming of Thanksgiving eve, when they can take advantage of the hospitality of the Washington shop machinists. Much credit can be given F. J. Woods, C. A. Mischler, Hugh Kane, Cameron Harrod, B. F. Harris and Charles Fullerton, the ball committee, for their splendid management of the affair.

Shop inspector Hunt, with Mrs. Hunt, has returned to his duties here after spending the greater part of last month visiting and hunting near Marshall, Fort Worth and Ranger, Texas.

W. L. Morgan and J. W. McPherron, bright young men from Pana, Ill., who are employed in stenographic capacity with this Company at Washington, Ind., had the pleasure of being with their parents on Thanksgiving day.

Your correspondent was visited a few weeks ago by one of the best known railroad men of Grafton, W. Va., in the person of T. J. Rose, the well known baggage master on trains 71 and 72 between Grafton and Parkersburg, W. Va. We were certainly glad to shake the hand of a railroad man who has been on one job for a period of over thirty years. His son, J. J. Rose, has been pipe shop foreman at Washington for the past two years and the young man is just as reliable and as good a man at his job as is his father with trains 71 and 72.

Z. L. Dean, pipe fitter, at Washington Ind., went to Grafton, W. Va., for Thanksgiving week to see old friends. He was formerly employed at the large Grafton shops but came here to work for foreman J. J. Rose, also of Grafton, about two years ago.

TOLEDO DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN,
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL.....Superintendent, Chairman
- A. C. BUSHAW.....Secretary
- T. J. REAGAN.....Chief Clerk, Correspondent
- C. A. GILL.....Master Mechanic
- I. F. WHITE.....Division Engineer
- G. E. REEL.....Trainmaster
- M. P. HOBAN.....Road Foreman of Engines
- W. H. RILEY.....Assistant Trainmaster
- M. S. KOPP.....Assistant Trainmaster
- C. M. HITCH.....General Car Foreman
- WM. O'BRIEN.....Supervisor
- E. LEDGER.....Supervisor
- DR. F. S. THOMPSON.....Company Surgeon
- J. R. CASAD.....Claim Agent
- T. P. EDGAR.....Assistant Trainmaster
- L. F. HOCKETT.....Local Freight Agent
- C. W. DAY.....Freight Conductor
- G. A. FOLEY.....General Yard Master
- J. F. BUCKLEY.....Fireman
- R. H. BOHANON.....Yard Conductor
- W. H. THOMPSON.....Yard Conductor
- W. SITES.....Engineer
- J. N. HOLMES.....Shopman
- H. M. SHEA.....Conductor
- M. GLEASON.....Shopman
- W. J. TAUBKEN.....Section Foreman



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Correspondent, L. E. FENNER, *Chief Clerk*,
Dayton, Ohio

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- A. A. IAMS.....Trainmaster
- H. G. SNYDER.....Division Engineer
- G. A. RUGMAN.....Supervisor
- S. J. PINKERTON.....Supervisor
- P. D. FAIRMAN.....Engineer
- P. J. SWEENEY.....Conductor
- H. E. ROSEBOOM.....Conductor
- S. FISHER.....Section Foreman
- P. CLANCY.....Section Foreman
- F. DRAKE.....Relief Agent
- S. M. BAKER.....Supervisor
- DR. F. S. THOMPSON.....Company Surgeon
- C. GREISHEIMER.....Master Carpenter
- E. B. CHILDS.....Stationary Engineer
- M. ROSEN.....Secretary

**INDIANAPOLIS DIVISION
(C. H. & D.)**

Correspondent, ROY POWELL,
Superintendent's Office

DIVISIONAL SAFETY COMMITTEE

- R. B. WHITE.....Superintendent
- F. M. CONNER.....Trainmaster
- R. W. BROWN.....Road Foreman of Engines
- H. F. PASSELL.....Division Engineer
- J. T. CLEMMONS.....Supervisor
- E. BOAS.....Master Mechanic
- E. C. SAPPENFIELD.....Dispatcher
- DR. WM. OSENBACH.....Company Surgeon
- E. I. PARTLOW.....Engineer
- G. W. ANDERSON.....Conductor
- W. B. GARRIGUS.....Agent, Rushville
- ADAM STORCH.....Blacksmith Foreman

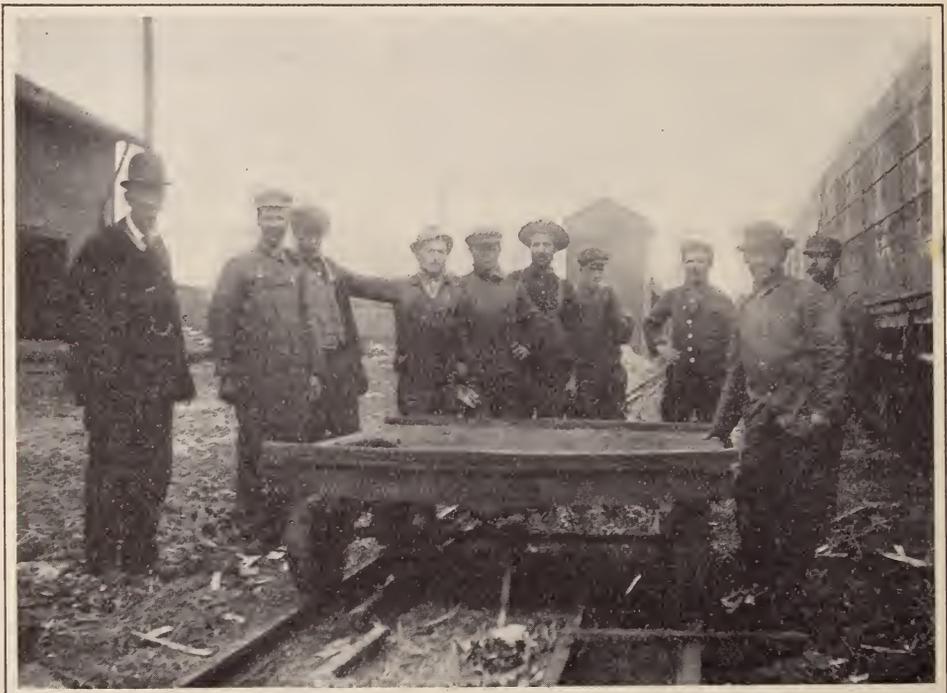
Engineer "Hank" Randall, whose picture with engine No. 207 appeared in a recent issue of the Magazine, died at his home in Indianapolis November 22nd, after a lingering illness of several weeks. Engineer Randall was one of the oldest engineers on this division, both in years and length of service, and is greatly missed by everyone on the division.

The accompanying photograph represents section foreman J. E. Lee and his gang on section No. 1 at Moorefield. Mr. Lee is standing on the extreme left of the picture. Foreman Lee always has a full gang of competent men.

James Powell, assistant timekeeper in the superintendent's office, ate Thanksgiving dinner at his home at Macy, Ind., and to prove that he was hunting on this date, distributed fifteen dressed rabbits among the office force. Though he failed to furnish an affidavit that they were killed by him, we'll take his word for the deed.

J. McKeown, road supervisor, finished re-laying ten miles of his main track east of Decatur with No. 70 rail before the recent reduction in force, and will soon have this part of the track up to standard and the equal of any similar track on the System.

W. E. Scott, formerly of the Union Pacific of Denver, Col., has taken the position of extra dispatcher on this division and is now working tricks on both ends of the line while the regular men are making their monthly trips over the road.



SECTIONMAN J. E. LEE AND GANG—INDIANAPOLIS DIVISION

Mechanical Flagmen

A mechanical flagman, which will obey orders literally, is the latest suggestion for preventing rear-end collisions on railroads, though there are no signs that practical railroad men are very enthusiastic over such a scheme. The mechanical flagman would take the place of the rear brakeman of a train, who, when the train has occasion to stop on the main line, is expected to go back a quarter of a mile or so and flag any approaching train.

Because brakemen sometimes fail to go so far back as they should, or fail to go out and back quickly, with resulting collisions, the idea has occurred to some inventors to have a machine perform these duties. Such a machine could be in the form of a little handcar or track bicycle, to be carried or hauled at the rear end of a passenger train.

On the occasion of a stop the conductor or some other employe in the last car turns a lever, and the little handcar then drops on the track and runs back two thousand feet by electric power from storage batteries.

As it runs back it unreels a cable connecting it with the train. Flags and lights are carried on the little car to warn any approaching train.

One suggestion adds a plan for dropping magnetized torpedoes on the track at the end of the two-thousand feet trip, with the idea that these torpedoes would adhere to the track and be exploded by the next oncoming train. When the main train is ready to start, the conductor in the back car turns another lever, and in about a minute the little mechanical brakeman comes running back and snugly nests itself again at the tail of the train—and everybody is happy.—*Saturday Evening Post.*

“Let nothing HINDER you from winning the prize you want to win.”—*N. C. R. Weekly.*

“Observation, not old age, brings wisdom.”—*Publilius Syrus.*

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Here's Hoping!

By William Johnston

Don't Be A Mushroom

WHAT kind of a person are you? Are you healthy or are you all the time catching colds and indigestion and headaches? If you are, it probably is all your own fault.

Nature intends every human being to be strong and well. Most disease is either ignorance or carelessness. Babies—even the babies of sickly, ignorant, incompetent parents—are given a pretty good start by Nature. If children get sickly, it nearly always is the fault of the persons taking care of them. If when they grow up they remain unhealthy, it is largely their own fault.

“But,” you protest, “I can't help it if I inherit a weak stomach.” Oh, yes, you can.

Did you every systematically study your stomach? If you were going to be a lawyer you would study law. If you were going to be a stenographer you would study shorthand. If you are going to be healthy, study health.

Most people know more about the care of their clothes than they do about the care of their health. Study your diet. Find out what the effects of the various foods are. Ask yourself if you are getting enough exercise. Keep tabs until you find what it is that disagrees with you. Leave strictly alone the food—and the drinks—that your stomach scolds you about.

Make up your mind to be healthy. Go to the three best doctors, the three that Nature has provided free for everybody—Fresh Air, Fresh Water and Sunlight. Get as much as possible of all three whenever you can.

A mushroom can live in a cellar, but don't be a mushroom.

If you eat right, drink lots of water, sleep in fresh air and get out in the sunshine, you'll soon forget to be sick.

And perfect health is a long stride toward perfect happiness.—*October American Magazine.*

The Guilty One

John—So that's your new tie, eh? Why on earth did you select such a loud pattern?

Joe—I didn't select it. My brother did, and he's slightly deaf.—*Judge.*

His Didn't Stick

"Robert," asked the teacher, "did you throw any of those paper wads sticking on the blackboard?"

"No," replied Robert. "Mine didn't stick."—*Judge.*

The Mayor's Part

Some amateur theatricals for a charity were being organized by the leading inhabitants of a small town, who were most liberally supported by the mayor. He bought the dresses and scenery and won all their hearts by his kindness, and they consequently felt bound to make some return to him, and therefore arranged that he himself should take part in the play. But there was one great drawback. The mayor, though kindness itself, was uneducated, and neglected the poor little letter "h" in the most unwarrantable manner.

To obviate this they cast him for the role of a herald. He was to wear a most gorgeous costume, and all he had to do was to come on and shout, in a stentorian voice, "Silence."

After coaching he got perfect in his part. But when the night came he was attacked with stage fright in all its worst form and, staggering on to the stage, shouted in a voice of thunder: "Ush!" —*New York Mail.*

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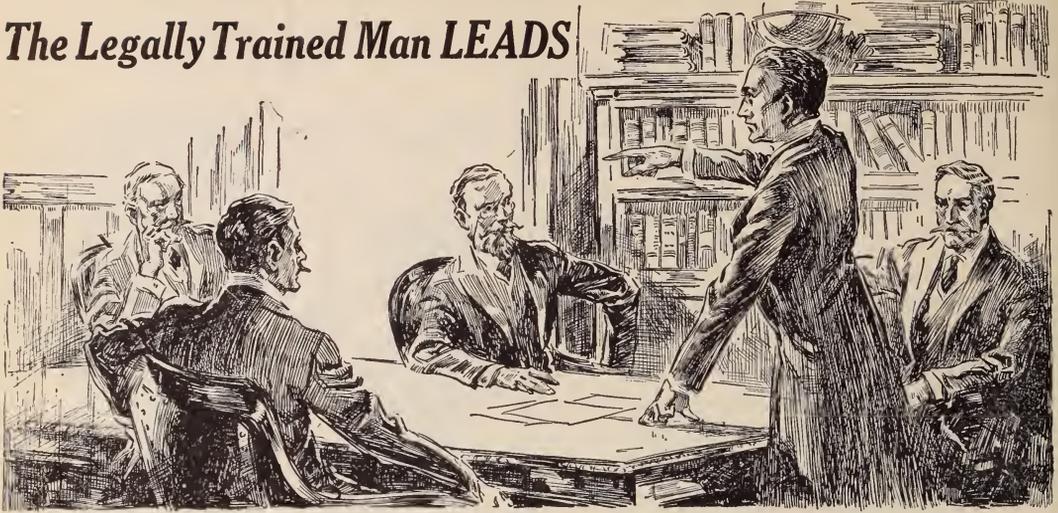
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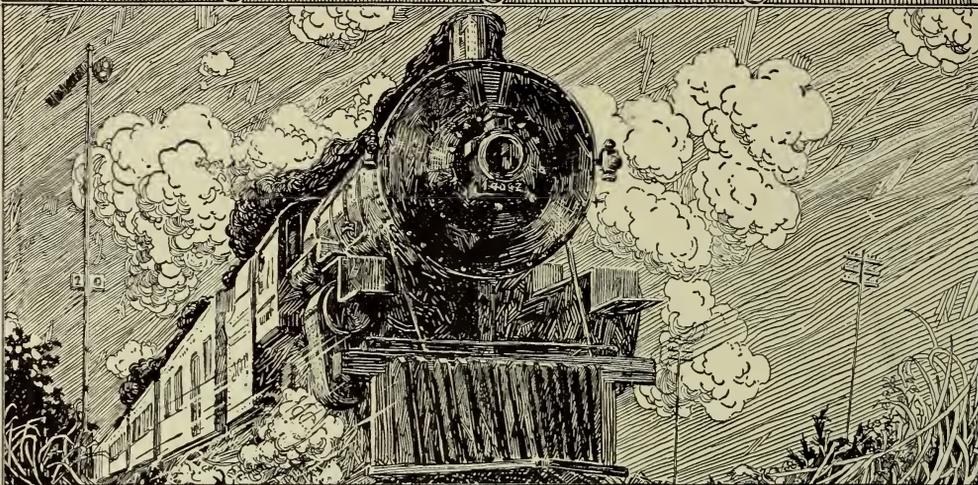
BALTIMORE AND OHIO EMPLOYEES MAGAZINE



GENERAL GEORGE WASHINGTON

Painted by Charles Wilson Peale

FEBRUARY, 1914



Ball Watches Safeguard Millions

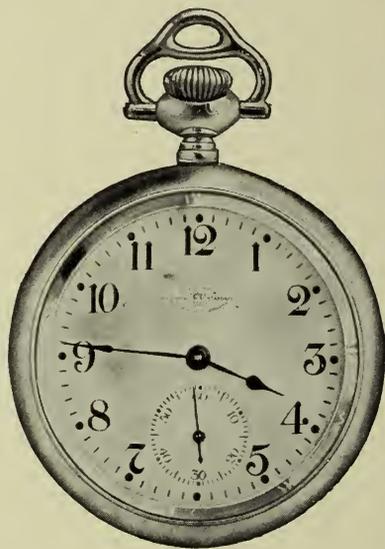
The public demand for speed in railway service necessitates untiring vigilance. Millions of passengers made the four track railroad with a train a minute a present-day reality, and "absolute accuracy" in the railroad man's timepiece is the first essential. You must have the protection of a safe watch when traveling. The

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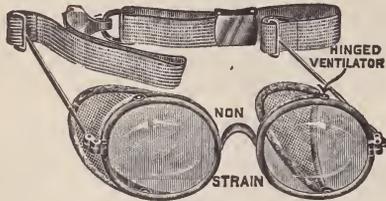
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you ordinarily hurriedly pick up a container, look to see if anything is in it—pour out a quart or more from a half coked 5 or 10 gallon tin can that has an air hole punched in it and repour this mixture into your car. Maybe you notice a black speck or two floating around, but you are in a hurry and it never occurs to you that this is destructive grit.

Then you wonder

WHY A BEARING BECOMES LOOSE

or the noise of the car increases, etc. Why not look to your lubricating oil storage for your car that costs so much more than your watch and needs the same careful attention? Isn't this worth your while?

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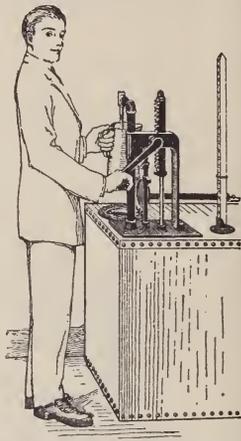
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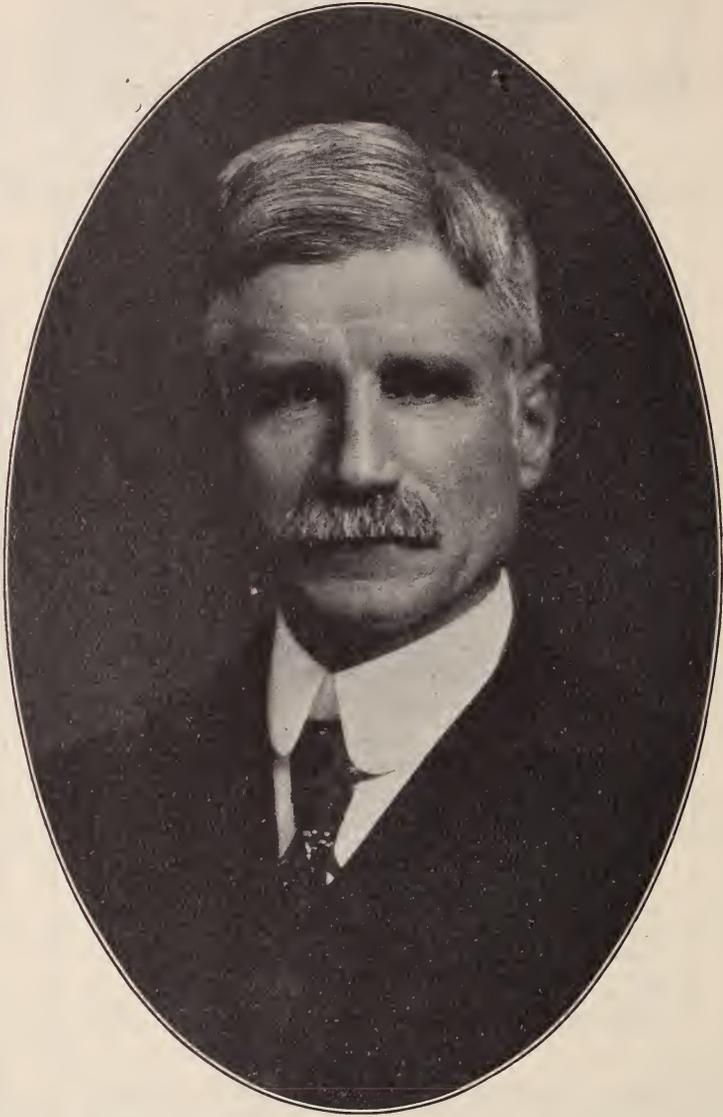
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Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request.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





G. W. Lawrence

Assistant to the President

Making Friends of the Public

Extracts from the Deer Park Address of George H. Campbell, Assistant to the President



THE duties of my position bring me more or less in touch with the public who are our patrons. In my travels over the line I receive the service they do. If our trains are late and miss connections or are roughly handled or the service is otherwise unsatisfactory, I am inconvenienced just as much as other passengers and in addition I hear their unfavorable comments.

President Willard made such an illuminating talk yesterday that I felt that very little can be said except in the matter of details.

One thing our patrons desire, the giving of which will go further towards satisfying them than any other thing I know of, is satisfactory information, imparted in a courteous manner in answer to their questions, and explanations where trains are delayed or there are other occurrences in which their safety or comfort is involved. It is too often the case that the employes, and sometimes the officers of the Company, overlook the fact that the public are not so well posted on railroad matters as we in the service are; and the answers given to questions are short and unsatisfactory and made on the assumption that the public ought to know such things without asking. This is a mis-

take. The right sort of an answer at the right time will do much to allay criticism and will make friends rather than critics for our service. A good motto to bear in mind is, "Put yourself in the place of the passenger."

There is probably no one subject so much the topic of general conversation at this time as the railroads. The halls of Congress, the State legislatures, the press—all discuss them. And this is an indication that they play a far more important part in the general welfare of the country than we are apt to appreciate.

In a recent issue of one of the newspapers the statement was made that a farmer who was a small stockholder in one of the railroads appeared at the annual meeting and made serious complaint of the management—probably far more serious complaint than the facts justified. He stated that a freight car had been wrecked and dumped over into his field where it was in his way; that although he had written several letters, he had received no reply, and that he had also called on the superintendent without receiving any satisfaction. When I read that, I said to myself, "Such is not the policy of the Baltimore & Ohio." Our president is very particular to see to it

that anybody who writes a letter to the Company shall at least have a prompt and courteous reply. If the man I have referred to had received replies to his communications or had been given any satisfaction he would probably have made much less trouble and disturbance at the meeting than he did.

We live in an age in which our passengers expect and demand more than ever before. They are not willing to put up with the inconveniences of the past. This is all the more reason why careful attention should be given to their complaints and questions—why we should give them satisfactory information at the start rather than permit them to become prejudiced and unfriendly towards our Road.

Every employe can contribute something towards the improvement of our service which will add to the comfort and convenience of our patrons and establish such a reputation for our line that it will be favorably referred to and our business thereby increased. An effort should be made to relieve the passengers' minds of all anxiety. In short, passengers should be

made to feel at home upon the Baltimore & Ohio.

The ticket agent can start the passenger off with a favorable impression by courteous treatment and satisfactory answers to his or her inquiries. The conductor and trainmen can add their share by the manner in which they approach passengers, take up their tickets and answer their questions. The engineer can add greatly to the reputation of the service by the manner in which he handles his train. He can exercise unusual care in starting and stopping trains and good judgment in the application of the brakes. The fireman can do much for the comfort of the passengers by careful firing so as to prevent smoke and cinders. The sectionman can also do his share towards the comfort of the trip by maintaining an even and smoothly riding track. Courtesy and strict attention to the rules are sure to result in better service. This means more business, and the welfare of the Company, and your welfare and mine depend more largely upon this than upon any other factor.

Does it Pay to be Courteous?

MANY are the times when railroad employes extend courtesies to passengers which are not required by the book of rules, or even by the common amenities of civilization. And it is quite probable that in a majority of cases the favors are acknowledged only by a "thank you," or a hand shake. In fact we know several men who have performed unusual services for passengers, such as the advancing of money or the delivering of messages, when they have not been obliged so to do, and have not

so much as heard from the recipients of the favors. We believe that such cases are few, however. At any rate, here is one that shows how much some passengers appreciate these courtesies.

About mid-December, brakeman Alonzo N. Genn, of the Philadelphia Division, was doing his regular trick on No. 4, and discovered that a young lady who got on at Chester had either lost or mislaid a purse containing all her money and transportation. She told him that all she needed was enough money to get to

Plainfield, N. J., and Mr. Genn immediately advanced the necessary three dollars for transportation. Between that time and the time the train reached Philadelphia, however, the purse and contents were found wedged under one of the seats in a sleeper where the young lady had been sitting, so the borrowed money was returned to Mr. Genn with hearty thanks, and he dismissed the matter from his mind.

Several days later when he was in the Delaware Avenue Station at Wilmington, preparing to go on duty, the office telephone rang. Agent Hitch answered the call, which proved to be a request from a prominent business man of Wilmington for the full name and address of the brakeman who had been on No. 4 on the day on which the above occurrence took place. The information was given the inquirer, who declined to state the reasons for his call, and Mr. Hitch and Mr. Genn were in a quandary to understand the request.

Very substantial explanation was received several days later by Mr. Genn, however, in the shape of a letter, which we are glad to print in full.

MIDDLETOWN, N. Y., January 5, 1914.

MR. ALONZO N. GENN,
1808 Scott Street,
Wilmington, Del.

Dear Sir:

Recently my daughter was on your train and had the misfortune to temporarily lose her

pocketbook, which placed her in a very embarrassing position. At this critical juncture you voluntarily advanced funds to relieve her distress.

I wish to express my heartfelt gratification for your kind act. I take the liberty of enclosing check on New York for \$20.00 to your order. If you have children, please use it for their benefit. I am,

Very gratefully yours,

(Signed) GEO. N. CLEMON.

The check in the letter was a fine practical evidence of gratitude on the part of the donor. But there was something more significant than the check. The thought which prompted the deed had the true heart quality—it pictured the home of the brakeman, and perhaps some children, who would appreciate a kindness as much as did his own child. After all, it is the thought which is the worth while part of such instances of gratitude. It springs right from the heart.

Often we railroad men help the unfortunate get along more comfortably. Often it costs a sacrifice which seems to be unappreciated. But, whether the good turn is acknowledged by a gift, a handshake, a "thank you," or as with the foreigners, unaccustomed to common courtesies, a smile or merely a curious or vacant stare, we should take much satisfaction in knowing that we have made the day brighter for someone.

Die when I may, I want it said of me by those who know me best, that I always plucked a thistle and planted a flower, where I thought a flower would grow

Abraham Lincoln

The Cover Portrait of General Washington

Its History told in some Interesting but little known
Events in the Career of the Father of His Country

Princeton, N. J., was the capital of the United States from June 30 to November 4, 1783, and the sittings were held in the College Building, Nassau Hall. In what was then the Prayer Hall, but is now the Faculty Room, was a large portrait of George the Second of England, and it is said that during the battle of Princeton a cannon-ball fired by Hamilton's artillery pierced the canvas and destroyed it. At any event, when the war was over, it had disappeared. The rest of the story of the Washington portrait is told in the following extracts from "The Continental Congress at Princeton" by Varnum Lansing Collins:

The trustees of the College at no time took any official notice of the presence of Congress at Princeton; but they could not repress their enthusiasm for the Commander in Chief, and on returning from the Commencement Exercises they sought to testify to their respect for him. They did not even offer, much less give, the empty formal tribute of an honorary degree; but in their manuscript minutes may be read this paragraph:

"The board being desirous to give some testimony of their high respect for the character of his excellency General Washington, who has so auspiciously conducted the armies of America.

Resolved, that the Rev. Drs. Witherspoon, Rodgers and Jones, be a committee to wait upon his Excellency to request him to sit for his picture to be taken by Mr. Charles Wilson Peale of Philadelphia. And, ordered that his portrait, when finished, be placed in the hall of the college in the room of the picture of the late King of Great Britain, which was torn away by a ball from the American artillery in the battle of Princeton.

Adjourned till tomorrow morning 9 o'clock.

25th day; the board met according to adjournment.

Dr. Witherspoon reported that his Excellency Genl. Washington had delivered to him fifty guineas which he begged the trustees to accept as a testimony of his respect for the college.

Resolved, that the board accept it; and that the same committee who were appointed to solicit his Excellency's picture, at the same time present to him the thanks of the board for this instance of his politeness and generosity."

No compliment could have been more delicate and tactful than this request. By seeking to perpetuate the memory of its favorite hero, the College of New Jersey, which had supported the Revolution so long and so loyally, and had suffered as no other educational institution in the land for its championing the cause of liberty, could not have closed more felicitously its Revolutionary service, sealed the recollection of those dark days, and honored him who had turned those days into light. And some recognition of the debt he owed to Princeton, its building, its president, its graduates and its townsmen, some grateful thought of the pivotal battle he had won on the frozen slopes hard by the village, must have been in Washington's mind when he made his gift to the college. The portrait was painted by Peale, and a year later was hung in the Prayer Hall (now the Faculty Room), in the old gilt frame from which George the Second used to frown down upon his embryo rebels.



The Lincoln Highway

From New York to San Francisco by Motor Car in Fifteen Days

Fifty years from now, when some writer brings Woodrow Wilson's "History of the American People" up to date, we think he will say that the ten years ending about January 1, 1914, was the period of the greatest ethical advance made by this nation in any decade. On the material side he will doubtless conclude that the most important phenomenon of this ten years was the development of the gasoline engine and, especially in the latter part of the decade, its adaptation to commercial uses, to doing, in cities and on farms, the work formerly done by human and other animal labor. And we think the same historian will say that the most important economic feature of the next decade, from 1914 until, say, 1924, was the completing of great highways and the improvement of roads everywhere. If he is a very discerning historian, he will point out that the improvement of roads was an incident and result of the development of the gasoline engine. Probably he will record that the first real success achieved in a long attempt to reduce the cost of living came at the completion of the good-roads era, when farmers within a radius of fifty or sixty miles from the city were able to pack their produce on five or ten ton motor trucks and take it themselves in a four or five hour journey to the consumer in the city.—*Collier's*.

NEVER before in the history of our country has there been a movement comparable to that undertaken by the Lincoln Highway Association. In the motives actuating it, in its inception, in the breadth of its appeal and in the incalculable benefits to be derived from its successful consummation and maintenance, it will stand in a place by itself when the enduring monuments of this time shall have been built.

To Carl G. Fisher, a prominent business man of Indianapolis, is usually ascribed the honor of being the original projector of the Lincoln Highway idea. Perhaps the thought first came to him as the dream of an ideal automobile tour from

coast to coast—for Mr. Fisher is an ardent motorist. But as the dream took tangible shape in his mind, the immense practical advantages of such a road became apparent, and at a little dinner with some friends in Indianapolis one night, he made the plan attractive enough to secure pledges in support of it to the extent of \$300,000. With an actual beginning made and a few missionaries to spread the news, it was not long before all the automobile and accessory manufacturers were helping the project with money pledges, personal solicitation and publicity work. And today, the Lincoln Highway Association is completely organized, with a Board of Directors com-

posed of representative manufacturers and men in public life, with the sympathy and support of the motor clubs and motorists of the country, with assurances of cooperation from state and municipal

it was originated, planned and is now being brought into being under private auspices. And it is very fortunate that this is the case, for in the laying out of the route, the engineer in charge and his as-



NEAR WOOSTER, OHIO, LINCOLN HIGHWAY

authorities, and with over half of the \$10,000,000 desired already pledged by diversified organizations, and individuals from every section of the country and many walks of life.



CROSSING THE MISSISSIPPI AT CLINTON

Perhaps the most significant feature of the Lincoln Highway plan is the fact that

assistants were beholden to no section, state or city to touch their boundaries. No personal influence had any effect in the choosing of the route. The welfare of the whole people of the country was the aim constantly before those in charge. Months were spent at their own expense by men vitally interested in the plan in exploring all available roads, and the ones selected were the ones which seemed to be the best. In fact it is said that it was a surprise to the people along ninety per cent. of the route, when they learned that it was to go their way. Yet the men who laid out the course were in constant consultation with the best road authorities in the country. No important source of information was ignored or overlooked in the effort to select the ideal highway.

As will be seen from the map at the beginning of this article, the route traverses thirteen states—just as many as there were in the original Union. Perhaps there is good portent in this coincidence. For if the Lincoln Highway progresses at the same rate as did the thirteen colonies during the fifty years after they were united, surely it is not too much to predict that within this period or even a shorter time, our unified transcontinental route will be the envy of all nations, surpassing in beauty, usefulness and permanency the enduring road monuments of the old world.

Just imagine what that trip 'cross country in a motor car will be! If the plans of the association are realized (and at present writing there seems to be no good reason why they should not be), it will be possible for you to step out of the Atlantic

you to do this in fifteen days! But it is *improbable* that you will want to, because of the thousands of instructive and



TAKING ON GASOLINE AT SHEEP RANCHER'S HUT, TIPPETT, NEVADA

interesting sights to detain you along the way. You will rather take fifty days. And such a trip will be, in the truest sense of the word, a liberal education. Yet so



ON THE PLAINS OF WESTERN NEBRASKA

at Coney Island, let us say on June 15th, 1915, enter your car, and on the July 1st following, after a good roads' run across the continent, jump into the Pacific at San Francisco. It will be *possible* for

quickly and so comfortably will you be able to make it if you care to, that hardly will the tang of the salt Atlantic's smell have left you before you will be gazing on the rolling billows of the Pacific.

New York, western city of enchantment—the Mecca of all Americans, historic New Jersey and the Delaware, Philadelphia with Independence Hall and its beautiful Fairmount Park, Pittsburgh and its enormous industrial activities, the farming sections of Ohio and Indiana, Chicago and Lake Michigan just a little off the Highway, the Father of Waters and his mighty tributary, the

in the November number of the *Journal* of the Automobile Club of America. Mr. Joy is the president of the Lincoln Highway Association, is a leading automobile manufacturer and student of economic conditions, particularly in their relation to the good roads movement. He writes:

“Briefly the Lincoln Highway is the vertebra route of America. It is a great



A MOUNTAIN OF IOWA WHEAT ALONG THE LINCOLN HIGHWAY

Missouri, the great wheat lands of Nebraska, the mountain country of Wyoming, the scenic grandeur of Colorado, the deserts and wild stretches interspersed with irrigated plains of beauty in Utah and Nevada, the orange groves and sunshine of California; these are but suggestions of the things and the places which will cause us to wonder and exclaim what a wonderful country we live in.

But great as are the cultural, the educational and the esthetic delights which the Lincoln Highway will bring within our reach, of even greater importance are the material and social improvements it will promote. This phase of the project was splendidly treated by Henry B. Joy in an article

transcontinental artery of highway travel to which manifold tributaries will feed. In short, it is a transcontinental country highway made into a great modern roadway which will benefit the motorist only in a secondary way. In a primary way the Lincoln Highway is for the benefit of the farmer, merchant—whoever hauls products of commerce over public highways. Like Lincoln, who was of the people, it is a people's highway in every sense of the word. No one class or kind of citizenry will benefit more from the Lincoln Highway than any other. The farmer and the merchant in the main will be the chief benefactors. This is obvious from an examination of its route, from which it will be seen that it doesn't

traverse the large cities to be a benefit simply to the large city-type of tourists.

"Highway commerce over the Lincoln Highway is yearly fifty per cent. of its traffic. The remainder is motor vehicle traffic. Of the fifty per cent. of horse vehicle usage, ninety per cent. consists in business usage.

"Greatest of all benefits, perhaps, of the Lincoln Highway is its amelioration of the social conditions which now make country life so unpopular. The building of the Lincoln Highway means naturally the betterment of tributary or inside roads. This means that the isolation of agricultural communities will be a thing of the past. Journeys of fifteen to fifty miles by motor vehicle or horse vehicles, now almost impossible at certain seasons of the year, will become a 365-day in the year pleasure jaunt.

"To the \$13,000,000,000 annual valuation of farm crops in the United States, probably three or four billions more

itself ten times over in the next fifty years, through the collective wealth which will be added to the farmers of the states it traverses.

"The route of the Lincoln Highway is the best route that can be selected. To-day, tomorrow, or one hundred years hence a more suitable route than that of the Lincoln Highway which is to be the first transcontinental highway could not be made. All conditions unify themselves with the route and *vice versa*, the route harmonizes with all possible demands for a vehicular highway.

"Climate, topography, density of population, etc., fixed in the minds of the promulgators of the highway this route as the only feasible and logical one.

"In addition to enabling tourists to really enjoy a transcontinental trip, as they have never been able to do before, the Lincoln Highway will bring interior communities closer to large centers of population, giving thereby a great in-



IN ECHO CANYON—SIXTY MILES FROM OGDEN, UTAH

could be added, provided the farmers could get their products to the best markets instead of being compelled to stand by and see them rot in the fields, on account of inability to transport them to market over present highways.

"The Lincoln Highway will pay for

centive to the pursuit of agricultural occupations, which have been neglected in many sections on account of the segregation of farmers, which has been enforced by poor roads.

"The Panama Canal cost three hundred and fifty million dollars. It will

carry for the next ten years an annual volume of freight estimated at ten million tons. The Lincoln Highway will cost, in the next ten years, perhaps fifty million dollars. Over its thirty-five hun-

the farmer will really be on a great trans-continental trunk line, making his home accessible to the markets of the world and all the social advantages of the city. I predict that the sociological influence



NEAR RENO, NEVADA, GOING WEST ON THE LINCOLN HIGHWAY

dred miles will be annually carried perhaps one hundred million tons of merchandise and farm products. In a utilitarian sense, therefore, the Lincoln Highway will be of far greater benefit to the United States than the Panama Canal. The tonnage of the United States that will pass through the Panama Canal will hardly be two per cent. of that which will be transported over the Lincoln Highway and the inside roads that are feeders to it. Great in economic importance to the United States as is the Panama Canal, the Lincoln Highway is far greater, in that it will enable the business world and the farmer to more quickly and economically bring their products to the best possible markets.

* * * * *

“Farm values, in many instances, will rise from 50 to 200 per cent., as

of the Lincoln Highway will bring about the greatest movement yet in increasing the popularity of the ‘back to the land’ movement.”

What Mr. Joy says of the material and social advantages which will accrue to the country through the Lincoln Highway may also be studied in connection with the probable effect of the Highway upon the railroads of the country. For we of the steam transportation business are particularly interested in the relation of the good roads movement to our own work.

The placing into operation of the Lincoln Highway as a route for the transportation of farm products will unquestionably help market much which now never gets off the land. But from this commercial viewpoint—from the railroad viewpoint if you will, the supreme value of the Highway will be in the stimulus it

will give to the building of connecting, crossing and tributary wagon roads all along its route. As Mr. Joy has pointed out, literally billions of wealth in farm products is lost every year on account of the inability of the farmer to get them to market. And it can easily be seen how the good roads movement will so improve transportation facilities that much hitherto unmarketable food will be brought to the railroads for carriage to the big cities, where it can be prepared for export trade. One of the greatest reflections on modern civilization is the fact that while food is rotting in our rural districts, people are starving for want of it in foreign lands, and even in our own large industrial centers. It is therefore quite apparent that the Lincoln Highway will not only bring increased tonnage to

Athens, November 4, 1834.

To the County Commissioner's Court for the County of Sangamon:

We, the undersigned, appointed to view and relocate a part of the road between Sangamon town and the town of Athens, respectfully report that we have performed the duty of said appointment according to the law—and that we have made the said relocation on good ground—and believe the same to be necessary and proper.

*James Strowbridge,
Levi Cantrall,
A. LINCOLN.*

Here is the map—the Court may allow me the following charges if they think proper:

<i>1 day's labor as surveyor. . . .</i>	<i>\$3.00</i>
<i>Making map,</i>	<i>.50</i>
	<i>\$3.50</i>

(Signed) Abraham Lincoln.



SOUTHERN WYOMING SCENE ON THE LINCOLN HIGHWAY

the railroads, but will also help adjust the unbalanced economic condition of the world in general.

When Abraham Lincoln was twenty-five years old, he wrote the following characteristic paragraphs:

The fact that President Lincoln was once a road surveyor probably had nothing to do with the naming of this great trans-continental route. In fact, whether the idea of the road or the desire to perpetuate Lincoln's memory in some appro-

priate way, first took shape, we do not know. It is enough that no name in our history is too great to give to this mighty project, and no monument is too magnificent to do honor to the name of Abraham Lincoln.

We believe that if the great emancipator were living, no tribute would appear to him to be more appropriate than this great coast to coast Highway. It seems to possess the essential characteristics of Lincoln's own spirit. It was conceived

by patriotic Americans without selfish motive. It has taken hold of the imaginations and enlisted the support of a large part of our people. It will make our country more beautiful and better to live in for more of us; it will make it more dear to *all* of us than ever before. It will stretch across from Atlantic to Pacific, reaching out with its tributaries into the uttermost sections of our land, uniting us more truly into the one people ideal for which Lincoln so nobly lived and died.

"I'm A Dinky Politician"

Griff Crawford, in the Santa Fe Magazine

Oh, my name is Foghorn Jeenkins—
 When you speak it, say it soft—
 For I am the biggest forkful
 Ever pitched up in the loft.
 I hail from Posey County,
 Where a little while ago
 I was sellin' cheese and crackers—
 But I've riz, I'd have you know.
 I am in the legislatoor
 From my skyline to my shoes;
 I'm as full of public spirit
 As a drug store is of booze;
 And I know what I am here for—
 Trust me for it, you can bet;
 I'm to fight the cussed railroads
 Every bloomin' chanet I get.
 Ain't no way to overlook it!
 If there's things I do not see
 There's the "Boss" right on the jigger
 Jest to tip 'em off to me;
 How to cut the rates on tickets
 And reduce the charge on freight,
 How to fine the graspin' monster
 When a train is so much late;
 How to make 'em run their business
 Like us fellers tell 'em to.
 Don't we know jest how to do it;
 You can bet yer boots we do.
 When we get things down to suit us
 There is nothin' to prevent
 Honest business men from makin'
 Clost to eighty-five percent;
 And a legislatoor's duty
 Is to make the world progress
 So the dividends of railroads
 Must be *two* percent or less.
 Oh, we've got the thing to goin';
 Turn her loose and let her rip;
 All you stockmen make your claims out
 'Fore you start out on yer trip.
 Farmers, lawyers, doctors, preachers—
 Citizens of every hue—
 Take a dig into the railroads;
 They're the thing that's hurtin' you.
 I'm a man that you can stand by,
 An I'll right yer every wrong;

Didn't I put through a measure
 Makin' bed sheets *nine* feet long?
 Don't you think a man of that kind
 Is a man that you can trust?
 If the blasted dad-burned railroads
 Have to bust, why let 'em bust!
 I am workin' on a schedule
 We will make a law this fall,
 Where we cancel all *our* taxes—
 Let the railroads pay them all;
 We will want some bran' new deepos
 And more ballast on their tracks,
 And they've got to pay the transfer
 Where the peepul ride in hacks.
 There's another little matter
 We expect to make 'em do—
 That's to build new lines of railroads
 Where us fellers tell 'em to.
 Might as well just go the limit,
 While the peepul yell and cheer—
 We can bust the bloomin' cusses
 And *we'll do it*, never fear.
 Don't forget to keep a-votin'
 For your servant, which is me,
 For we've got 'em where we want 'em,
 Which is where they ought to be.
 Whoop! hooray! for Posey County;
 Watch my chest; say, *don't she swell?*
 I'M A DINKY POLITICIAN
 And you bet I'm raising hell!

Sequel

(As reported by the daily press.)

Late reports from railroad circles smack of serious hesitation;
 Scores of building contracts cancelled caused by adverse legislation;
 Force reduction, power idle, rails corroded from disuse—
 Caused by *Dinky Politicians and their senseless raw abuse.*
 Times suggest that we get busy and do something while we can—
We can spare two hundred Foghorns better than one railroadman.

Color Blindness in Railroad Service and its Detection

Safety Demands that Thorough Tests be Made for this Weakness

By E. V. Milholland, M. D.

Assistant to Chief Medical Examiner

IT is the purpose of this article to present in a brief and simple manner a peculiar disturbance of vision known as color blindness, or more properly, defective color sense; and particularly its bearing on various occupations in railroad service, and the methods adopted for its detection. We say more properly defective color sense, for the general term "color blindness" would seem to imply an absence of all color sensation, whereas the phenomenon is more commonly a weakness for the perception of certain colors, rather than a distinct blindness to colors.

Although this visual defect probably existed in the early ages, the first case noted in literature was in 1684, and it was not until the year 1774 that an accurate description was recorded. At that time, John Dalton, an English chemist, published an account of his own case, and thereupon about twenty cases, with the same peculiarity of vision, came to light. Dalton is said to have appeared at a Quaker meeting, of which he was a member, in the usual drab attire, with a pair of flaming red stockings and when he was vested with the scarlet gown by the University compared its color to that of the trees. Prior to the year 1837 the affection

was considered rare, and not until 1850 was any plausible theory offered to explain its occurrence. The first satisfactory method for detecting its presence was introduced in 1875, after a serious railroad accident in Sweden, in which color blindness was found to be the principal cause.

Immediately following this occurrence, Holmgren of Sweden examined two hundred and sixty-six of the trainmen and found thirteen defective in color sense, and he was instrumental in having enacted the first law requiring an examination of the color sense of all railroad employes concerned with colored signals.

Those who have investigated the subject have endeavored to discover some definite factor that would satisfactorily explain the varying phases of the condition as found in different persons but beyond confirming the view that there is some element lacking or deficient in the nerve structures that are concerned with the reception and interpretation of colors, little has been accomplished in recent years.

There are several essential points, however, on which all observers agree, viz.:

1. That it is not definitely established whether the seat of the trouble is in the eye, the brain, or in the nerves that con-

duct the impressions from the eye to the brain;

2. That there are varieties and degrees of the defect, as follows: (a) those who are able to distinguish between only black and white, persons to whom objects probably appear as gray, or the strictly color blind—a rare condition; (b) those who are practically blind to one or more colors; (c) those who experience difficulty in properly perceiving one or more colors and frequently confuse them with others; and (d) those who have a slight impairment of their color sense;

3. That the commonest variety is that in which red is mistaken for green and green for red;

4. That the existence of this defect is not associated with impairment of sight or sharpness of vision for far and near objects. In other words, failing eyesight is not a cause—in fact it seems to be the rule that those defective in color sense have practically normal vision otherwise;

5. That the condition is not a curiosity as early observers believed, but exists in from two to four per cent. of those examined, depending on the method used;

6. That practically all the cases we meet with are congenital, or have existed from the birth of the individual;

7. Finally, that the condition is incurable.

Just as the blind are unable to see the light of day and the deaf to hear the voices of their fellow-beings, the songs of the birds and the strains of music, there are those who, though possessed of all other faculties, intelligent and clear sighted, are unable to see, as their fellow-beings see them, the colors of the rainbow, the varied hues of the setting sun and the flowers of the fields and the other colored effects in nature. To them the red ripe cherries and the blood

red roses appear to be of the same color as the leaves, and the standard target above the steel rails, set at **danger**, of the same color as the caution **block**, or, under certain conditions, even as devoid of color as the clear white light.

It is generally known that the color blind frequently escape detection by their associates. Having become aware, often by some embarrassing experience in childhood, that certain objects possess color characteristics that they are unable to appreciate, they acquire the habit of avoiding reference to colors, and are further assisted in their efforts to avoid detection by a compensating adroitness in discerning, by texture or individual peculiarities, those objects that are conspicuous to others by their color. There is no occasion, however, for the color blind to be ashamed of their defect, as it is in no manner an indication of mental deficiency. Some of the most intellectual people lack this faculty, and it has been our experience that the color blind are generally very proficient otherwise.

It requires no argument to convince one that normal color sense should prevail in those to whom are entrusted the property of industries operated by rail or water, where the safety of the public, their lives, and the lives of the employees in charge and their fellow employees, are dependent in a great measure upon the correct interpretation of colored signals. It is therefore the practice of all transportation companies to require such employees to submit to an examination in this respect.

This brings us to the practical part of our subject, viz.: the detection of color blindness among those in railroad service who are required to distinguish colored signals, and it will be our effort to discuss in a frank and detailed manner the methods employed for its detection.

There are two methods of examination: First, that concerned with the designation or selection of colored objects in daylight; and second, the naming, in a darkened room, of the lights in a lantern with variously colored shades.

On the Baltimore & Ohio the first method is used with those seeking employment in train service, and they are rejected if they cannot satisfactorily pass the examination. With those already employed, all of whom are required to be re-examined every two years, the first method is also used, and if they manifest any serious difficulty in passing it, they are re-examined with the lantern before a conclusion is reached.

For the first test, the generally accepted method is a set of one hundred and twenty-five colored worsteds consisting of twenty-seven shades of green, thirteen shades of rose, eight shades of red, and the balance comprising yellows, blues, browns, grays, drabs, etc. The use of such an array of colored worsteds has sometimes occasioned criticism from those who are unable satisfactorily to pass the test, for they contend that in order to answer the requirements one must possess a delicate development of color sense, such, for instance, as prevails with women, who are constantly concerned with colors. That such a contention is groundless will appear from the following demonstration of the method.

The set of worsteds is placed before the applicant in a clear light, and the examiner explains that there are a number of varied colored skeins, no two alike. He then picks out from the lot a green skein of medium shade, a pea green, for instance, and asks the applicant to select and place with this all others of the same color, the light shades, the dark shades, in fact every green worsted, whether a yellow green, a blue green or a neutral green.

The examiner usually does not ask the applicant to name the color he is selecting, in order to avoid possible embarrassment should the latter imagine that it is necessary to designate the particular shade of the green skein. It is only essential that the applicant should match the original skein with other skeins of the same color. It will be readily conceded that any one with average development of color sense—a child, for instance—could perform such a simple task. But if, through ignorance or timidity, the applicant should manifest any hesitancy in his effort, the examiner will himself select for him in a deliberate manner all of the required skeins, and returning them to the general assortment again ask the applicant to select them. This will assist the ignorant and afford confidence to the timid, but the color blind will no more be able to select them properly after this demonstration than he was before.

This is practically the whole test. It is immaterial whether there are one hundred and twenty-five or two hundred and twenty-five worsteds in the lot, but the essential factor is that there are twenty-seven green skeins, and the applicant is required to select them and ignore the balance. Should he select a few blues along with the greens it is of little moment, but if grays, browns, drabs, purples or reds are selected with green, he is certainly deficient in color sense. He is then requested to select the rose skeins, and then the red skeins, in similar manner, but if there is no difficulty with green the others are of minor significance. We could as well use a collection of green peas, red beans, etc., were it not for the fact that the color blind could deceive in their selection owing to their ability to distinguish them by form or texture. The worsteds are selected for the simple reason that there are no distinguishing

features other than the difference in color.

The lantern test comprises simply a series of colored and white lights, reduced in size, on a mathematical basis, to represent the standard target lights at given distances. It is so arranged that one, two or three lights may be shown, and there are white, red, green, yellow and blue lights. The essential ones are the red and green lights, and to some extent the white lights. The glasses are selected with a very definite object and are the result of scientific study. They are of various shades, reproducing quite accurately the appearance of the signal lights as usually seen and as modified under various atmospheric conditions, such as through mist, rain, sleet, snow, steam, smoke, etc.

The one examined is simply asked to name the lights as they appear, whether red, green, white, yellow or blue. Little importance is attached to his occasionally calling a green light blue, a pale red yellow, a pale yellow white, or *vice versa*, but there is no reason under the sun for one to call a red light green, a green light red, or a green or a red light white, or in other words, no occasion for any confusion between white, red or green, no matter of what intensity, except that he is defective in color sense and unsuited for any position requiring the observation of colored signals. Allowance is made for the possible nervousness and apprehension of the one examined and every reasonable assistance is given him. It is not the single blunder that is reckoned on, but the examination is conducted to such an extent as to decide whether or not the mistakes are sufficiently

consistent to classify one as defective in color sense.

It is frequently contended by those who fail to pass the lantern test that they do not encounter on the road the lights that are shown in the lantern, and that they could correctly name the flags and lanterns in a field test. Unfortunately it is impractical to reproduce in any such test all the varying atmospheric conditions under which trainmen are required promptly and positively to regulate their actions by an illuminated signal. The essence of the whole subject is found in the fact that the one examined is expected to call red—red, green—green, and white—white, the other lights, such as blue, yellow and purple, being used in order to afford latitude in the examination. It is not the practice of the color blind to miscall these other lights.

Finally it is inconceivable that red, green or white lights, whether reduced in diameter within the four walls of a darkened room, where the applicant is allowed time to deliberate before calling them, or through the larger glass of the semaphore, where often only a momentary glance is afforded, should appear essentially different, when red is red, green is green and white is white the world over.

Having briefly outlined the subject of defective color sense and the practical purpose of the methods adopted for its detection, it is probable there are still some phases that have not been explained. Hence, those who desire further information on this subject are invited to make their inquiries through the "Question Box" of the *Employes Magazine*, and they will be cheerfully answered.

"It is the province of knowledge to speak, and it is the privilege of wisdom to listen."—*N. C. R. Weekly*.

The First Error

Which so Often Proves to be the Fatal One—A Story

By T. L. Terrant

Assistant Yardmaster, Lorain, Ohio

TWO lines of steel over which heavy freight and fast passenger trains wound their way around mountains, over bridges and through tunnels, turned a sharp curve and became double track through a busy terminal, where hundreds of cars were switched every day and night, for movement east and west.

Switch engines puffed and snorted amid smoke and steam in the hourly grind of routine work.

At the end of the double track where the cross-over switches were located, there stood a dingy red shanty about eight feet square, with three small windows, one door and a dilapidated stove pipe protruding from the roof. On the inside was a bench about six feet long, a wall telephone, a set of lanterns and flags suspended from some hooks in the rafters, and the walls were partly covered with pictures cut from newspapers and magazines, with a few motto cards pertaining to Safety First, Loyalty, etc.

Each of the three switch tenders who worked the eight hour tricks at this point were one armed, they having been injured in the company's service while young men. For years they had been taking care of the switches, and giving the proceed or stop signals to the numerous trains passing this point.

On a spur track leading off the ladder entering the yard, were four old coaches which were relics of times gone by. They had at one time been considered the pride of the road and had carried high company and government officials over many miles of track. Now in disgrace so far as passenger traffic was concerned, they were used by a gang of laborers as a camp train. They did not in any way compare with the "limited's" cars, which were standing in a large shed many miles away, loading a varied class of people for different points in several states.

As the "limited" was announced and the gates were opened, there was a steady stream of humanity hurrying through and making their way to the different cars in the train. During the jam at the gate, several well dressed men and handsomely gowned women stood waiting, impatient to get aboard. Along with them there were five smutty-faced fellows, with overalls and dinner pails and baskets, waiting to catch the same train.

They represented a crew who had made a special run into the terminal with a freight train and were now being dead-headed back to their home terminal. They were closely scrutinized by the better dressed part of the crowd and

several of the women could not understand why the railroad company should allow men so dirty and rough to ride on the fast trains.

When the limited pulled out of the station the smoking car contained a number of men playing poker, a company of college students singing, while the dead-head crew settled themselves back in their seats and with their caps pulled down over their eyes, dozed off into snatches of sleep.

In the ladies' day coach there was a buzz of voices, and the laughter of several children. A few of the men were stretched out at funny angles and were sleeping heavily.

The pullmans were occupied by well dressed people, who were talking in low tones or reading. Some were looking out of the windows into the darkness of the hills or watching the reflection of the stars in the stream which followed the track.

Out of the diner came several ladies and gentlemen. One of the former was being teased about an error she had made at bridge whist which cost her husband a hundred dollars. In the pullman smoker were several men discussing a deal in which a broker had lost several thousands for a customer by an oversight in stock juggling. A dapper looking young man was being grilled about an error he had made in figuring a contract, causing heavy loss to the contractors. But with all the banter there was warmth, comfort and good nature.

A few miles away was the little red shanty. Old Mike was sitting in the door watching the heavens, with his green lantern between his legs. He would occasionally look up the lead and see the lights white and green, green and white, and follow the red and white lights on the main cross-overs. Then

the telephone rang and he went in to talk with the yardmaster and to get figures on how the trains were running.

A long whistle shrieked out of the distance, and Mike dropped the 'phone, cutting short the conversation and went outside to give the proceed signal to the limited. The switches were lined white, and with a wave of the green lantern the big "Pacific" answered with two short blasts, and began to exhaust more rapidly as the throttle was gradually opened by the engineman.

Just before reaching the shanty, there was a grinding noise, the escape of air, flashes of fire from the wheels of the train as the brakes were applied in emergency, then the crushing of wood and breaking of iron, as the train hurled wildly forward, lurching and plunging over the ground and into the four camp cars on the spur.

Two of the coaches and pullmans were partly overturned against an embankment and there was a wild scurrying of men, women and children to disentangle themselves from the seats, luggage and broken glass, and to get out into the open. Women screamed, men passengers, swearing and breathless, clambered for the doors and windows. On the outside all was excitement. Instructions came thick and fast but there was no action. All was confusion.

Suddenly there appeared the five "dead-head" men. Without so much as a word they set about climbing into the cars, breaking out parts of windows and door glasses, getting women on their feet and from under seats, and passing them out into the air. In a few minutes all were safe and it was learned that aside from a few bruises and slight cuts, no one had been seriously injured. And those who had avoided the dirty clothes and smutty faces of the "dead-head's"

crew were glad enough to shake their grimy hands and thank them.

After the excitement was partly over

had signaled the train to go ahead was called a murderer, "He should be jailed, lynched or tortured," was the common



OLD ONE-ARMED MIKE, GAZING AT THE HEAVENS

came the inevitable criticism of the carelessness of the employes and the negligence of the company. The man who

expression from the crowd.

Poor old Mike! For fifteen years he had been lining the switches and giving

signals to hundreds of trains. Never had his record been marred with a reprimand. Never had he set the switches wrong, or failed to set them correctly. And this was the first time he had neglected to look at the points of the switches when the limited blew. He was at the telephone and on reaching the door found all the switches lined for the main line and the white lights shining.

But the first time was the fatal one. A yard engine switching on the lead, with engineer looking back for signals, had pulled down toward the main track while Mike was inside and the pony trucks on the engine had sprung the main track switch, without the engineer realizing that he had run through it. The point gaped open, the switch light of course still showed the white, and when the limited reached the switch it bit on it and was derailed.

There were no excuses in the minds of the passengers for the switch tender or the railroad. Other individuals can make numerous mistakes during the year, business houses go wrong, professional men through errors of judgment can cause loss of life and limb at times, and there is always an excuse for it, but the

railroad man must take his medicine without a murmur. There is no excuse, no reason why he should make a mistake. Both the press and the public accuse him of absolute carelessness and a total disregard for the lives and property of others.

Old Mike was "fired" on account of the pressure of the papers demanding investigations, etc. It is ever thus with the railroad man.

This little story is not written, however, in an effort to excuse the slightest bit of neglect on the part of any railroad man. Ours is a high calling; next to the clergyman who tries to inculcate righteousness and happiness in the souls of men, and the doctor who often sacrifices his own material prosperity, sometimes his life, to save the suffering and death of others, the railroad man is perhaps the most responsible and important agent of modern civilization. Our ideal is a high one—the absolute safety of every individual put in our care. This cannot be attained without eternal watchfulness. We railroad men are practical. Most people will agree that we go about our work seriously, quietly and with determination. Now let us strive to become practical idealists.

Traffic Solicitation

By J. T. Griffin

Agent, Johnstown, Pa.

For the last fiscal year ending June 30, 1913, the trade slogan of the Baltimore & Ohio Railroad was "One hundred millions in gross earnings." It was the hope of president Willard and our other executives that we would earn \$100,000,000 during that period. Their hope was more than realized, the

earnings being in excess of \$103,000,000, making the great Baltimore & Ohio one of the few roads in the country whose earnings reached the one hundred million dollar mark. It is reasonable to suppose that our executives would be pleased to see as good a record, or a better one, for this year.

Just at this time there is a decided slump in business, particularly in the iron and steel districts. Therefore the necessity for earnest and persistent solicitation on the part of us employes is more apparent than ever. President Willard said some few months ago at Deer Park that he wished every employe of the Baltimore & Ohio System to consider himself an assistant to the president. Every employe can at least appoint himself a solicitor for business, and be a most helpful assistant to our president by getting trade for the road.

At the larger stations where there are many employes, a great amount of freight can be secured for our Company by merely asking for it. Let the agent hand each one of the employes under him one or two routing orders. Let the employe go to his grocer, his butcher or any other merchant he deals with and say:

"I have been dealing with you and paying you good Baltimore & Ohio money for what I get. I would like to ask you as a favor in return, to instruct your shipper in New York, Cleveland, or any other point, to send his next consignment for you via the Baltimore & Ohio System. We can give you as good service as the line you now patronize. We can offer the same rate and accommodations, and we believe that you, Mr. Merchant, being a strong believer in reciprocity, can see the reasonableness of our asking for a share of your trade."

If each employe of this System would do this, it would be the means of securing thousands of shipments for our rail.

The matter of accommodation is another large factor in securing business. I have in mind the following case at this station. Some time ago I had read an account of a new department store at this place which had placed a contract with an Eastern firm for its store

fixtures. Not being able to see the representative of the Eastern firm, I secured their address and wrote to them asking if they would not favor our line with the business, at the same time telling them of our delivery, which is much better and nearer to the new store than that of our competitors. I also recommended to them the name of a reliable and careful draymen who could do their hauling. In a few days I received a letter from them stating that they would be pleased to favor our line and thanked me for the information I had given them regarding our track locations and for naming a good drayman. The result was that we got five carloads of store fixtures.

I have always made it a rule to get acquainted with the traveling salesmen when they call for their baggage or when they have it checked. I have found that a great deal of business can be secured in that way. The routing shown on the salesman's orders are always recognized by the house he represents.

I have occasionally heard agents say:

"I leave the solicitation to the traveling freight agent."

Any agent who is at all familiar with the traffic department and the duty of the traveling freight agent knows that they cannot devote all their time to solicitations. They have many other duties. I believe an agent can accomplish the best results because he is on the ground and therefore is in a position to keep posted on the prospective business at his station.

The duties of an agent are many. To my mind solicitation is the most fascinating of all. It is a genuine pleasure to get a carload of freight away from the other road. And we must not lose sight of the fact that the other line is trying mighty hard to get freight away from us. Therefore every employe of this System

should get out and hustle for business, both freight and passenger. With our splendid through trains of steel and good schedules, it should be quite easy to secure business.

It is only when business is good that we do not have to work hard for it. At times like the present, every carload and every less carload shipment is needed, and we ought to do our best to build up new business now. On account of the falling off in freight, some of us agents are

not as busy perhaps as we usually are, and for this reason alone it behooves us to get out to secure more freight to handle.

As has been suggested by others who have written on this subject, if everybody would throw themselves heartily into this game of getting business for the Baltimore & Ohio, the results would be extremely gratifying. Let us all, particularly us agents, get together and bring this about.

Every Employe a Traffic Agent for the Baltimore and Ohio

By R. J. Miller

Accountant Telegraph Department, Baltimore and Ohio Building

I read with great interest the article in the December number of the *Employes Magazine*, by our district passenger agent, E. A. Walton, headed "Every employe a traffic agent for the Baltimore & Ohio."

I have always felt that if every one in the service worked in this direction, much good could be done. I have never failed to talk "trade" for the Company, and when I hear people say that they are going to take a trip, I tell them of our road and offer to secure time tables and any other information desired, or to have a representative of our Passenger Department call upon them.

Last summer I was out west and on my return trip met a gentleman on the train. He came from the Pacific coast and used the Baltimore & Ohio because he wanted to stop at Washington, though he intended to return via another route. But I explained to him that he had missed some of the best scenery along our line, and

after going over the historical part of the route with him, he decided to return via the Baltimore & Ohio. He was an educator, and felt that the historic knowledge he would obtain, would be of great use to him in his work.

Also in this connection I beg to state that my father, who resides in Missouri, makes two trips a year to New York to purchase goods for two good sized retail stores. I never fail to see that he uses the Baltimore & Ohio from Chicago to New York and return, and also that he routes his goods via our line from New York to Chicago and St. Louis. His last visit was made in September of this year, when he purchased approximately \$10,000.00 worth of goods. This means about \$20,000.00 worth of goods annually which we haul for the firm he represents.

I think that if all our employes would work in this direction, especially those who travel, much good could be accomplished.

CONSTRUCTION



Grade Crossing Elimination on the Staten Island Lines

THE YEAR 1913 left its mark of progress with the Staten Island Railway Company, in the matter of grade crossing elimination. One project was completed and another well advanced at points where our Road crosses the most important highway in

Richmond Borough, New York City, namely, the Amboy Road, the main thoroughfare between New York and Philadelphia.

In both instances the highway was bridged, the line of steel passing overhead. This work involved a revision



NEW BRIDGE No. 104½—HUGUENOT, STATEN ISLAND

of the grades of both highway and railway so as to provide a minimum clearance of fourteen feet from the lowest member of the bridge to the crown of the finished road.

The bridges are of the through girder, solid floor construction type, and while expensive as regards first cost, they will require little expenditure for future maintenance, and will also provide the

about \$78,000 each; this cost to be borne jointly by the city and state of New York and the Railway Company.

The numbers of these bridges are respectively 104½ and 108 Staten Island Railway, and they are located near Huguenot and Great Kills, on the southern shore of Staten Island.

An examination of the accompanying photographs will show two structures of



NEW BRIDGE No. 108, CROOKS CROSSING, GREAT KILLS, STATEN ISLAND

greatest safety to the traveling public on both the railway and highway.

These structures with their highway and railway improvements complete cost

modern type and modern engineering. They not only embody the utilities planned, but also contribute to the beauty of Richmond Borough.

The New York Warehouse

THE Baltimore & Ohio Railroad placed in operation one of the most modern of present day freight terminals, when its new concrete warehouse in New York City was opened to commerce on Monday, January 19.

Occupying the block bounded by Twenty-fifth and Twenty-sixth Streets

and by Eleventh and Thirteenth Avenues, the terminal building is 353 feet long by 68 feet wide and has eight stories for business purposes, with a mezzanine floor for offices, while there is an additional floor below the grade of the street.

The new terminal equips the Baltimore and Ohio with enlarged freight fa-

cilities on Manhattan and combines both station and terminal storage with track connections. The terminal is readily accessible to the lines of the Baltimore and Ohio and will be a vast reservoir of traffic to and from New York City and the trade centers reached by the railroad and its connecting routes.

Business concerns frequently find it desirable and convenient to store goods some distance from the railroad, and being fitted out with storage space and track connections, the terminal will eliminate trucking charges.

Another attractive inducement for the merchant is the minimum rating allowed by the insurance companies. The building is of the latest type of fireproof construction, no wood having been used. Goods stored in the building are completely protected by a sprinkler system, having as its immediate supply a 50,000 gallon gravity tank located above the roof, and a 25,000 gallon supply in pressure tanks located in a concrete house on the roof. Should these two supplies be exhausted, there are five Siamese connections at the street level to which the city apparatus can be attached, replenishing the sprinkler system. In addition to the sprinkler system, there are two hose risers with seventy-five feet of hose at each floor level.

Two tracks, having a capacity of eighteen cars, enter the building. They are so constructed that the floors of the cars are approximately level with the first floor of the building—this floor being the unloading and trucking platform.

On the unloading floor are located automatic weighing scales, which are set to allow for the weight of the truck.

Six electric elevators, each with a capacity of 10,000 pounds, traveling 100 feet per minute, serve each floor, including the basement. These elevators are

located on the street side, so that merchandise stored in the warehouse can be taken out without disturbing the freight handling on the first floor.

Large packages, especially automobiles, are handled in cars having end doors. To permit of such cars being unloaded directly into the warehouse, another track has been provided with its terminus just outside the end wall, where there is a door as large as the end of a car. Adjacent to this door is an elevator, twelve feet wide by seventeen feet long, to handle large loads.

As the material stored varies considerably in weight, the floors were designed accordingly, the safe load varying from 500 pounds per square foot on the first floor to 150 pounds per square foot on the top floor. Above the first floor the building is divided into three sections by fire walls, making three separate compartments, each served by two elevators, and an enclosed stairway, which will also serve as a fire escape.

At present the building covers only one-sixth of the property, but it is so arranged and constructed that additions can be made as the business warrants. The Company anticipates covering the entire lot in the course of a few years.

The structure is equipped with electric lights and telephone service. All conduits for both systems are concealed, having been placed in the floor slabs and columns during construction.

That part of the lot not used for the building is occupied by team tracks and driveways. The yard has a capacity of seventy-five cars. Every car can be reached by teams, and each team driveway is paved with granite blocks. Spanning one driveway and a track is a traveling gantry crane, of five tons capacity, for loading or unloading heavy freight.

A wagon scale of six tons capacity is convenient for teams. On the 25th Street side is a platform used exclusively for the unloading of poultry.

The new terminal and warehouse was designed by M. A. Long, assistant to the

chief engineer, under the direction of Francis Lee Stuart, chief engineer of the Baltimore & Ohio System. W. B. Redgrave, engineer maintenance of way, and M. P. Northam, assistant division engineer, had charge of the field work.

J. D. Stack Becomes Superintendent of the Ohio Division

Incident to the promotion of E. R. Scoville, formerly superintendent of the Ohio Division of the Baltimore and Ohio Southwestern Railroad, to membership on the newly-organized General Safety Committee, J. D. Stack has been promoted to superintendent, succeeding Mr. Scoville. Mr. Stack was formerly assistant superintendent of the Toledo Division of the Cincinnati, Hamilton and Dayton Railway, a Baltimore and Ohio line, with headquarters at Dayton, Ohio.

John Daniel Stack, the new superintendent, began his railroad career as a trucker, fireman and switchman on the Louisville, New Albany and Chicago Railroad, where he was employed from 1885 to 1887. He was telegraph operator on the Vandalia Line and the Big Four until 1889 and was later a train dispatcher at Bloomington, Ind. From 1891 to 1892 he was dispatcher and afterwards chief dispatcher of the Fort Worth and Rio Grande Railway, at Fort Worth, Texas, and from 1892 to 1895 was train dispatcher of the Atlantic and Pacific Railway, at Needles, Colorado.

His next railroad service was as train dispatcher of the Illinois Central at Centralia, Ill., Jackson, Miss., and Memphis, Tenn., where he was employed from 1895 to 1897, and from the latter date until 1900 he was train dis-

patcher of the Oregon Short Line and the Oregon Railroad and Navigation Company and the Union Pacific at Pocatello, Idaho. For a period of one year, or until 1901, Mr. Stack was dispatcher of the Southern Railway at Princeton, Ind., and for the next year filled the same position with the Denver and Rio Grande Railroad at Minturn, Col. From 1902 to 1904 he was dispatcher and chief dispatcher of the St. Louis and San Francisco road at Springfield, Mo., and during the next year was trainmaster of the I. M. & S. road at Monroe, Louisiana. He was chief dispatcher, assistant superintendent and superintendent of the Colorado and Southern at Trinidad, Col., from 1905 to 1909, and assistant superintendent of the Southern Pacific Company at Sacramento, Cal., for the next year. From 1910 to 1911 he was assistant general manager of the Oregon-Washington Railroad and Navigation Company and the Southern Pacific Lines in Oregon, with headquarters at Portland, Oregon. At the time of the separation of these lines, in 1911, Mr. Stack continued as superintendent and assistant general manager of the Oregon-Washington line, resigning several months ago to enter the service of the Baltimore and Ohio System at Dayton, Ohio.

J. M. Davis, Assistant General Manager of the Baltimore and Ohio Southwestern, Meets Staff Officers of the Operating Department

THIRD vice-president A. W. Thompson, our chief operating officer, was the host at an informal dinner given in honor of assistant general manager

J. M. Davis, at the Sinton Hotel, Cincinnati, on Monday evening, January 12th, during a trip which Mr. Thompson made over the Baltimore & Ohio Southwestern and the Cincinnati, Hamilton & Dayton lines to introduce Mr. Davis to the officials and employes in the territory under his jurisdiction. Heads of departments from Baltimore and Cincinnati headquarters, as well as officials from points in the

southwestern district, were present to greet the assistant general manager, to extend to him the hand of welcome and good fellow-

ship and to assure him of their cooperation in promoting the best interests of the Baltimore & Ohio System. After cigars had been served, Mr. Thompson spoke

briefly to the officers present about his purpose in bringing them together.

Messrs. Thompson and Davis, accompanied by the third vice-president's staff of officers and those of the operating department at Cincinnati, made a thorough inspection of the property under the operating jurisdiction of Cincinnati, commencing on January 8th and continuing to January 13th. The main lines and branches, terminals, shops and

other facilities were inspected and the new operating officer expressed himself as well pleased with the property and its possi-



J. M. DAVIS

bilities for handling business. The party was accompanied over the various divisions by the superintendents and members of their staffs. After going over the main line of the Cincinnati, Hamilton & Dayton between Indianapolis and Springfield, the Baltimore & Ohio Southwestern between Beardstown and Shawneetown was inspected and the main line from East St. Louis to Cincinnati.

On Tuesday morning, January 13th, the inspection trip was continued over the main line of the Cincinnati, Hamilton & Dayton from Cincinnati to Toledo, after which assistant general manager Davis returned by way of the Delphos Division.

Those present at the dinner given in Mr. Davis' honor were: A. W. Thompson, third vice-president; F. L. Stuart, chief engineer; F. H. Clark, general superintendent of motive power; E. E. Hamilton, J. H. Baumgartner, publicity representative; F. P. Patenall, signal engineer, from Baltimore, and J. M. Davis, assistant general manager; E. A. Gould, assistant to general manager, J. B. Carothers, assistant to general manager;

R. N. Begien, general superintendent; H. B. Voorhees, general superintendent; C. L. Thomas, freight traffic manager; S. T. McLaughlin, general freight agent; W. B. Calloway, general passenger agent; Edward Barton, general attorney; M. R. Waite, general solicitor; T. H. Noonan, general manager, Continental Line; F. A. Deverell, general auditor; F. M. Carter, treasurer; W. G. Curren, assistant general superintendent transportation; E. L. Williams, general claim agent; C. L. Brevoort, superintendent; M. J. McCarthy, superintendent of motive power; H. B. Dick, district engineer maintenance of way; M. A. McCarthy, assistant superintendent of telegraph; H. A. Treudley, industrial agent; E. B. Russell, chief clerk to general manager; J. D. Stack, superintendent, Chillicothe, O.; J. C. Hagerty, superintendent, Seymour, Ind.; E. W. Scheer, superintendent, Flora, Ill.; F. B. Mitchell, superintendent, Dayton, O.; M. V. Hynes, superintendent, Dayton, O.; R. B. White, superintendent, Indianapolis, Ind.; F. D. Batchellor, district engineer maintenance of way, from the general offices in Cincinnati, O.

Winning the Public for Safety

Aid from every Akron citizen is desired by O. P. Eichelberger, a member of the Safety Committee of the Cleveland Division of the Baltimore & Ohio Railroad, for the "Safety First" movement in Akron.

Bulletins are being issued by Mr. Eichelberger asking that the public and employes of the Company call everything that they may notice which would make for safety to his attention.

The letter issued by Mr. Eichelberger is as follows:

"As a member of the Safety committee of the Baltimore & Ohio Railroad for the Cleveland Division, will appreciate very much your calling my attention to anything that may come under your observation that will aid in this work, either by letter, telephone or in person.

"With the hearty cooperation of the employes and the public with the management in this great work, its benefit will be far-reaching."—*Akron Beacon Journal*.



How Should a Ticket Agent Handle an Undecided Inquiring Caller?

By Frank M. Jordan
Shawnee, Ohio

SECURE as clear an idea of what your caller wants as you can by direct and polite questioning. Then you will have something to work from. Show the caller that you have plenty of time in which to give him the information he wants. Do not hurry. People looking for information want a reasonable amount of time to take in what is said. Try to impart a feeling of confidence that you know what you are talking about, and that you have regard for your prospective customer's interests as well as the interests of the company you represent.

Be thorough in your explanation and be sure that the caller understands. Point out the advantages of your line, but do not promise or represent something your line does not have. Always keep two things in mind: the welfare of your company and the welfare

of your prospective customer. A satisfied patron is the very best kind of an advertisement, and a dissatisfied patron works in just the opposite way. Do not try to further your cause by criticism of the other line, but try to show by honest description that you have something better.

If the caller can reach no definite conclusion, do not allow him to get away from you. Invite him to call again. Name a time when your work will be in such condition that you can talk to him more at length. If he cannot do this, then go to him, or if this is impossible, notify the soliciting department so that

they can have a representative call on him. Be careful that your competitor does not "land" while you are waiting, and do not allow such cases to drop until decision is made one way or the other.



FRANK M. JORDAN



Lincoln's Hay Crop

A story of Abraham Lincoln would have to be older than the one below to lose its characteristic savor.

In the summer of 1857 Mr. Lincoln was sitting in his office when he was visited by one of his neighbors, an excellent farmer, but one inclined to increase the size of his crops even after harvesting. He had given on this particular morning a skillfully padded account of the hay he had put in.

"I've been cutting hay, too," remarked Mr. Lincoln.

"Why, Abe, are you farming?"

"Yes."

"What do you raise?"

"Just hay."

"Good crop this year?"

"Excellent."

"How many tons?"

"Well, I don't know just how many tons, Simpson, but my men stacked all they could outdoors and then stored the rest in the barn."—*Youth's Companion*.

An Olcott Story

Chauncey Olcott, the immensely popular Irish player, has a long list of Irish stories, and he tells this one to prove that not all Irish people are insensible to the value of money:

Pat was on his death bed, and at his

side knelt his faithful and loving wife, Mary.

"In my last moments," said Pat, "I want to tell you how we stand financially. Tom O'Rourke owes us \$11."

"Praise be to the Virgin!" exclaimed Mary, with a look of rapturous admiration at Pat. "Clear in his head to the last!"

"And," continued Pat, "Dannie Murphy owes us \$22."

"Mind as clear as a bell and him near to death!" interrupted Mary again.

"And," Pat resumed, "Tim Doolan owes us \$6.21."

"Was ever man's memory like that?" questioned Mary, ecstatic in her wonder.

"Then," said Pat, "we owe Billy Crocker \$14."

"The saints preserve us," cried Mary in distress, "death's on the man. He's raving crazy."—*Baltimore Star*.

Must be a Reason

They were talking about the respective merits of baseball and cricket a few nights ago when Congressman John A. M. Adair, of Indiana, recalled a recent happening in one of the big eastern cities.

An Englishman, the Congressman said, who was making his first visit to this country, was taken by some friends to see a ball game. For five innings the Briton watched the contest very pa-

tiently, but finally he began to show signs of restlessness.

"I say, old chap," he remarked at the end of the sixth inning, "when do they serve the tea?"

"You've got another guess, old man!" laughed the amused American friend.

"They don't serve tea at a baseball game."

"No tea between innings!" exclaimed the astonished Englishman. "I say, then, old chap, what's the object of the blooming game?"—*Philadelphia Evening Telegraph.*

The Universal Lesson

Strickland Gillilan, in Leslie's

"Some one knows something that I don't know"—
This is life's lesson, wherever I go.

My train pours on through the night's black sieve:
I feel her joggle and veer and give.
Yet she clings to the rails, by laws divine
Applied by cannier hands than mine.
And she sings me to sleep with her rhythmic flow.
"Some one—knows something—that you—
don't know."

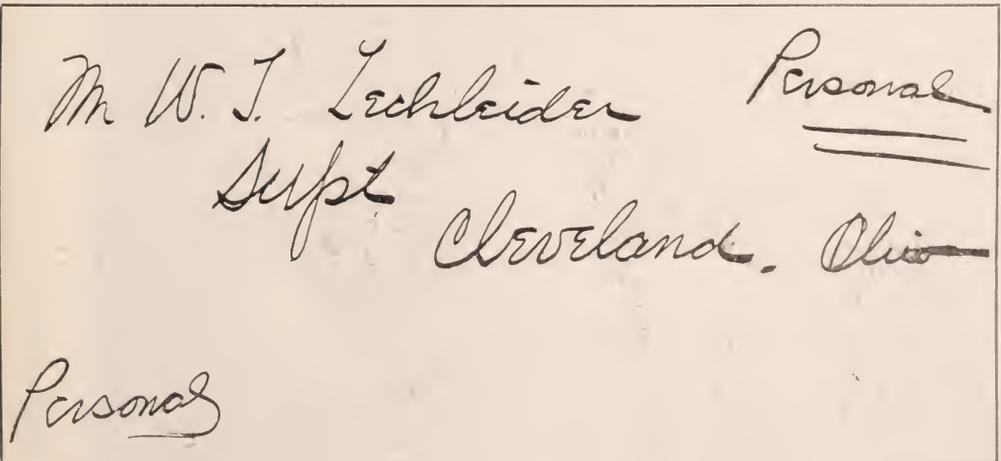
I see in a station a yokel rude
With fowling-piece rust-crusted, old and crude—
Yet strewing the floor 'round his muddied feet
Are trophies of game for a monarch meet.
Again the lesson that goes to show
Some one knows something that I don't know.

E'en children, scarcely a fifth of my years,
Surround me with feats that arouse my fears
For their limbs and their lives, as they swerve
and swing
On treacherous rollers—the bird a-wing
Goes scarcely more swiftly than these imp-
go—
Some one knows something that I don't know!

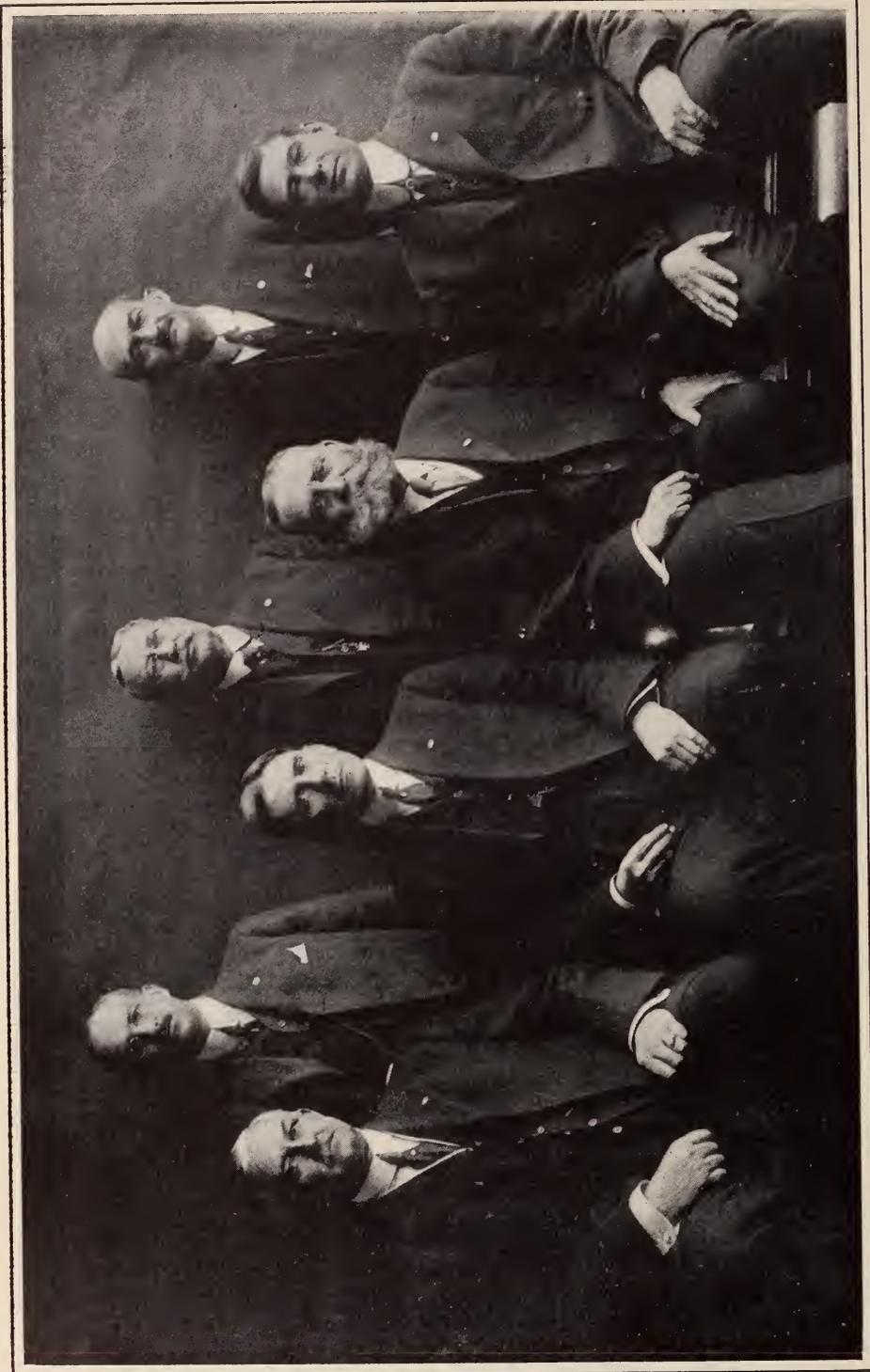
I raise my gaze to the stars of night,
Lending, through legions of leagues, their light:
Amazed I murmur: "And yet I see
The meagerest marge of immensity!"
So I whisper humbly, with head bent low,
"Some One knows something that I don't know."

This is my lesson wherever I go—
"Some one knows something that I don't know."

Who Wrote this Address?



We want to find the identity of the person who wrote the above. Look it over carefully and if you are the man, please advise the Editor.



GENERAL SAFETY COMMITTEE, BALTIMORE AND OHIO SYSTEM

Standing, left to right: DR. E. T. PARLETT, Sanitation; E. R. SCOVILLE, Transportation; J. T. CAMPBELL, Traffic and Station Service. Seated, left to right: JOHN HAIR, Motive Power; W. McC. BOND, Maintenance of Way; J. G. PANGBORN, Chairman; B. C. CRAIG, Safety Appliances

Sanitation of Repair and Construction Camps

Well kept Camps Reflect Great Credit on the Railroad

By Dr. E. M. Parlett

UNSANITARY conditions of railway camps sometimes have an immediate marked and deleterious influence on the health of the adjoining communities, and as often, perhaps, disastrous remote effects. Located as they are along the railroad right of way and sometimes situated on a water-shed supplying a nearby town or village with drinking water, it is easily possible and quite probable, unless proper and thorough sanitary precautions are observed, to furnish enough infection by means of typhoid and other germs of disease, through polluted drinking water, by the agency of flies and insects, by direct transmission by the air and dust, sometimes to create an epidemic resulting fatally to many of the innocent residents of the community.

It is not expected of laboring men that they shall keep their hands and clothes clean; but filthiness of personal habits is to be so strongly condemned that men exhibiting it should be excluded from the camp.

Foreman should give especial attention to the matter of sanitation. And a foreman's ability should be reckoned and appraised in large measure by the efficiency of his control over the sanitary arrangement and upkeep of his camp.

The disposal of human excreta in these camps is one of the most important sanitary features. A practical measure to observe is the making of deep trenches, which should be limed and filled in after use. If a camp train serves as headquarters, the discharges should be collected in a tin bucket, and afterward buried deep in lime and soil. Polluting the soil otherwise should be sufficient offense for dismissal. Undoubtedly the best manner for the disposal of excreta is the incinerating method, as it is for the disposal of the garbage and other waste. The discharges or waste should first be mixed with charcoal, and then sprinkled with oil before the match is applied.

The kitchen should be located as distant from the toilets as is possible from the natural topography of the land upon which the camp is located. All windows and doors of the kitchen, bunk or sleeping quarters and eating house should be screened, and arrangements for ample ventilation should be made.

Garbage should not be thrown on the soil—as is frequently practiced—but should be collected in a large can, oiled and burned, or buried deep in an earth pit. Outside urinals should consist of open trenches lined with quick lime, and

fresh lime should be added in the proportion of one bushel per twenty-five men per day. These measures are quite easily carried out, and should be enforced.

Trackmen may be responsible for the spread of many disease germs, and in turn may suffer greatly through disease contracted while at work, as a result of their careless and unsanitary habits. All track ditches should be properly drained and graded and pools of water in pits and holes along the right of way, which in time stagnate, should be thoroughly oiled, or the holes filled in. Mosquitoes breed in stagnant water.

All who are sick, from whatever cause, should be separated from the others and isolated promptly, and the local medical examiner or nearest health officer, notified immediately. It is a most important provision to have all cooks and others handling the food, undergo frequent medical examination with the idea of detecting and eliminating venereal disease, typhoid fever, etc. No cook should be selected who has had typhoid in recent years. The danger that the so called "typhoid carrier" may infect the food with body discharges from unclean hands is too great. Many cases of typhoid are directly traceable to this cause.

Spittoons made of metal or wood 12" x 12", and filled with sawdust, should be plentifully supplied for the men in the bunk cars or house and their proper use should be strictly enforced. Many diseases are spread by a lack of spittoons or their improper use, particularly in rooms or cars where the direct sunlight is more or less obstructed, the men inhaling the disease germs mingled with the dust and air. The contents of the spittoons should be burned. The common drinking cup and roller towel

should be dispensed with. Individual cups and towels or tissue towels should be used in their stead. Foul diseases are transmitted through the agency of the common cup and towel.

Cars infested with vermin should be fumigated, or thoroughly sprayed with an insecticide of ample strength and effectiveness. An excellent insecticide is a mixture composed of turpentine six pints, wood alcohol four pints and bichloride of mercury three ounces. This should be sprayed through a brass atomizer or distributed with a brush. The bichloride is dissolved in the alcohol, and the solution is then mixed with the turpentine. It must be constantly stirred in order to be kept thoroughly mixed. Bunk houses or cars to be fumigated or sprayed should first be cleaned and scrubbed from floor to ceiling.

The keeping of a railroad camp in thorough sanitary condition will go far toward eliminating disease; will reflect credit on the foreman and supervisor, will protect the property and avoid a nuisance, will prevent pollution of soil and nearby streams, will keep the men from contracting disease, and forestall public sentiment of an adverse nature.

Aside from the danger of contracting and spreading disease through a carelessly arranged and filthy camp, nothing serves to condemn railroad property more, or brings forth severer criticism from the public, than an ill kept camp, with debris of every imaginable character scattered about the premises—inside as well as outside. And nothing is easier to keep in a sanitary condition and costs as little in so doing, or appears to better advantage, than a well kept camp. It should be every man's duty and pride to look after the sanitary upkeep of the camp of which he is a member.

"He that is not open to conviction is not qualified for discussion."—*Whately*.

All Employes Should Read This Whole Page

The following are extracts from the Twenty-seventh Annual Report of the Interstate Commerce Commission covering the year ending June 30, 1913. It relates to train accidents and outlines clearly the view taken by the Commission in regard to accidents caused by mistakes of employes.

It is hoped that all employes will read the article carefully and be impressed to the extent of putting forth their every effort to avoid train accidents from whatsoever cause.

"The Commission again is compelled to note the exceedingly large proportion of train accidents due to dereliction of duty on the part of employes. Fifty-six of the accidents investigated during the year, or nearly seventy-four per cent. of the whole number, were directly caused by mistakes of employes.

"These errors are exactly the ones which figure in the causes of train accidents year after year. Their persistence, leading always to the same harrowing results, points inevitably to the truth of one or the other of the following alternatives: Either a great majority of these deplorable railroad disasters are unavoidable or there exists a widespread lack of intelligent and well-directed effort to minimize the mistakes of employes in the operation of trains. It is not believed that all those accidents which are caused by the mistakes of employes are unavoidable. It is quite true that man is prone to error, and as long as absolute reliance is placed upon the human element in the operation of trains, accidents are bound to occur, but until it can be shown that all reasonable and proper measures have been taken for its prevention, no accident can be classed as unavoidable.

"All of the mistakes noted above are violations of simple rules, which should have been easily understood by men of sufficient intelligence to be intrusted with the operation of trains. The evidence is that in the main the rules are understood, but they are habitually violated by employes who are charged with responsibility for the safe movement of trains. . . .

"No adequate reason can be offered for these serious lapses from duty by men who in many cases suffer death as a consequence. Frequently it is hard even to suggest a plausible explanation for the disobedience of signal indications. That they are disobeyed, however, is a fact, and the lives that are annually sacrificed from this cause call loudly for some means of arresting its results. The most disastrous accidents of this character occur on roads equipped with modern systems of automatic block signals, where elaborate precautions to prevent accidents (short of guarding against the consequence of signal disobedience) have been taken."

Conductor James E. Lee and Wife Celebrate Their Golden Wedding

ON the night of January 14th, at Washington, D. C., conductor James E. Lee and wife, of 628 D Street, N. W., celebrated their fiftieth wedding anniversary. Many friends and relatives were present to felicitate the

Mrs. Lee, had expected to be present, but owing to a hurried business call to Wheeling, he was obliged to wire his congratulations from that place. The employes of the Philadelphia Division gave the couple a gold purse in which was over \$100.00 in gold.



CONDUCTOR JAMES E. LEE



MRS. JAMES E. LEE

couple, including a number of the employes of the Philadelphia Division.

Among the remembrances sent to grace the occasion was a superb cut glass flower vase set in a gold stand, the gift of president Willard. Mr. Galloway, who went to school with the children of Mr. and

On January 14th, 1864, Mr. Lee married Miss Lydia A. Blatchley, at Towson-town, Md. They have four sons and four daughters living, all of whom were present at the wedding anniversary. Two of the sons are Baltimore & Ohio engineers, one is a foreman for the

Bartlett, Hayward Co., machinists, of Baltimore, and the other is employed in the Bureau of Engraving in Washington.

The year 1864 seems to have been a lucky one for Mr. Lee, for in addition to having been so happily married then, he also entered the service of the Company. He was a brakeman for only a short time, being promoted to conductor on January 1st, 1865. He has worked in that capacity ever since, with the exception of a period of four months of enforced idleness during the Civil war. It is probable, therefore, that Mr. Lee has served longer as a conductor than any other living employe on the System. He was working on the Washington division

during the harrowing times incident to the assassination of President Lincoln.

Several months ago, Mr. Lee was in charge of a train which included the president's car. It is quite well known to many operating employes that Mr. Willard likes to chat with the crews of trains on which he travels whenever the opportunity permits, and on this occasion he learned that Mr. Lee will complete fifty years of service with the Company on June 6th, 1914, and invited him to call to see him in Baltimore at that time. Mr. Lee is looking forward to that date with a great deal of anticipation therefore, and hopes to be able to accept the president's cordial invitation.

Touching Kindness Shown Poor Immigrant Mother by Pittsburgh Station Employes

(Contributed)

 ON Tuesday morning, January 6th, shortly after the arrival of train No. 11 at Pittsburgh about seven o'clock in the morning, I noticed an immigrant woman on the platform, carrying a baby and leading another child about three years old. The limb of the infant was exposed to the cruel wind, and I was just about to tell the woman that the shawl should be rearranged, when I saw from her expression that she was suffering great mental torture and deemed it best not to speak to her.

Upon following her into the station, however, I learned that the baby, a little girl only eight months old, had died from pneumonia about ten minutes before in the arms of the mother. The other child

was coughing hard and was apparently in the racking incipient stages of the same disease.

The Baltimore & Ohio policeman on duty at the station, who talks several languages, tactfully secured the facts from her. It seems that she knew that the child had been sick, but partly on account of ignorance and partly poverty, she had not been able to give her proper attention, nor did she realize that the little one was so ill. The family was on the way to Columbus to join the husband and father, and the mother was very anxious to take the body of the child with her for burial.

The station men interested themselves in the pitiful case immediately. They

called up the morgue and explained the circumstances, arranged with the undertaker for the little casket, secured the necessary permission to take the child out of the state, and telephoned a preacher so that he could make it as easy for her as possible. They then took up a collection among themselves and purchased some flowers, placed the casket in a baggage car, wired the husband to be in the station in Columbus, and asked Baltimore & Ohio trainmen to take care of the broken family enroute.

When I complimented our men for their personal interest, which made it as pleasant as possible for the woman under these distressing circumstances, they remarked that possibly she might want to travel over the Baltimore & Ohio again, or would have some friends who would travel, and that in addition to their natural sympathy, for this reason also they desired to do as much as they could.

Such kindness could not fail to impress one deeply. I have been railroading for over twenty years and have never seen a

case in which more unselfish sympathy has been shown by employes.

We often hear of doctors being hardened and callous to suffering on account of their constant association with the sick and helpless, whereas as a matter of fact, the majority of doctors feel more keenly than others the suffering of their patients, because they understand so well the excruciating pain which accompanies many diseases. They cannot always show their sympathy or be unduly influenced by it, because this would interfere with the effectiveness of their work.

And so I thought of those splendid fellows in the station. They see a great many immigrants, and from constant association, know that they are not the easiest or the most desirable passengers to handle. They know the coarse living to which foreigners have been accustomed and, I rather imagine, are used to seeing them in trouble. But when this unusually sad case came under their observation they forgot themselves, and responded nobly and unselfishly in the emergency.

An Appreciation of Jennie Smith

O. E. HENDERSON,
Indiana Division Correspondent,
Seymour, Ind.

Dear Sir:

I like to read the *Employees Magazine* because it tells me what so many of our men are doing all over the System.

And then when I read of the great work of Jennie Smith, it fills my heart with joy. When we give little gifts to each other, we ought to remember that the greatest gift ever given is Jesus Christ, and Jennie Smith has made

known this precious gift to so many of us, that we should be grateful to her. If we could only bear this in mind when we are feeling put out at our work and in ugly humor, how much better, happier and more helpful men we would be.

This great woman appeals to me and I only hope that all the men will send something toward building the home which she has so fully earned. Brothers, let us all do our share at once.

WILLIAM DOWNEY,
Sectionman, Indiana Division.

CHARLES C. RILEY

BORN OCTOBER 1, 1864

DIED JANUARY 6, 1914

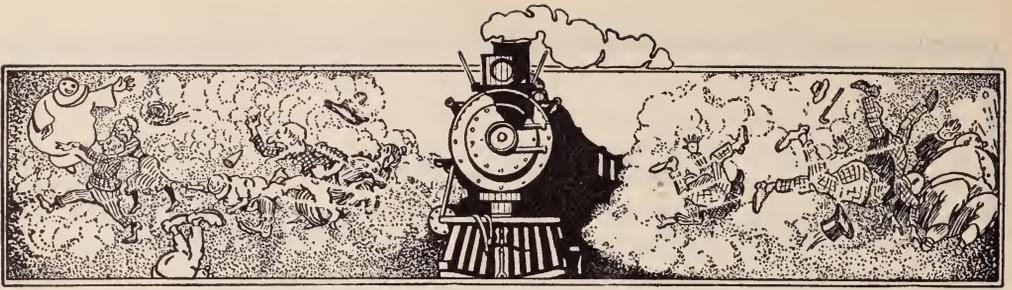
THE SUDDEN DEATH of Charles C. Riley, general superintendent of transportation, was a great shock to all his associates of the Baltimore & Ohio Railroad. Only three hours before the fatal attack in Washington, he was engaged in business conferences in the general offices in Baltimore, and appeared to be in normal health. In his passing the Company lost a singularly valuable and loyal employe.

Mr. Riley was born in Cumberland, Indiana, October 1, 1864. He was graduated from the Indiana College of Physicians and Surgeons, but in 1888 entered the operating department of the Cleveland, Cincinnati, Chicago and St. Louis Railway. Later he filled important positions for the Baltimore & Ohio Southwestern, the Chicago Great Western, the Erie and the Kansas City Southern. In 1911 he came to Baltimore as assistant to Mr. A. W. Thompson, then general manager of the Baltimore & Ohio, and in 1912 he was made general superintendent of transportation.

Mr. Riley possessed rare personal and business qualities. His remarkable disposition and geniality endeared him to all who came to know him, and his loss will be felt most keenly by the intimate business associates who were best able to appreciate his fine understanding of the difficult problems of railroad transportation and his splendid judgment in handling them.

As a railroad officer, Mr. Riley was a man of great executive ability and force. During his connection with the Baltimore and Ohio he accomplished much in raising the standard of its service, and his efforts in this respect will be felt for a long time to come. He was an authority on railroad transportation matters and was a notable specialist on the efficiency of equipment and the problems of handling traffic expeditiously. Mr. Riley's wide experience in railroad service particularly fitted him for this work and he had gained a broad knowledge of railroad conditions throughout the country. His views regarding transportation matters were eagerly sought in railroad circles generally, and both previous to and during his connection with the Baltimore and Ohio he made noteworthy contributions to railway periodicals. His last article on "Car Efficiency," appeared in *The Railway Age*.

At the Deer Park meeting of the staff officers of the operating department, Mr. Riley's address and personality made a deep impression. His analysis of our transportation problems was clear and concise; it suggested the straightforward and plain manner of the man. His review of the results brought about by a careful study of these problems and the application of efficiency methods to them was modest and convincing, as was his own nature. His statement that there are still great difficulties facing his department indicated his candid and purposeful character. And his enthusiastic prophecy that further improvements in car handling can and will be made, revealed the fact that he was a man of vision, constantly looking forward to an ideal.



EXHAUSTS

Diagnosis

A young lady complained about the way her sweetheart treated her.

"Why don't you give him the mitten?" said her chum.

"Mitten nothing," responded the forlorn one. "He doesn't need the mitten. I had better give him a pair of socks; he's getting cold feet."—*Baltimore Trolley News*.

Naturally

Socialist orator—Tell me why it is you have to work from morning until night?

Auditor—It is the only time we get. We sleep from night till morning.—*Judge*.

Most Unfortunate

The make-up man on the *Boston Herald* deserves a spanking. Just below an article to the effect that "Marriage Makes Men Live Longer," he places a news story headed as follows:

"Twins! He is Told. Father Drops Dead."—*Collier's*.

An Extreme Case

Marcella—Mr. Beanbrough seems to be greatly bothered with indigestion.

Waverly—I should say so! He refused to attend a moving picture show the other evening, because one of the scenes had a banquet in it—*Judge*.

Lending A Name

"Waiter," asked the impatient customer, "what do you call this, an oyster stew?"

"Yessuh," replied Mr. Erastus Pinkley.

"Why, the oyster in this stew isn't big enough to flavor it."

"He wasn't put in to flavor it, suh, He is jes' supposed to christen it."—*Washington Star*.

Good Idea

Hardupp—Let me have ten, will you?

Hazitt—Say, does Baker know you?

Hardupp—No.

Hazitt—Then why don't you ask him?

—*Judge*.

Sherlock on the Job

"How do you know she is his wife?"

"Didn't you notice, when they were dancing together, that he didn't clap his hands for an encore?"—*Judge*.

An Improvement

"My dear," said Mrs. Newlywed, her face flushed with the excitement of her afternoon in the kitchen, "I want you to be perfectly frank with me now; what would you suggest to improve these doughnuts I made today?"

"Well," replied Mr. Newlywed, lifting one with a slight effort, "I think it might be better if you made the holes bigger."
—*Philadelphia Record*.

After the Ceremony

Bridegroom—Didn't I look like a fool when I was at the altar rail?

Best Man—No; but any one could see that you were not yourself.—*Judge*.

Heard at the Club

"Young Hardupp says his grandfather was one of the first settlers."

"Not inherited, evidently; Hardupp never settles."—*Judge*.

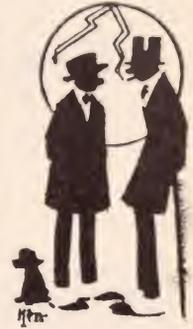
Went Too Far

Quizzer—What's the matter, old man? You look worried.

Sizzer—I have cause to. I engaged a man to trace my pedigree.

Quizzer—Well, what's the trouble. Hasn't he been successful?

Sizzer—Successful! I should say he has! I'm paying him hush money.
—*Yale Record*.



Perfectly Agreeable

She (to rejected suitor)—I'll be a sister to you, Alphonse.

He (humbly)—All right. Come kiss your brother.—*Judge*.

Poor Engineering

To learn the tango Harry had an itch,

But all his labored efforts were in vain;
His clumsy hands misplaced the lady's switch,

His awkward feet completely wrecked her train!—*Judge*.



New Hospital at Washington, Indiana

By L. W. Fowler

Shop Clerk, Washington, Indiana

WE are showing herewith a photograph of the new hospital at Washington, Indiana, a city in which important shops of the Company are located and a large number of railroad men live.

For a number of years the town has been without any hospital accommo-



dations to care for the sick and injured. Through the hard work of the Woman's Hospital League, which has been in existence for the past four years, arrangements were made last month to secure the building formerly used as the Daviess County Orphans' Home. This was owned by the Graham heirs, but Mrs. Margaret Graham came to the rescue of the Hospital League and gave them a clear title to the building.

It will be noted from the picture, that the edifice, which originally cost about \$20,000, is a handsome one.

Its acquisition was brought about after the Daviess County authorities decided to place their orphans in state institutions. The Graham heirs deserve the thanks of all railroad men for their generosity in practically giving without any charge whatever this handsome and commodious structure to the city to be used as a hospital.

It will cost in the neighborhood of \$5,000 to properly rearrange and equip the building for hospital purposes and the citizens of the town, including many railroad men of means, are contributing handsomely to the fund. The indications are that the hospital will be completely refurnished and ready for occupancy in the early spring.

Among the contributors to the equipment fund is Mrs. Charles Winton, formerly of Washington, now of Cincinnati, Ohio, the widow of the late Dr. Charles Winton, for many years the Company surgeon at Washington and at Cincinnati. She has not only given freely to the general fund, but is arranging to equip one room to be used by the injured employes of the Company. It will be dedicated to the memory of her illustrious husband, who so long served the Company as doctor, in caring for the injured men of the Road.

The large number of railroad employes here will join in giving their hearty support to the Hospital League.

There is nothing that should appeal more to our men than the establishment and maintenance of a place where they and their dear ones can be taken in case

of need. The hospital will do away with the present necessity of sending employes to Vincennes or Olney, Ill., for medical attention.

Toilers From Afar

By J. M. Shellman

Paymaster's Office, Central Building

FOREIGNERS constitute the backbone of the shop and track forces of our railroad, and for faithful adherence to their duties and as willing workers in this hazardous employment, none will be found to excel them.

The efficiency of our foreign workers is estimated by some of our native-born employes on a very low basis. It must be remembered, however, that these "toilers from afar" still have the taint of the mediaevalism in which they were born, and must not be expected to possess at first, our free born spirit, quick thinking ability, and power of initiative. They have many disadvantages to overcome, and it is part of our duty to assist them in getting rid of these disadvantages. When they ask for bread they should not be given a stone, for it must be remembered that we are all made by the same Creator, and in His sight are precious. Because we have been favored by being born in a country where the advantages are great, we should consider it our duty to help our foreign brothers that they may eventually become efficient in their work and be moulded into good citizens.

Ruskin says:

"Give a little love to a child and you get a great deal back."

This saying is full of truth. Our foreign workers must be considered the children of our Company. They do not know our language; they are unlearned in the ways of our country; they are stran-

gers in a strange land. The Baltimore & Ohio Railroad Company realizes this and endeavors to make them good workers and good citizens. It employs them and gives them good living wages as a first prescription to their welfare and happiness. It tries to advance their interests by supporting and conducting schools in which they can be taught our language and learn better their various trades.

They earn wages which are far greater than any they could get in their native countries. They are not heavily taxed for the benefit of any individual or set of individuals. Nor are they burdened by relics of the Middle Ages, such as compulsory military service or the divine right of kings. The railroad company is as the country is to them—free. All are at liberty to come and go at will.

Above all things we must teach these foreigners the principles of self preservation. Unfortunately a heavy, swiftly moving passenger train cannot always avoid killing a pedestrian who is unlawfully walking on the tracks, or one of these very toilers if he has his foot caught in a frog just before the lumbering mass of steel clicks into the switch!

Let them be taught to observe and understand the meaning of the three great words of the crossroads—Stop! Look! Listen!—and above everything else to abide by the important principles of SAFETY FIRST, both for their own and for the welfare of the Company.



Railroad Construction Cost Today and Fifty Years Ago

By Francis Lee Stuart
Chief Engineer

One of the brakemen on the System recently asked that the subject of the cost of railroad construction today and fifty years ago be discussed in the Question Box. Mr. Stuart gives us some very interesting information in this connection in his article, which follows.—*Editor.*

IT is not possible correctly to compare in dollars and cents the cost of railroad construction at the present time with the cost before steam shovels and other machinery were put into use. Only approximations can be arrived at. The time in which a piece of work can be completed is only partly dependent upon the equipment used. It depends mainly upon the quantity of work necessary to be done. For instance, it is evident that the amount of work in one mile at the summit of the Allegheny Mountains will be considerably more than a similar length of line on the prairies of Indiana, and consequently its cost would be out of all proportion to its length.

It is true that before the steam shovel, improved blasting powder and shooting methods came into use, railroad work was more tedious and laborious than at

the present time. Because of this the earlier railroads were not as substantially built, and were located on grades much heavier than are now considered wise. Untold millions have been spent to lower such grades. At the time early railroads were built, traffic was not very abundant, and the promised returns of most of the railroads were small, until the development of the contiguous country had grown up to them.

In attempting to compare conditions in the olden times with those obtaining now under similar circumstances, we must not lose sight of the fact that in early days labor was very much cheaper than now. For instance, for work in flat country, where it is easy to put a great many men to work, the length of time in which one mile can be completed is dependent entirely on the number of men who could

advantageously be at work at the same time without interfering with one another. In flat country this would mean a small sized army, and could be handled easily and cheaply by a multitude of teams. The roadbed would, therefore, be ready in reasonably short time, provided no rock were encountered. Where the topographical conditions were such as are met with in mountains, the methods were expensive and slow, although the labor item was cheap. To illustrate: In completing a mile of railroad through mountainous country, where rock must be blasted from the hillside, only a limited force of men could be employed, and as each piece of material had to be handled by men, and the drilling was slow and blasting necessarily on a small scale, progress was nothing like that which can be attained at the present time. In this connection it might be pointed out that the biggest piece of excavation ever undertaken is at Culebra Cut on the Panama Canal, and the heaviest mile involved such quantities, that the task would simply not have been attempted with picks, shovels and carts.

The Chinese performed a wonderful feat many centuries ago in building the wall around their Empire, and the ancient Egyptians have left monuments which make us wonder how they could have been erected with the presumably crude instruments in use at that time. Patience and slavery, reinforced by autocratic power, enabled them to accomplish such work, but in modern times those resources cannot be employed, and were pick, shovel and cart the only tools available, the Panama Canal would still be a dream.

It is evident from the foregoing that even approximately correct figures on railroad work in early times cannot be arrived at. However, it is probably safe

to say that there is slight difference, if any, in the cost of early work and work being handled now. Labor fifty years ago was very much cheaper, and material also. Nowadays material is higher and labor very much so. This increase is about offset by improved methods and machinery, so that the cost is about the same. The progress is much faster now, especially in excavating earth. An average steam shovel under good conditions can handle 1000 cubic yards per day. With hand work, and using as many men as could be worked in the same place used by the shovel, only about 150 cubic yards per day could be removed by carts.

In rock work, the advantage is not as great as in earth work, for the steam shovel must wait on the drilling for blasting. Drilling by steam or air drills, while faster than by hand, is not so much faster as to make very much difference in the time, although it is true that rock work is handled more quickly now than it was fifty years ago.

Veteran Employee Goes to His Reward

John Lawrence Murphy died in Fairmont, W. Va., on Saturday, December 27th, 1913. By his passing another pioneer, the comrades of whom, armed with nothing but a compass and axe, pushed the great Baltimore & Ohio Railroad over the mountain wilderness to the Ohio River, leaves this life. Like those of the great organization of Civil War Veterans, are those who made up the great industrial army of peace, those who followed the railroad into the West Virginia section and added to the high standards of its citizenship by their presence. Mr. Murphy was of that number and they are going fast. Here and there

a survivor is found, but the great majority is on the other shore.

Mr. Murphy was born in Wexford County, Ireland, on August 15th, 1838, and while a very young man came to America. Baltimore seemed to be the mecca for the youths from the Emerald Isle at that time and he settled there, living in that city for a number of years.

About the time of the close of the Civil War he married Miss Agnes Gorman, a native of England but then living in Washington, D. C. To the union five



JOHN LAWRENCE MURPHY

daughters and two sons were born. The boys, Joseph and John, preceded their father in death. The girls, all of whom are at home, are Misses Elizabeth, Margaret, Adele, Anna and Clara.

Like so many of his countrymen, Mr. Murphy entered the employ of the Baltimore & Ohio Company soon after his arrival in this country and he served the road continuously until two years ago,

when he was retired. He was one of the veterans of the service.

For some time after coming to West Virginia, Mr. Murphy lived at Cameron, but he later moved to Fairmont, and his funeral was conducted there. Among the hundreds of friends who attended were many of his former fellow employes on the Baltimore & Ohio.

Preventable Waste in Envelopes

On a single day in January, a small department at our general offices in Baltimore received about sixty communications. Fifty of them came in large No. 10 manila envelopes, and of the fifty, at least forty should have been sent in small or No. 6 envelopes. In most of the fifty envelopes referred to, the enclosures consisted of *one*, half-size letter head.

It is true that the difference in cost in the two size envelopes is only about thirty cents per thousand. But suppose this same needless use of the large envelope obtained with all the 30,000 pieces of mail which pass through our mail room daily. It would occasion a cash loss to the Company of about \$6.00 a day, amounting in a year to approximately \$2,000. And if we had it to spend, each one of us would think this a goodly sum.

Aside from the money loss, is the fact that the small envelope is easier for everyone to handle. Furthermore it bulks and weighs less. It's a small matter to be sure, but the little things make the big ones. What helps one of us helps all of us. And what one of us can do, all of us can. We're going to use small envelopes whenever we properly can. Are you?



British Tribute to Lincoln

By Tom Taylor

NOTE—A conspicuous instance of British recognition of what is worthy and true in American character was the publication of Tom Taylor's famous poem in the London Punch, immediately after the assassination of President Lincoln. To appreciate Taylor's verses, one must remember that the poet had found in Lincoln the butt of his most telling witticisms. We reproduce the poem entire as it appeared in Punch



You lay a wreath on murdered Lincoln's bier!
You, who with a mocking pencil wont to trace,
Broad for the self-complacent British sneer,
His length of shambling limb, his furrowed face.

His gaunt, gnarled hands, his unkempt, bristling hair,
His garb uncouth, his bearing ill at ease,
His lack of all we prize as debonair,
Of power or will to shine, of art to please!

You, whose smart pen backed up the pencil's laugh,
Judging each step, as though the way were plain,
Reckless, so it could point its paragraph,
Of chief's perplexity, or people's pain!

Beside this corpse, that bears for winding-sheet
The Stars and Stripes, he lived to rear anew,
Between the mourners at his head and feet—
Say, scurrile jester, is there room for you?

Yes, he had lived to shame me from my sneer—
To lame my pencil and confute my pen—
To make me own this hind, of princes peer,
This rail-splitter, a true-born king of men.

My shallow judgment I had learned to rue,
Noting how to occasion's height he rose;
How his quaint wit made home-truth seem more true,
How iron-like his temper grew by blows;

How humble, yet how hopeful he could be;
How in good fortune and in ill the same;
Nor bitter in success, nor boastful he,
Thirsty for gold, nor feverish for fame.

He went about his work—such work as few
Ever had laid on head, and heart, and hand—
As one who knows where there's a task to do;
Man's honest will must Heaven's good grace
command.

Who trusts the strength will with the burden grow,
That God makes instruments to work His will,
If but that will we can arrive to know,
Nor tamper with the weights of good and ill.

So he went forth to battle, on the side
That he felt clear was Liberty's and Right's,
As in his pleasant boyhood he had plied
His warfare with rude Nature's thwarting might;—

The uncleared forest, the unbroken soil,
The iron bark that turns the lumberer's axe,
The rapid, that o'erbears the boatmen's toil,
The prairie hiding the mazed wanderer's tracks,

The ambushed Indian and the prowling bear—
Such were the needs that helped his youth to train;
Rough culture—but such trees large fruit may bear,
If but their stocks be of right girth and grain.

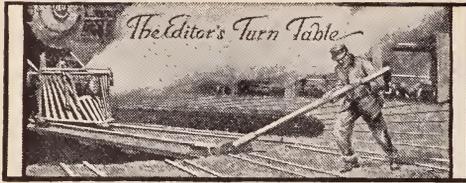
So he grew up a destined work to do,
And lived to do it; four long suffering years
Ill fate, ill feeling, ill-report, lived through,
And then he heard the hisses change to cheers,

The taunts to tribute, the abuse to praise,
And took both with the same unwavering mood;
Till as he came on light, from darkling days,
And seemed to touch the goal from where he
stood.

A felon hand, between the goal and him,
Reached from behind his back, a trigger prest—
And those perplexed and patient eyes were dim,
Those gaunt, long-laboring limbs were laid to rest!

The words of mercy were upon his lips,
Forgiveness in his heart and on his pen,
When this vile murderer brought swift eclipse
To thoughts of peace on earth, goodwill to men.

The Old World and the New, from sea to sea,
Utter one voice of sympathy and shame!
Sore heart, so stopped when it at last beat high!
Sad life, cut short just as its triumph came.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Washington and Lincoln

No two presidents in our history have been born under more contrasting conditions than Washington and Lincoln. Washington had family, inheritance, friends—Lincoln had none of these advantages. The one was as truly a child of fortune as the other was a child of the wilderness. Does it not seem strange that these two Americans, to whom we show greater reverence than to any other national heroes, should have come from such different environments?

Yet how early in the life of each do we find the same virile characteristics asserting themselves. To Washington the easy life of a Virginia planter would have meant failure just as would the oblivion of employment in a country store to Lincoln. And the former broke the shackles of environment when he plunged into the trackless forests of Pennsylvania just as really as did the latter when he pored over his precious books before the log fire in his rude cabin home. These were the first real lessons of life the two men were learning, but the ruling passion in the life of each—aspiration—is as evident here as it is in the rest of their careers. Such aspiration is unselfish ambition. It is ambition tempered by

sacrifice and sweetened by humility. In the life of a nation it is patriotism.

Here then is one of the greatest practical lessons we can learn from the lives of these two national heroes. One was born to a life of comfort and luxury—the other to a life of poverty and oblivion. Yet each rose superior to his environment, because inherent qualities of manhood made him aspire to a nobler existence. And today we call Washington the Father, and Lincoln the Savior of our country.



Heroism

I remember when a young man, in New York City, meeting a man who had been a fireman and who, on a cold winter night when a fire broke out on Broadway, fought it all night, holding the hose; and as he stood and fought those flames his hand was alternately frozen and thawed, frozen and thawed, frozen and thawed, frozen by the cold water chilling it and thawed by the reflected heat of the flames when he worked close to them; and he never knew what had happened until he came forth from the battle with the flames, and his arm was dead and had to be amputated. A great soul is master of the body, and the very physical pains do not touch us when we are lifted up above them by a noble and divine enthusiasm.

Many a mother, many a wife, has sent son and husband forth to war, saying to them, if not in words, at all events in her heart, this: Go; God be with you and protect you from the bullet, protect you from the bayonet, protect you from the fever, but above all, protect you from cowardice, from failure, from falsehood, from shame! Many a mother has shared the enthusiasm of the Spartan mother who would welcome her son back from

the war on his shield rather than with a wound in his back.—*Dr. Lyman Abbott in the "Outlook."*



Distribution of the Magazine

In order to facilitate the distribution of the Employees Magazine, all employes having this matter in charge are requested to proceed as follows:

As soon as employe receives copies for the men for whom they are intended, he shall post a notice to this effect where the men interested will be sure to

see it; either on the bulletin board, or in some prominent place in shop, yard or office. The notice shall state not only which issue is ready for distribution, but also from whom and where the magazines may be obtained. Here is a sample notice:

"The March issue of the Employees Magazine is ready for distribution. Get your copy from T. A. Kavanagh, chief clerk."

These notices should not be left posted after they have outlived their usefulness or after the supply is exhausted.

Work

Let me but do my work from day to day,
 In field or forest, at the desk or loom,
 In roaring market-place or tranquil room;
 Let me but find it in my heart to say,
 When vagrant wishes beckon me astray,
 "This is my work—my blessing, not my doom;
 "Of all who live, I am the one by whom
 "This work can best be done in the right way."

Then shall I see it not too great, nor small,
 To suit my spirit and to prove my powers;
 Then shall I cheerful greet the laboring hours,
 And cheerful turn, when the long shadows fall
 At eventide, to play and love and rest,
 Because I know for me my work is best.—*Henry Van Dyke.*



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 DECEMBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Chicago Term.	\$27,413	\$32,180	\$21,028	\$24,263
Wellston....	19,530	*15,734	*13,446	.....
Illinois.....	11,407	23,889	10,080	.....
Connellsville..	9,261	10,515	8,723	.....
Indianapolis...	7,609	.....	9,228	.....
Indiana.....	.....	6,842	.....	.....
Shenandoah...	.....	.....	.....	*3,516
Ohio River...	.....	.....	.....	*10,904
New Castle...	.....	.....	.....	25,087
Ohio.....	.....	.....	.....	11,201

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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,
DECEMBER, 1913

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$3,118.73	\$ 1,117.02	\$2,954.13	\$ 2,304.26
Baltimore...	4,227.83	1,632.91	6,108.40	3,129.52
Cumberland..	3,981.14	1,862.48	1,686.36	2,592.23
Shenandoah..	594.79	719.15	*3,516.95	898.23
Monongah...	2,740.09	3,567.48	6,900.84	3,282.34
Wheeling...	3,382.07	3,158.92	9,301.35	3,664.63
Ohio River...	5,203.56	1,944.48	*10,904.30	3,848.15
Cleveland...	2,934.18	2,342.53	3,690.79	2,787.96
Newark.....	2,849.18	1,675.54	4,514.41	2,533.97
Connellsville.	10,515.22	8,723.26	7,183.75	9,261.26
Pittsburgh...	5,215.05	2,634.65	7,127.63	4,168.44
New Castle..	5,800.79	4,598.43	25,087.45	6,294.89
Chicago.....	3,752.80	1,738.33	4,103.45	2,769.54
Chicago Ter'l.	32,180.64	21,028.87	24,263.10	27,413.31
Ohio.....	4,049.10	3,427.55	11,201.38	4,348.08
Indiana.....	6,842.54	2,210.40	7,054.42	4,544.99
Illinois.....	23,889.08	10,080.65	5,297.02	11,407.25
Toledo.....	2,816.88	8,243.38	6,331.35	4,151.33
Wellston....	*15,734.45	*13,446.05	4,989.92	19,580.18
Indianapolis..	6,019.81	9,922.88	8,111.70	7,609.11
Average.....	4,186.33	2,642.72	5,191.60	3,708.32

* Indicates no accidents.

ECONOMIES IN HANDLING
COMPANY EQUIPMENT

On Sunday, January 11th, at an agents' and conductors' meeting held in Cleveland, Ohio, J. J. Tatum, superintendent of the freight car department, gave a very interesting and impressive talk on the question of railroad economies.

He pointed out how money could be saved by the use of all kinds of material which is seen lying around, going to waste. And he further emphasized the fact that such action would help keep more men on our payrolls during business depressions.

He stated that conductors while on the line of road sometimes use Company material, such as air hoses, couplers, angle cocks, etc., to fix foreign cars, and in many cases do not make proper notations on form placed in the caboose cars for that purpose, so that just charge can be made against the foreign lines benefited. This alone amounts to considerable money, and Mr. Tatum explained how such economies as this can be effected in every branch of the service and be of direct benefit to all employes.



SPECIAL MERITTM ROLL

STATEN ISLAND LINES

Trainman Robert E. Decker is to be commended for his alertness and prompt action on December 18th. While enroute to St. George to take out a passenger train he saw a gang of laborers of a contracting company trying to shift a very large pole across the railroad tracks, during which operation the pole became stuck on eastbound track. Decker immediately ran around curve and flagged train No. 168, which was approaching.

Fireman August Nickels discovered a man lying close to the track on January 11th, at 10.45 p. m. An examination proved that the fellow was intoxicated, and might have been killed had it not been for Nickels' watchfulness and care.

On January 10th, engineer Boylan on train 172 discovered a trestle about 500 feet east of Livingston Station on fire. Conductor DeWaters and crew formed a bucket brigade and put the fire out.

BALTIMORE DIVISION

F. J. Schwartz, operator at Relay, Md., while on duty on December 21st, 1913, noticed a dark object on the track just as No. 4 was about to reach the cut-off. He stopped the train and upon investigation found the object to be a brake rigging wedged in guard rail. A commendatory

letter was written to him by superintendent Hobbs and his watchfulness was called to the attention of general superintendent Blaser, and general manager Galloway.

On October 8th, 1913, on the North Avenue crossing with Northern Central Railroad, Northern Central engine No. 4079 with train was standing on crossing. Bay View yard engine No. 1144 dropped Baltimore & Ohio No. 192399 on No. 4 track in the Bay View yard, and the car could not be stopped. Brakeman R. R. Mathai dropped off at M. & P. Junction and told North Avenue on telephone that car was coming and the operator had Northern Central engine No. 4079 pull Erie car No. 62961 up on crossing so that the car could run into it. This was done, and prevented a possible injury to the engineman and fireman on engine No. 4079.

Everybody knows what destruction to life and property can be wrought by a live wire, especially a trolley wire. Brakeman F. Green on his way to Riverside to report for duty on the day after Christmas, noticed a trolley wire hanging so low over the Charles Street crossing that it scarcely cleared the top of a car. He immediately hurried to the telegraph office at Riverside and reported the condition to the superintendent. All trains were notified, and also the Street Railway, which made the necessary repairs.

Mr. Green is to be commended for his closeness of observation in the protection of our property.

On the morning of December 7th, 1913, as train No. 55, engine No. 2172, in charge of conductor H. Constantine, was coming out of Washington, D. C., switchman John Hutchinson at the New York Avenue bridge observed and reported to the dispatcher a steam hose dragging under the train. This train crew was notified at Silver Springs regarding the dragging and stopped at University, D. C., where it was found that the hose had parted between sleeper Claremore and parlor car Irene. We are glad to note that the boys on the Baltimore Division are working so closely along the lines of "Safety First." Mr. Hutchinson's closeness of observation and promptness in reporting are to be commended. It is the little things like this that sometimes cause big delays, even if they do not result in serious accidents.

On December 5th, 1913, about 8.00 a. m., conductor D. F. Grady, on the Metropolitan Pick Up West engine No. 2797, discovered six inches broken out of rail on the westbound main track east of Windham Station. Conductor Grady protected the track with a flagman and then found trackmen, whom he sent to repair it.



DAVID F. GRADY

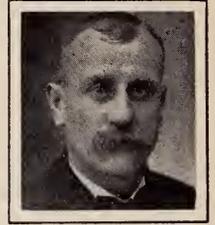
The close observation and the alertness of conductor Grady prevented a possible serious accident.

On December 19th, 1913, on train No. 21, Baltimore to Frederick, Md., the politeness of conductor W. I. Strider to

passengers and his conversation with them regarding the welfare of the Company, made such a good impression, that third vice-president A. W. Thompson authorized a commendatory notation made on his service record.

On November 11th, 1913, conductor J. C. Brown, Mount Clare Junction, found broken rail on eastbound track above "A" yard

at that point. He reported the condition to the yardmaster and thus prevented a possible wreck.



J. C. BROWN

CUMBERLAND DIVISION

That engineer J. R. Kesler is "on the job" was evidenced on the morning of December 23rd. He was running a helper engine on the eastward track, just west of the crossover west of Doe Gully Tunnel, and noticed a jar when passing over it, while helping train on extra east 4170. On his way west again, he stopped to examine the track and found eighteen inches of the rail broken out. He immediately saw that a trackman was summoned, and that the rails were replaced, and the track put in proper condition.

For his close attention to duty, Mr. Kesler received a letter of commendation from our superintendent. It is just such work as this that contributes towards the successful operation of the division and the railroad.

John C. McKenzie, signal repairman, was returning to his camp at McKenzie, about 10.30 p. m., October 11th. When some distance from the railroad he heard an eastbound freight going by, and a loud knocking of the wheels. After the

train had passed he examined the track and found the stock rail on the eastbound crossover with four or five inches broken off the end. He called out an extra gang and they made the necessary repairs.

His close observation and prompt action prevented a possible accident.

On December 18th, operator Lovenstein at Piedmont noticed brake rigging down on a car in train of extra west engine No. 1783 while passing tower at that point. He immediately notified conductor in charge of this train and had train brought to a stop and trouble corrected.

Mr. Lovenstein has been highly commended by the assistant superintendent and trainmaster for his watchfulness towards passing trains. He is a member of the Safety Committee and always has his eyes open for the safety of passengers and fellow employes.

Conductor E. R. Parsons on extra east engine No. 1776, dispatched from Grafton on December 28th, reports that Baltimore & Ohio car No. 127039, containing coal, was set off at M. & K. Junction with cracked flange. This defective wheel, which might have caused a serious accident, was discovered by brakeman M. E. Thompson. Conductor Parsons states that the flange was cracked perpendicularly in two places and that the defects

could have easily been overlooked in anything but a careful examination.

W. L. Butts, signal foreman at Martinsburg, had been at Shenandoah Junction making some repairs on December

20th, and was riding home on extra engine No. 4308. When the engine stopped just east of Hobbs Tower, Mr. Butts looked out of the rear door of the caboose and saw a marked depression in the east, bound main track. Being thoroughly conversant with track structure, he knew immediately that something was wrong, and upon examination found that at the point of depression, the rail was broken through. He requested the conductor to notify towerman to hold No. 6, which was approaching, and he himself stood at the fractured rail to flag in case towerman should fail to stop train. The crew of No. 6 had received notice from the towerman, however, and the train was proceeding under a slow order when it reached the broken rail.

Special merit is due Mr. Butts in this case, for although not on duty, and not being employed in the work of track inspection, he nevertheless had his eyes open for the Company's interests, and prevented a possible serious accident.

MONONGAH DIVISION

On December 23rd a tree fell on our main track between Fenwick and Holcomb during a storm. The obstruction was discovered by F. M. Holbert and E. B. Hooker. These two men in addition to advising our track forces of the condition remained on the ground and protected operation by flagging.

On January 16th, Charles Everett, a resident of Weston, observed a brake shoe on frog near Weston Brick Plant. This brake shoe in all probability had dropped from some car. He interested himself enough in the matter to remove the obstruction, and we are glad to thank him through the columns of the Employees Magazine.



BRAKEMAN
E. M. THOMPSON

On January 3rd, Miss Lena McDaniel of Cecil, W. Va., while on her way to the station to board G. & B. train No. 2,



MISS LENA MCDANIEL

found a broken rail on the curve about one-quarter mile east of the station. She notified the crew of No. 2 and arrangements were made for repairs. Her prompt action saved a possible serious derailment and she has been notified that her thoughtfulness and interest is very much appreciated.

On January 3rd, M. E. Prim, a glass worker, living at Webster, W. Va., while enroute to work, discovered thirteen inches of rail entirely gone on eastbound main track, one-fourth mile east of "DK" tower. He immediately notified the operator at the tower who made necessary arrangements for trains Nos. 14, 40 and 88 to use the westbound track from "DK" tower to Grafton. Superintendent Scott wrote Mr. Prim a letter thanking him for the prompt action taken.

On January 1st this section experienced a severe storm. D. M. Bolar, employed by the Pardee & Curtin Lumber Co., while enroute home from work, discovered a large rock that had been dislodged and fell on our track near Curtin, W. Va. He promptly notified our section foreman and the necessary arrangements were made for the removal of the obstruction. Superintendent Scott wrote him a suitable letter of appreciation.

On December 27th, 1913, as extra east engines Nos. 1826 and 2300 were passing Dola, W. Va., agent and operator G. R. Morris noticed that the bottoms

had come down on Baltimore & Ohio car No. 37503 and were dragging. He flagged the train, the gondola was set off at Dola and later the contents transferred into another car. The prompt action of Mr. Morris is to be commended.

On December 13th, as our local pick-up was leaving Parkersburg yard, switch tender G. A. Thornton, located at the east end of Parkersburg yard, discovered sixteen inches of flange broken off wheel of cab No. 1095. The switch tender immediately stopped the train, notified crew and the cab was backed off for repairs.

About 5.00 p. m., January 10th, I. A. Baughman, employed as a clerk by the Consolidation Coal Company at Barryburg, advised our agent at Berryburg Junction by telephone that he had discovered a badly broken rail in main track east of the store building at Berryburg. Our agent promptly reported this information to the crew of train No. 55 and necessary arrangements were made for repairs. Superintendent Scott wrote Mr. Baughman a commendatory letter.



P. O. DAUGHERTY

On December 31st, brakeman P. O. Daugherty discovered on main track at Ehlen Mine Tipple a broken rail. He promptly made arrangements for flagging trains Nos. 57 and 23.

A severe snow storm prevailed on this division Saturday and Saturday night January 3rd, causing considerable damage to telegraph and telephone wires.

K. O. Wade, our agent and operator at Heaters, W. Va., on his arrival at the

office Sunday morning, January 4th, found a telegraph pole that assists in carrying wires over the track at that station down and lying across the track, all wires being broken. He immediately cut the wires to free the pole and had the latter removed from the track. He further strung a temporary wire which permitted train dispatcher to obtain communication beyond Heaters.



A. E. SHINGLETON
See January issue, page 55

WHEELING DIVISION

At 1.00 a. m., January 4th, W. Shingleton, a resident of Underwood, W. Va., discovered a tree lying across the track in cut just west of Underwood station and notified the operator in time to flag No. 94. Train No. 1 was also due at that time. A possible serious accident was thus prevented and Mr. Shingleton has the thanks and appreciation of the Company for his interest.

At 12.25 a. m., December 10th, the operator at "US" tower pulled No. 22 lever for light engine extra east No. 2630, engineer Colyar, and finding that lever pulled rather easily set No. 22 to normal and pulled No. 21 for permissive. The engineman pulled up to the signal, and stopped and reported to the operator that he had two indications, a white light on No. 22 signal and a green light on No. 21 signal. Upon investigation it was found that spectacle casting of No. 22 signal had been broken off and had fallen to the ground, leaving a white light displayed. Operator protected the plant the rest of the night by putting out light on this signal. Engineer Colyar is to be commended for his vigilance.

On December 15th while supervisor P. Murtaugh was riding on the rear end of train No. 17, he discovered a broken rail in the west end of Jones Cut, west of Littleton. He had train stop and let him off. A section five feet long was broken off the end of the rail. He instructed conductor of No. 17 to notify any trains that he might meet between that point and telegraph office at Denver, and also to notify superintendent from Denver. He then started east to assemble section men to make repairs.

At 10.00 a. m., December 14th, Burt Arns, a farmer of Colfax, W. Va., discovered a broken rail in the south siding at Colfax. He immediately notified operator Shorter at the tower, who in turn notified foreman Hayhurst, and the latter made repairs.

At 5.00 p. m., Sunday, December 28th, trackman J. R. Hall of section No. 4, while on his way home from a visit, discovered a broken rail at the east end of No. 112 bridge on eastbound track. Knowing that train No. 12 was about due he instructed operator at Gaston Junction to hold all eastbound trains and to call track men to assist in making repairs. In the meantime Mr. Hall secured a set of angle bars and spiked them to the rail letting No. 12 pass in safety. Mr. Hall remained on the ground, flagging all trains until trackmen arrived and made repairs. He is to be commended for his watchfulness and alertness even though not on duty.

At 11.00 p. m., December 17th, conductor W. P. Stewart, on extra No. 4160 and 4078 west, noticed his caboose give a peculiar jump just east of Powell. He stopped his train, went back to make inspection, and found two feet broken off

rail. He instructed operator Clelland at "CY" tower to pull all trains through extension and call trackmen to make repairs. Mr. Stewart is to be commended for his alertness and prompt action.

OHIO RIVER

On January 16th, H. C. Young, inspector at the freight house, discovered a brake staff on Baltimore & Ohio No. 27966 dragging on the ground, this car being in drag going over transfer between Parkersburg Yards. He immediately telephoned superintendent's office and time-keeper Nesbitt got in touch with conductor Farrell, who was in charge of transfer engine. The train was stopped and brake removed, thus preventing possible accident to train or damage to switches.

CLEVELAND DIVISION

On the morning of January 16th, wreckmaster T. Hillery discovered guard rail on main track at Arlington Street crossover, Akron Junction, Ohio, three and one-half inches wide, and immediately notified the yard office and had trackmen make necessary repairs.

On the morning of January 20th, conductor F. W. Lingerman found a broken rail in main track just west of Arlington Street Bridge, Akron Junction Yard, and immediately reported it to the yard office. Mr. Lingerman is to be commended for his watchfulness and prompt action.

On January 23rd, Frank Wosicki, of Grafton, Ohio, while walking on the track near Patterson Spur, found a piece broken out of ball of rail, walked to Elyria, Ohio, and notified the agent at that point of his discovery. It is gratifying, indeed, to know that the public are so much interested in the "Safety First"

movement. Superintendent Lechluder has written Mr. Wosicki a letter of thanks.

Wm. J. Carmichael, yard clerk at Newburgh, O., found a broken rail near the Cleveland Brick & Clay Company's switch at that point and immediately went down the branch and flagged the Newburgh engine. His watchfulness and presence of mind in this instance are very much appreciated.



WM. CARMICHAEL

Section foreman J. C. Bartley, on the morning of January 14th, found four inches of broken flange in frog at West Switch, Beach City, O. He is to be commended for his watchfulness in this instance.

On Saturday night, December 20th, operator C. B. Blythe, at Howard Street, Akron, O., noticed a fire at the west end of the cascade trestle just west of Howard Street station, and discovered the cribbing under the trestle abaze. With some assistance he put the fire out. There is no doubt but that this fire might have caused serious damage had it not been for Mr. Blythe's watchfulness, for which he is to be commended.

On the morning of January 11th, conductor F. M. Wyman, of Lorain, Ohio, found a broken rail on main track at Grafton, Ohio, and immediately notified the Cleveland office.

On January 21st, conductor J. E. Smith of train No. 13 reported a broken rail east of East Sparta, Ohio, to agent W. C. Miller at East Sparta. Mr. Miller in turn notified the superintendent's office and started in the direction of the

broken rail with a red flag, so that if trains should overtake him, he could protect them. He quickly got the section men to the broken rail and within about thirty minutes it was replaced with a new one without delay to any other train.

Section foreman Z. A. Darling, on the morning of January 14th, reported 103 wire on the ground east of East Akron, and G. S. Bevington, clerk at East Akron, made the necessary repairs while the thermometer registered three below zero. Acts of this kind are appreciated, and superintendent Lechluder has written both of them appropriate letters.

Fred Dill of Grafton, O., on the morning of January 9th, discovered bolts sheared off and part of angle bars torn off on east rail near new spur at Pfeiffers Crossing, between Grafton and Erhart. He immediately flagged passenger train No. 26, which was due at that time. It is indeed gratifying to know that not only the railroad employes are interested in the "Safety First" movement, but the public as well. Superintendent Lechluder has written Mr. Dill an appropriate letter expressing our appreciation of his action.

Brakeman J. H. Page, who works on Uhrichsville yard engine, found broken beam down on car in train 1st 75 while passing Uhrichsville January 12th and immediately had train stopped. Mr. Page is to be commended for his watchfulness.

NEWARK DIVISION

On January 1st, H. B. Wheeler, conductor of first 35, engine 2877, was held east of Clay Lick by sectionmen with rail out of track, which in turn held second section, putting the crew close to the

sixteen hour limit. In order to prevent crew on second section from violating hours of service, conductor Wheeler coupled section of train to his, relieved the crew, and brought the train to Newark. His extraordinary interest in the Company's welfare is commended.

On the night of December 23rd, while yard engine No. 1163 was returning from the American Bottle Works at Newark, O., engineer Stanton, in charge of No. 1163, saw drunken man crossing in front of his engine and applied air promptly. About the same time conductor Schock, who was riding on the step, reached out and caught the man about the shoulder and with one swing pushed him off the track, thereby saving his life. Such presence of mind and ability to act quickly on the part of both of these men, deserves special praise.

A. L. Reel, conductor on the Newark Division, is hereby commended for unusual interest in the Company's welfare. On December 30th, 1913, when his train, No. 94, with engines 2878-2823, arrived at Mansfield, he reported to dispatcher that his tonnage was light enough to pick up additional tonnage and asked for instructions. Upon receipt of these he picked up additional tonnage to fill out to full rating.

CONNELLSVILLE DIVISION

On December 22nd, while extra west, engine 2883, was pulling through Sand Patch tunnel, an air hose burst on a car in the train, causing a very severe stop. Engineer J. C. Witt, who was in charge of the engine, not knowing what the trouble was, tried to locate front brakeman H. McLaughlin for the purpose of having him flag eastbound passenger train No. 6, which was very close at the time. Brakeman McLaughlin, it seems,

had already started ahead with this intention and succeeded in flagging No. 6 before the train entered the tunnel. While the accident to extra 2883 was not serious enough to cause trouble had train No. 6 been permitted to proceed, nevertheless, the thoughtfulness displayed by engineer Witt and brakeman McLaughlin is commendable, as they did not know the circumstances and took the proper precaution to avoid any possibility of an accident.

On January 5th, conductor C. Costello discovered broken rail in main track at crossing at Acme, left a man at York Run Junction to flag approaching trains and notified the sectionmen, who made repairs. Shortly after the discovery of this broken rail by conductor Costello, P. C. Britt, of Smithfield, Pa., noticed the condition of the rail and immediately notified the yardmaster by telephone, who notified all crews using the branch. Mr. Britt's thoughtfulness and prompt action is appreciated by the Company and the superintendent, personally.

On January 6th, G. Fisher, third trick operator at McSpadden, Pa., while on his way home from work, discovered a broken rail in the westbound main track about one mile and a half west of Garrett. He notified the sectionmen, who replaced the rail.

While working on the track near Brook tower, January 12th, section foreman J. C. Miller noticed a brake rigging dragging under a car in train of extra east, engine 4177. He boarded the train and signalled the engineer, who stopped the train before any damage was done.

On January 19th, while the eastbound drag, engine 2535, was pulling by him

at Fairhope, trackman David Martin noticed a wheel on one of the cars from which a large piece of flange had broken. He promptly brought the trouble to the attention of the crew and the car was set off at Fairhope.

On December 11th, 1913, G. C. Helsel, a farmer living near Holsopple, Pa., on the S. & C. branch, while walking along the track at Landstreet, discovered about one foot broken out of a rail in the track and immediately went to Jerome Junction and notified the operator and sectionmen, while his brother, Wm. Helsel, whom he had notified of the trouble, went back to flag passenger train No. 17, which was passing Hooversville at the time. The thoughtfulness and good judgment displayed by these men is commendable and is highly appreciated by the Company and the division superintendent personally.

On January 6th, signal repairman C. I. Logsdon discovered a broken rail in the track just east of bridge at Hyndman and notified the sectionmen, who made necessary repairs. By his alertness in discovering this defect and his prompt action in reporting the trouble he averted a possible accident, and his interest is heartily appreciated by the Company.

On December 12th, while a freight train was passing Somerset, car repairman W. E. Pyle noticed a brake beam down. He succeeded in getting the train stopped and had repairs made.

On December 19th, while in charge of extra east engine No. 2853 pulling into Cumberland yard, conductor E. Emerick discovered a piece broken out of rail about fifteen inches long in yard "E." He reported the trouble to the yardmaster and repairs were promptly made.

On December 23rd, section foreman C. W. Weimer, while working on track east of Garrettsville, Pa., noticed a brake beam down on a car in train of extra west engine No. 4131, which was passing that point. He immediately notified the operator at the tower, who stopped the train, when the necessary repairs were made.

PITTSBURGH DIVISION



W. T. FULLER

On December 19th, flagman W. T. Fuller, on extra east engine No. 2678, noticed a car off-center in train of extra west engine No. 2657, which they passed at Mars. He dropped off at Downieville and notified the operator at Callery to stop train and have car set off.

On January 18th, brakeman R. R. Forsythe, a member of crew of extra west, engine 2600, discovered a chipped flange on wheel of Baltimore & Ohio No. 124923 loaded with limestone, while train was pulling into New Castle Junction yard. He notified the conductor, who in turn notified the car inspectors and the car was shopped.

On January 13th, conductor W. M. Glynn, in charge of engine 1525, was taking a draft of cars from Pittsburgh yard to be delivered to the Pennsylvania works of the National Tube Company. As his train pulled by him at Second Avenue, Pittsburgh, he discovered broken flange under Baltimore & Ohio No. 237561. Train was stopped and car set back in the yard, thus possibly averting an accident.

In view of the fact that this car had

been passed on by car inspectors, Mr. Glynn should be commended for his careful inspection of the train.

On October 7th, flagman R. F. Rist, train No. 11, was standing on the rear platform between Versailles and McKeesport. Just west of the Seamless Tube Works at Christy Park, he noticed marks on the ties as though a car had been off the track.

No. 11 had passed a freight train east of Christy Park. Rist stopped his train, got off, went back and found brake beam wedged in switch point on eastbound track, McKeesport. He went back further and found trailing point switch at the Seamless Tube Works damaged where the car had climbed back on the rail again. His observation, prompt action and thorough examination, which resulted in these important discoveries, deserve hearty commendation.

On December 4th, conductor J. Meehan was in charge of train No. 719 and when he walked down to the engine before leaving Pittsburgh to give the engineer his orders he noticed that the tire on the

right back driving wheel was loose. He called the engineer's attention to it and the train was run at reduced speed to Glenwood, where another engine was secured. Conductor Meehan's alertness



in discovering this defect prevented a possible accident and suitable entry will be made on his service record.

On December 31st, signalman Frank Burk discovered something dragging on train No. 157 and notified agent Maratta

at Valencia. The operator at Downieville was notified and train was stopped at that point and it



FRANK BURK

was found that brake beam had come down on tank of engine No. 758. Signalman Burk has been commended for his prompt action in this matter.

NEW CASTLE DIVISION

The following is a copy of letter which is self-explanatory:

ERIE RAILROAD COMPANY

OFFICE OF THE SUPERINTENDENT

MARION, OHIO

December 30, 1913.

Mr. M. H. CAHILL,
Sup't, B. & O. R. R.,
New Castle, Pa.

Dear Sir:

Conductor P. J. Kane, on your train No. 7, reported to Erie dispatcher at Akron, on the 30th, that there was a car door lying on the Erie main track about two miles west of Barberton, resulting in our dispatcher notifying an eastbound train and removing door from our eastbound track before any damage was done.

Please express to Mr. Kane for me our appreciation. If he were an Erie man we would gladly give him a credit mark.

Yours very truly,
(Signed) R. E. WOODRUFF,
Superintendent.

Superintendent Cahill has written conductor Kane a letter, transmitting Mr. Woodruff's letter, and we all think very highly of conductor Kane's action in this instance.

Engineer R. E. Armstrong, on extra east No. 4150, January 5th, noticed an obstruction on the westbound track at Carbon. He made a prompt report of the same and No. 15 was notified. No. 15 stopped and found that the obstruction was a dynamo belt. While this belt

would have done no damage, Mr. Armstrong is to be commended for the interest he displayed in this matter and for his prompt report.

On December 11th, at 1.10 a. m., train No. 98, engine No. 4089, stopped at the Erie crossing at Sterling, O. Conductor Richards, in looking over his train, discovered arch bar broken on the south side of rear truck of St. L. S. F. car No. 120438. This car was very heavily loaded with copper, and had conductor Richards not discovered this defect, which could only be located by close inspection, an accident might have occurred and considerable damage been done. Conductor Richards has been written a letter by superintendent Cahill, commending him for making very close inspections of his train to discover defects that a casual inspection would not develop.

CHICAGO DIVISION

On January 6th, at about 1.20 p. m., Peter Stepic, interpreter of a gang of men that were laid off in December, was walking from the depot to the camp cars at Tiffin, Ohio, when he discovered a rail in such bad shape that sixteen inches of the ball, or top of the rail, were broken off completely. Mr. Stepic immediately went to the foreman's car and informed the foreman. He then got a red flag and went west on the eastbound main track to flag anything coming eastbound. He had not gone very far before train No. 98 appeared and was brought to a stop. He then returned to the camp cars, where extra gang foreman Charles Core called out enough men to handle a rail and repair the track. This was done and the rail was changed so quickly as neither to delay passenger train No. 10 or No. 12. Mr. Stepic's care also prevented a possible

serious accident to train No. 98, since it runs at a very high rate of speed over this particular piece of track.

On the day this discovery was made, the gang which laid new track was not working, but they came out willingly and repaired the track, and no charge was made on the payroll.

OHIO DIVISION

O. J. Moriarty, pumper, Zaleski, Ohio, while checking the yard at Zaleski on the morning of December 19th, discovered T. St. L. & W. car No. 42852 on train 1st 74 with a broken arch bar. He notified the conductor who set car off for repairs. The finding of this arch bar by Mr. Moriarty perhaps prevented a serious accident.

INDIANA DIVISION

On the morning of January 13th, when caboose No. 10 passed over track one mile east of Delhi, conductor Hodapp noticed peculiar movement of caboose, stopped his train at Delhi, sent flagman back and found twenty-one inches of rail broken out and the rail broken in three pieces. As this discovery occurred before daylight, he got sectionmen out and they made necessary repairs.

On Sunday, January 11th, 10.50 a. m., conductor Warren Cox noticed a thumping noise when caboose passed over broken rail one mile west of Nebraska. A flag was left there and the next train that came along eastbound was vice-president Thompson's special. Flagman Kinney stopped the train and advised crew his reason for so doing.

On December 1st, while No. 57 was going through Aurora yard, conductor James Cox noticed brake beam down on M. C. car No. 88126, the head car in train. He telephoned the operator at Cochran to

notify train crew. While this train was passing the home of operator Young he noticed that brake beam was down and notified conductor as he was going to the office. Engineer Downing had previously discovered the defect, however, and had the beam down and out when conductor Routt arrived at head end of train. Such close observation on the part of all these men deserves commendation.

On December 18th, conductor James Cox of the Cochran yards, found fifteen feet of rail gone in transfer track at Aurora and notified all concerned. By so doing he prevented a possible wreck and loss of life.

On December 8th, the agent at Aurora found a piece of iron caught in a switch point in front of the depot. It proved to be a piece from a brake beam and was wedged in so tight that the switch had to be unlocked to get it out. The agent removed the obstruction himself, telephoned for a man to come and examine switch, and found that it had not been injured by the obstruction.

ILLINOIS DIVISION

Engineer J. W. Kessler, Illinois Division, during the month of November, after being caught by the sixteen hour law on the west end, was deadheading into East St. Louis Terminal on freight train. While passing O'Fallon Station, he noticed lying in switches that lead to the Willard Stove Foundry, a switch chain. He immediately stopped the train on which he was traveling, got off and notified operator, who sent section men to remove the obstruction. They found an ordinary car or switching chain lodged between switch points. This condition would have caused a possible derailment and loss of life had it not been

noticed. Mr. Kessler has been in the service of the Company for the past fifteen years and is regular engineer on trains Nos. 94 and 97, Illinois Division.

In conversation with the division correspondent, he stated that he is in the habit of looking out along the right-of-way when traveling, while on duty or otherwise, and this accounts for the fact that this condition came to his attention. Mr. Kessler stated that he con-

sidered this only performing his plain duty to the Company.

INDIANAPOLIS DIVISION

On December 12th, section foreman Thad Cooper, section 26, Body, Ills., discovered brake beam dragging under an eastbound local, one and one-half miles east of Osbernvillle. He promptly signaled train to stop and averted a possible serious accident.



The man who shaves just when the other passengers want to wash up.



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, Chairman

E. R. SCOVILLE, Transportation Department
 JOHN HAIR, Motive Power Department
 W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic
 Dr. E. M. PARLETT, Relief Dep't, Sanitation
 B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

J. W. COON, Operating Department

Dr. J. F. TEARNEY, Relief Department

GENERAL OFFICES BALTIMORE

It is a pleasure to record here, at the head of the many items about the thousands of men working for the Company, the fact that our esteemed president, Daniel Willard, has been elected a trustee of Johns Hopkins University of Baltimore.

Both Mr. Willard and the University are to be congratulated: the former because of the honor the election carries with it and because it opens up a new field of usefulness to him; the latter because, in the appointment of Mr. Willard, it has added to its board a man in thorough sympathy with the cause of higher learning, and one who combines in a rare degree fine intellectual capacity, splendid executive ability and sound business sense.

The Baltimore & Ohio Car Service Duck Pin League has been a great success since its reorganization, and the following figures show the averages and standing of the teams on February 1, 1914:

High individual score, one game, Knachel, 128.

High individual score, three games, Hoen, 307.

High team score, one game, Mileage, 388.

High team score, three games, Transportation, 1104.

Averages of all players to date:—

Players.	Games.	Pins.	Av
Hoen.....	12	1156	96.33
Viehmeier.....	12	1110	92.50
Knachel.....	12	1105	92.08
Burk.....	12	1097	91.42
Sommers.....	9	813	90.33
Mackin.....	12	1071	89.25
McTighe.....	6	534	89.00
Kraus.....	12	1066	88.83
Byrd.....	9	799	88.77
Felmand.....	3	262	87.33
John Clancy.....	12	1047	87.25
McClelland.....	9	775	86.11
Metzman.....	3	256	85.33
Wills.....	9	769	85.44
Newton.....	12	1020	85.00
Neavin.....	6	492	82.00
James Clancy.....	12	972	81.00
Brown.....	9	717	79.66

Standing of the teams:—

Teams.	Won.	Lost.	P. C.	Av.
Mileage.....	9	3	.750	353.42
Transportation.....	7	5	.583	352.75
Royal Blues.....	5	7	.417	346.83
Demurrage.....	3	9	.250	340.58

“Dux” Haskell’s pen of fine Mallards again carried off first prize at the poultry show. This event caused “Dux” to wag his tongue more rapidly than ever.

Park Dolliver, while reading by the glare of his furnace, fell into a doze, and was awakened by a sheet of flame coming from his furnace

We almost forgot to say that he *did* show us a couple of post cards he bought; beautiful views of Jacksonville and St. Augustine, but, you can’t smoke *them*.

A certain gentleman (G. C. G.) has been asking a lot of questions concerning the same trip, it being understood that he is shortly to do the “Dutch Act,” and he wants to get all the information possible, because she is a nice girl, and well, he wants to know all about it. You know how it is. If not, ask Charlie.

The last official census showed that each of the boys had laid up some pennies, so we are ready for the big event.



STATEN ISLAND EMPLOYEES

Left to right, R. GROELING, Chief Clerk to Master Mechanic; F. DOLAN, Timekeeper; J. O’CONNOR, Master Mechanic; and H. LAWRENCE, Draughtsman.

door, presumably caused by an accumulation of gas. His right hand and arm were badly burned before he could get out of the way.

“Head” Hohman, Jr., has been starring in a local cabaret show on Holliday Street.

Arthur Lenz has been somewhat under the weather since his return from Palm Beach. He says it was on account of residing at his new home at Raspeburg.

One LARGE smile. (One of the kind that stretch from ear to ear.)

“Well, what’s up Joe? Did the auditor just notify you of another raise?”

“Nope.”

“Find a pocket-book on the train this morning?”

“No, fellows, IT’S A BOY!”

F. F. M. (better known as Speed), took an extended southern tour during January, but we didn’t see any of those celebrated Key West cigars floating around when he returned.

NEW YORK DIVISION

Correspondent, T. A. KAVANAGH, *Chief Clerk*, Pier 22, N. R., 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. SALISBURY.....Asst. Terminal Agent, Pier 7, N. R.
- ALFRED OSWALD.....Foreman, Pier 22, N. R.
- M. E. DEGNAN.....Foreman, West 26th Street
- GUS FLAMM.....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.
- TONY ROSS.....Laborer, Pier 22, N. R.
- SAM GILESTA.....Laborer, 26th Street
- MIKE MONDAY.....Laborer, Pier 21, E. R.
- MIKE DEMAYO.....Laborer, St. George
- C. H. KOHLER.....Supervisor Floating Equipment, Marine Department
- 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.....Lighter 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, Vice-Chairman
R. H. TAXTER.....	Road Conductor
M. SCHAFFER.....	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. HOBAN.....	Road Engineer
D. A. McLAUGHLIN.....	Yardmaster
R. E. COLLINS.....	Passenger Conductor

During the recent storm seven coal boats containing over 4000 tons of coal were sunk at the St. George Coal Docks.

The accompanying photograph is of John J. O'Connor, who is receiving the congratulations of his many friends on his recent promotion from assistant master mechanic to master mechanic of the Staten Island lines. Mr. O'Connor has



JOHN J. O'CONNOR, MASTER MECHANIC

been with the Staten Island lines for a number of years, having worked with the Old Rapid Transit Ferry Company, and later being promoted to general foreman of the Clifton Shops and then to assistant master mechanic.

The recent death of engineer Joseph Blackburn took from the payroll the oldest engineer in the service on the Staten Island lines. For a long time Mr. Blackburn had been off duty on account of the illness which caused his death. He is survived by his wife, who has the sincere sympathy of many friends.



VANDERBILT AVE., STATION, S. I., AND "RING YOUR BELL" SIGN FOR "SAFETY FIRST"

The sincere sympathy of all the employes goes out to conductor J. Nichols, and his son fireman Albert Nichols, on account of the death of Mrs. Nichols.

On December 20th the Safety Committee attended the "Safety First and Sanitation Exhibit" at the Grand Central Palace, New York City. Many interesting exhibits were gone over by the Committee and all felt well repaid for their visit.

A suggestion for the cover of a Commutation Book:

We think of the accidents of the past,
And hope each one will be the last.
So through each day of this new year
Let "Safety First" allay our fear.

—Conductor Roy Collins.

Clarence Davis, chief clerk to the trainmaster, Roy Collins, conductor, and Reinhard Groeling, chief clerk to master mechanic, have been appointed a committee to get up a "Staten Island" issue for the *Employes Magazine*. A circular letter has been issued and all employes are requested to send in any material which will help to make the number a success.

After his trip to the automobile show a number of the boys are wondering whether or not "Harry" will change his auto for one of the up-to-date cars which were on exhibition.



Veteran Employees Association

Baltimore & Ohio Railroad
Philadelphia Division

JANUARY 15, 1914

AT MAYERS

CLAYSON
230
516

NEARLY ONE HUNDRED AND FIFTY MEMBERS ATTENDED THE BANQUET OF THE VETERANS' ASSOCIATION OF THE PHILADELPHIA DIVISION

After the recent shut-down of the Clifton Shops, all the men are glad to be back again on full time.

Conductor E. Jacklin has returned to duty after a recent illness that confined him to the house for several days.

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

J. W. Aldridge, freight conductor, in service since 1867, went on the pension list January 1st. Mr. Aldridge has been a member of the Veteran Employees' Association since it was organized.

E. C. Cooper, passenger conductor, in service since 1872, went on the pension list January 14th. Mr. Cooper has been a member of the Veteran Employees' Association since it was organized.

William Sinnott, formerly master mechanic of the Philadelphia Division for a number of years, and lately on the staff of the district superintendent of motive power, has returned to our division and was appointed master mechanic January 1st. His many friends here are glad to have him back again.

Married, at Lancaster, Pa., December 28th, 1913, Harold E. Stark and Miss Anna M. Vincent. Mr. Stark has been agent at Cowenton, Md., for the past several years and has a host of friends on the Philadelphia Division.

The sixth annual banquet of the Veteran Employees' Association of the Philadelphia Division, was held at 1620 North Broad Street, Philadelphia, on Thursday evening, January 15th, 1914. As will be seen from the accompanying picture a large number of members participated. Some of the guests present included local officials of the law, traffic, transportation and other departments and some of our good friends from Baltimore.

The election of officers for the ensuing year resulted viz.: president, J. C. Richardson, Philadelphia; vice-president, J. E. Walters, Wilmington; secretary, J. M. Graeve, Philadelphia; treasurer, E. T. Magowan, Philadelphia; executive committee, G. W. Andrews, Baltimore; G. W. Sturmer, Baltimore; E. A. Sands, Philadelphia; H. O'Neill, Philadelphia, and S. L. Curry, Philadelphia. In the year 1913, ninety-six new members were added and five died, making the present membership 362.

All present seemed to enjoy the evening heartily, and the prevailing sentiment among the members is that no other event of the year offers the possibilities afforded by this annual affair for the discussion of conditions on the Road, the recalling of interesting anecdotes, the renewing of old and the forming of new friendships.

BALTIMORE DIVISION

Correspondent, W. H. SCHMIDT, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS	Chairman
C. W. MEWSHAW	Vice-Chairman
G. R. ALBIKER	Yard Conductor, Curtis Bay
R. B. BANKS	Division Chain 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. KINSTENDORF	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, Bayview
S. E. TANNER	Master Carpenter, Camden
C. E. WALSH	Engineer, Riverside
J. L. WALSH	Assistant Yardmaster, Mt. Clare
G. H. WINSLOW	Secretary, Y. M. C. A., Washington, D. C.

"DO" office has the champion eater of Baltimore in the person of Jake Herbert, the delay clerk. Much amusement was caused among the dispatchers on duty Christmas day, or rather Christmas night. Jake had some turkey sandwiches and forgot that Friday began at midnight, it being 11.50 p. m. And being a good churchman he endeavored to get outside of the sandwiches in the ten minutes that were left of Thursday. It was a race against time in which Jake won by a narrow margin, finishing the race on the stroke of twelve. The boys of "DO" are willing to enter Jake in any eating contest and back him against any other champion eater in Baltimore.

The many friends and associates of Charles C. Gardner, chief clerk to the superintendent of the Baltimore Division, were very much shocked to learn of his death on November 30th, 1913. While it was not entirely unexpected, as he had been quite ill for several months, we all hoped that he would regain his usual good health and come back with us. Mr. Gardner was well and favorably known to all the heads of departments, as well as to all of those in charge of yards and stations on the division. When they had business with the chief clerk, he was always ready and willing to offer the helping hand to those who needed it, although he would insist upon accurate and prompt handling of business. He entered the service as clerk and messenger in January, 1875,



PRESENT ADMINISTRATION FORCE AT MT. CLARE
(See notes)

and was steadily advanced until he was made chief clerk on July 14th, 1896, remaining in that position until the time of his death. The funeral was held from his late residence 200 East Lanvale Street, on Tuesday, December 3rd, 1913. The pallbearers were: C. W. Galloway, general manager; F. E. Blaser, general superintendent, Main Line System; O. H. Hobbs, superintendent, Baltimore Division; J. P. Kavanaugh, assistant superintendent, Baltimore Division; C. W. Pledge, general agent, Claremont, Md.; and E. E. Hurlock, division operator, Baltimore Division. The interment was at Loudon Park cemetery.

Fire broke out in the Baltimore & Ohio pump house at Relay, Md., on Monday morning, January 12th, 1914, at 3.00 a. m. The St. Denis and Relay Fire Companies answered the alarm turned in by the St. Denis Company, and both Companies were soon on the ground, but owing to there being no water plugs could do nothing until the Catonsville Company with their automobile engine arrived and pumped water from the stream. The building was burned to the ground.

A number of clerks in the local freight office at Camden Station gave an informal New Year's gathering at the home of Raymond F. Hardy, 1903 W. Saratoga St., on Tuesday evening, January 13, 1914.

Captain Christian Feick's stringed orchestra was engaged for the evening and rendered the latest popular pieces. The reception and music rooms were tastefully decorated with potted plants, American beauty roses and red carnations. Dancing was enjoyed until 12 midnight, when a course supper was served.

The object was to bring together more closely in a social manner the men employed on the Baltimore & Ohio System at the Baltimore Terminals. A society was inaugurated which will be known as the Baltimore & Ohio Society Clerks for entertainments of a similar nature and to discuss matters pertaining to the Company's interests. Those present were: Captain Christian Feick, Stewart Cole, Gardiner Hewitt, H. T. Winkler, F. M. Reckhtenwald, Frederick Weber, George Dietz, W. A. Miles, Jos. Glazer, Miss Iva Beck of Gettysburg, Miss Marguerite Snyder, Miss Lillian Amey, Miss Florence Hardy, Miss Loretta McDonald, Miss May Russell, Miss Annie Russell, Mr. and Mrs. Wm. Amey, Mr. and Mrs. Andrew Stegman, Mr. and Mrs. Wm. Hardy, Jr., Mr. and Mrs. Wm. Hardy, Mr. and Mrs. Jos. Silva, Mr. and Mrs. Milton Foster.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT, *General Foreman*

DIVISIONAL SAFETY COMMITTEE

P. CONIFF.....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. CHENEY Moulder, Brass Foundry
 V. L. FISHER Moulder, Iron Foundry
 J. L. WARD Machinist, Number 1 Machine Shop
 J. O. PERIN Machinist, Number 2 Machine Shop
 H. E. HARSLOOP Tinner, Pipe, Tin and Tender Shops
 GEO. R. LEICHL Manager, Printing Dept.

Car Department

H. A. BEAUMONT.....Chairman
 H. H. BURNS.....Freight Repair Track, Mt. Clare
 T. H. TATUM Repairman, Freight Car Repair
 Track, Mount Clare
 L. A. MARGART Mount Clare Junction
 J. T. SHULTZ Cabinet Shoo, Mount Clare
 C. W. GEGNER Passenger Car Shop, Mount Clare
 OTTO A. FRONTLING 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. SCHAEFFER Locust Point
 J. F. MIELKA Locust Point
 I. G. R. LATHROUN Bayview

The accompanying photograph shows the present administration of the Mt. Clare shops. Starting from the front row and reading from left to right are:

First row: C. J. Weber, foreman of the iron foundry; T. F. Eaton, machine tool foreman; M. Heally, assistant foreman of boiler shop; J. V. Lecompte, foreman No. 2 machine shop; J. E. McCann, storehouse department.

Second row: F. S. Torback, general foreman locomotive department; H. A. Beaumont, general foreman Baltimore Terminals; P. Coniff, superintendent of shops; J. M. Paulis, assistant superintendent of shops; J. M. McDonough, assistant superintendent of shops; F. E. Johnson, storekeeper, Mt. Clare.

Third row: Mr. Gillis, assistant foreman pipe shop; A. Pilson, foreman tin shop; R. J. Hipsley, foreman of tender shop; W. H. Gordon, shop clerk; W. J. Maynard, foreman brass department and foundry; Mr. Dill, gang leader, erecting shop; H. C. Burke, gang leader, erecting shop; F. White, assistant foreman boiler shop; Col. W. O. Peach, foreman of blue print room (grandfather of the bunch); H. Kirby, foreman pipe shop; D. H. Tatum, foreman tender paint shop.

Fourth row: T. Fitzgerald, boiler inspector; P. J. Gallagher, foreman boiler shop; C. Fisher, gang leader, erecting shop; E. L. Moran, foreman axle shop; L. E. Galloway, foreman erecting shop; W. J. Kavanaugh, assistant foreman No. 2 machine shop; Mr. Litchfield, acting foreman of pattern shop; Samuel Dowling, foreman of the saw mill.

Fifth row: D. B. Stone, machine foreman No. 2 machine shop; D. Andrews, foreman No. 1 shop; T. Isaacs, assistant foreman blacksmith shop; L. C. Toomey, locomotive inspector; Mr. Blankford, gang leader, erecting shop; W. G. Brown, general material man; G. W. Barnstricker, assistant foreman No. 1 shop; J. J. Conen, gang leader, erecting shop; W. Stier, yard foreman; Mr. Sisk, foreman of blacksmith shop.

W. N. Allman, of the mechanical engineer's office, is confined to his bed with an attack of grippe.

E. E. Morningstar, of the mechanical engineer's office, still has a bowling average. If you want to get him hot under the collar just ask him what his average is.

We were all sorry to hear of the sudden death of C. C. Riley, former general superintendent of

W. T. Jackson, chief clerk in the general foreman's office, is slowly recovering from a scald on the leg. We all wish him a speedy return to his normal health.

R. J. Binan, of the mechanical engineer's office, has decided that two can live more cheaply than one, and he has therefore planned to launch his ship upon the sea of matrimony some time during January.



NO. 2 MACHINE SHOP, MT. CLARE, WHICH HOLDS THE RECORD OF BEING THE SAFEST SHOP ON THE SYSTEM

transportation. The Company thereby loses the services of a very valuable and efficient officer. We desire to extend our heartfelt sympathy to his family and relatives.

Harry A. Richardson, employed in the tool and experimental room at Mt. Clare, was visited by that welcome bird the stork, which brought a fine baby boy. We are wondering if Richardson has shaved off his mustache, so the baby cannot pull it.

Mr. Hill, another employe of the tool and experimental room at Mt. Clare was also visited by the stork and now he smiles more than ever.

"It never rains but it pours," so don't get excited when we tell you that Mr. Kines, a new man in the tool and experimental room, has also been blessed by a new arrival in his home.

Perhaps the readers of the magazine will judge that the tool and experimental room is *some* place, and that most of the men there belong to the "Bull Moose" clan. If their principles are all as good as their belief in large families, however, they will never go far astray.

WASHINGTON TERMINAL

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

In behalf of a large number of employes of the Terminal Company, superintendent A. M. Keppel presented former auditor J. J. Ekin with a handsome gold watch and chain on the occasion of his severing his connection with the Terminal Company. Mr. Keppel spoke of the untiring zeal of Mr. Ekin as auditor of the Company, and superintendent of the Relief Department, in helping build up the organization and furthering the interests of the Company and the men.

Mr. Ekin replied with expressions of appreciation, asserting that his associations with the Terminal Company would always remain as pleasant memories throughout his life.

The elimination bowling tournament conducted during the holiday season on the Terminal R. R. Y. M. C. A. alleys was rolled off by a large number of contestants. The finals were won by C. L. Williams, first; Jos. P. Mulroe, second; and F. C. Humphrey, third. The trophies were presented at the "800 Stag Social"

and consisted of a set of bowling balls, a gold pin, and a silver pin.

Robert F. Cogswell, who for a number of years has been connected with the auditor's office, resigned to accept a position in the office of the clerk of the Supreme Court. Mr. Cogswell has made many friends by his genial manner and their well wishes go with him. Who knows but he will be a judge of the Supreme Court some day. We can't aim too high.

The friends of general yardmaster Frank L. Holland deeply sympathize with him in the great loss sustained in the death of his wife.

Locomotive engineer Robert M. Smith, a well known railroad man who has been running into Washington for thirty-two years, died very suddenly at his home at 118 Carroll Street, southeast. His family have the sympathy of their friends in this affliction.

A series of lectures has been arranged for railroad men at the Terminal R. R. Y. M. C. A. These are designed as part of the educational work, bringing before the men places of historic interest, describing peoples and customs, and are illustrated with colored stereopticon slides. The lectures are held Wednesdays at four o'clock in the afternoon for the men

working nights, and repeated at eight o'clock for the day men. The subjects are: Panama, Mexico, New England, Alaska, Great Things of the Globe, and London. Other subjects will be given out later.

The basket ball league is doing splendid work this season. The regular team, composed of Gregory, Kehl, Boyd, Henderson, Munch, Platz and Moffett, represent the Terminal R. R. Y. M. C. A. in outside games and are winning a large number of them.

The "800 Stag Social" for members of the Terminal R. R. Y. M. C. A. was a huge success. A large number of men were in attendance to celebrate reaching the 800 mark in membership, toward which they have been striving for some time. A good program was rendered. C. W. Guest, hostler at the roundhouse, was director of the orchestra and G. P. Leech, chief clerk to the general car foreman, and his male quartette sang several fine selections. The "Old Reliable" W. C. Montignani, of Cumberland, and his Scotch song made a hit as usual. Addresses were made by chairman of the Committee of Management, B. R. Tolson, chairman of the Membership Committee, I. E. Smith, and Railroad Secretary of the International Committee, H. O. Williams.



OFFICERS OF THE BRUNSWICK VETERANS' ASSOCIATION

Top, left to right: T. A. SINGAPOOSE, Treasurer; J. T. MARTIN, President; J. J. HASKETT, Vice-President.
Bottom, left to right: EUGENE HARRISON, Secretary; F. A. ALDER and G. E. MILES, of the Executive Board

The members are gratified at the result of their efforts but do not seem to be satisfied. At the last meeting of the Membership Committee it was unanimously voted to set the mark at 1,000 and to reach it as soon as possible.

CUMBERLAND DIVISION

Correspondents

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

H. H. SUMMERS, *South Cumberland*

T. T. SHAFFER, *North Cumberland*

W. L. STEPHENS, *Martinsburg*

E. H. RAVENSRAFT, *Keyser*

DIVISIONAL SAFETY COMMITTEE

East End

M. H. CAHILL..... Assistant Superintendent, Chairman
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. G. LESTER..... Signal Supervisor
DR. E. F. RAPHEL..... Medical Examiner
W. HARRIS..... Division Claim Agent
J. L. GIBBENS..... Yard Conductor
C. E. MCCARTY..... Secretary

West End

J. W. DENEEN..... Trainmaster, Chairman
C. S. MCBEE..... Road Conductor
E. MERKLE..... Road Engineer
J. W. MANFORD..... Yard Conductor
D. C. PLOTNER..... Frogman
E. M. CHEVERANT..... Coppersmith
W. B. TANSILL..... Leading Inspector
J. WELSH..... Conductor
I. S. SPONSELLER..... General Supervisor
DR. J. A. DOERNER..... Medical Examiner
W. C. MONTIGNANI..... Secretary Y. M. C. A.
T. F. SHAFFER..... Secretary to Superintendent

Blaser is a very forceful speaker. His remarks were well taken by all present and ought to produce good results.

We are showing herewith a picture of David H. Watson, who has been appointed assistant master mechanic at Keyser, W. Va., in charge of the Keyser shop and the West End of the Cumberland Division. He succeeds J. A. Tschour, who was transferred as master mechanic at Washington, Ind., of the Indiana and Illinois Divisions. Mr. Watson is a hustler in the railroad world. He came to Cumberland as



DAVID H. WATSON

On Monday, January 12th, we had at Cumberland, one of the largest official meetings ever held on the division. The superintendent's entire staff, with but one or two exceptions, was present, as were agents from all the principal stations, Mr. Blaser, general superintendent and Mr. Lynn and Mr. Chandler, of the Loss and Damage bureau.

The meeting was addressed by Mr. Blaser, along the lines of efficient and economical operation, particular stress being placed upon securing a closer cooperation on the part of all employes in the interest of the railroad. Two subjects were given especial attention; the movement of foreign cars and the handling of less than carload freight. He pointed out that it is absolutely necessary for foreign cars to be handled strictly in accordance with instructions. He also discussed the large amount of money lost by the Company on account of loss and damage to freight, and showed how a very material saving could be effected by the proper loading, carding and handling of freight by agents and station forces, and our local package crews. He further emphasized the importance of carrying out instructions to the letter. Mr.

assistant master mechanic at that point in July, 1913, from the Chicago Division, where he was general foreman at Garrett, Ind. His many friends at Cumberland are glad to know of his promotion and at the same time are sorry that he is to assume duties which will take him from their midst.

Fred W. Boardman has been appointed as assistant master mechanic at Cumberland, in place of Mr. Watson, who was transferred to Keyser. Mr. Boardman has for the past few months been acting master mechanic at Philadelphia. He is a young man of sterling qualities and has worked over the line of the Baltimore & Ohio from one end to the other. We are glad to have him with us.

L. E. Porter, clerk to road foreman L. J. Wilmot at Cumberland, is wearing the smile that don't come off and when asked the reason for his especially good humor, he replied, "Haven't you heard the news?" Of course we had not and he then confided that he was the proud father of a nine pound girl. It is no wonder that he was happy.

The employes of the Baltimore & Ohio at Cumberland have organized a Duck Pin League, their games to be played at the Baltimore & Ohio Y. M. C. A., which is situated just across the street from the shops. They have organized six teams, which are all about evenly matched and have a schedule extending over twenty weeks, each team bowling three games each week. While the league is yet young, there is much enthusiasm manifested and much comment as to who will win the prize money. Final ending prizes are as follows:

First team, loving cup and merchandise; second team, loving cup; third team, merchandise; high team score, \$5.00 in gold; high individual score, \$5.00 in gold; high average on each team, \$5.00 in gold; highest average for season, small loving cup and merchandise. One of the loving cups was donated by the S. T. Little Jewelry Co., and the other by the Baltimore & Ohio Y. M. C. A. The officers of the league are F. L. Leyh, president and treasurer; H. T. Beck, secretary, with a board of arbitration composed of H. Y. Snyder, J. E. Dixon, O. H. Smith and R. G. Allemond.

The standing of the teams to date is as follows:

	Won.	Lost.	P. C.
Imperials (M. M. Office)...	2	1	.667
S. T. Little Jewelry Co....	2	1	.667
B. & O. Y. M. C. A.....	2	1	.667
Royal Blue's (M. M. Office).	1	2	.333
Store House.....	1	2	.333
Boiler Makers.....	1	2	.333

At Cumbo, W. Va., on the Cumberland Division, where joint operations are maintained by the Baltimore & Ohio for the Baltimore & Ohio and C. V., arrangements are being made to install a modern cinder pit such as we have at Cumberland. It consists of a concrete pit twelve feet deep, with sufficient room and tracks to accommodate several engines. The pit is filled with water at all times and when the fires are removed from the engines the ashes fall into it, and are later removed with a clam shell bucket, operated by means of an electric hoist. This is one of the latest improved cinder pits and will facilitate greatly the handling of engines at Cumbo.

At Cumberland during the month of December, 1913, all previous records were broken for handling engines over the ash track, there being a total of 4232 engines handled. This, figured on twenty-four hours per day and every day in the month makes a straight average of an engine handled for a complete dispatchment every ten and one-half minutes, at an average cost of about \$1.69 per engine.

The group meetings at our Baltimore & Ohio Y. M. C. A. building during the past month have been well attended. Eleven men during the past month have taken a decided stand for the Christian life, and are already expressing pleasure in their new experience. The meetings are held every Sunday afternoon at four o'clock, and all the men of our division are cordially welcome.

The Christmas entertainment at the Baltimore & Ohio Y. M. C. A. this year, in point of numbers, eclipsed anything in the past. Over sixteen hundred children, nearly all of them children of Company employes, transportation men and shop men, swarmed through the building.

Six hundred little tots were entertained between the hours of two and four in the afternoon; about five hundred of the larger children between the hours of four and six and from seven to nine the big girls and boys enjoyed the good things prepared for them by the Association. Every child received a gift, none were disappointed, and the entertainment of motion pictures of Christmas and fairy stories, interspersed with songs and music, made the day one which will be long remembered by the children who were fortunate enough to attend. Many were the expressions of gratitude, even from many small tots, to Santa Claus, who handed out the gifts, some of the little ones shrinking from him; others coming forward with timidity; while others in their appreciation threw their little arms around his neck. One little lad, about four, as he hugged Santa Claus, thanked him for the good things he had put in his stockings and left at his home that morning, and also thanked him for the dandy time he had given him.

A great many of the parents were also in attendance, and expressed their appreciation.

Perhaps it is not saying too much to add that a great many of those sixteen hundred children would have had no real Christmas had it not been for this entertainment, and the officials of the Association take this opportunity, through the magazine, to thank the officials of the Company and all who so kindly subscribed and made this treat possible.

An up-to-date air brake room has been fitted up at the Cumberland shops, where all air brake work is repaired and tested before being sent out. It is heated by steam, and has plenty of light. It is large and roomy, and has a testing rack for all the various parts of the air brake business. The foreman of the room is C. P. Shaffer, and his able and congenial assistant is J. G. Deffbaugh.

The many friends in Cumberland and Keyser of John A. Tschour, until recently assistant master mechanic of the Keyser shops, will be delighted to learn of his well merited promotion to the important position of master mechanic of the Baltimore & Ohio shops at Washington, Ind. Mr. Tschour has had a very rapid rise in railroad circles. It is only three years ago since he was night foreman in the shops at Connellsville; from that position he was promoted to general foreman of the Connellsville shops; from there he was sent to Keyser as assistant master mechanic. Mr. Tschour assumed his new duties on the 28th of December. Although quite a young man, Mr. Tschour has exemplified the fact that he is a born railroad man. He formerly served on the Lake Erie & Western Railroad, holding various positions. His many friends wish him con-

tinued prosperity, and are all looking eagerly forward to see him rise in the calling which he has chosen for his life work.

Superintendent Kelly has announced the appointment of Vincent Paul Drugan as assistant division engineer at Keyser, W. Va., to take the place of F. G. Spruhan, who has left the service to enter another field. Mr. Drugan comes to us from the Philadelphia Division, highly recommended, and has created a very favorable impression here. He first entered the service as rodman, May 25th, 1903, and was promoted to chainman, October 1st, 1903; to levelman, during June, 1905; to transit man, October, 1905; to transit man in charge, June, 1910; to acting field engineer, January 1st, 1911; to transit man, Baltimore Division, M. of W. Department, June, 1911; to assistant supervisor, Philadelphia, December, 1911; to assistant division engineer, Philadelphia Division, November, 1912, his last transfer being to the Cumberland Division as assistant division engineer, December 1st, 1913.

A yard audit has been installed at Cumberland, for the purpose of developing the average time of cars passing through this terminal. The work is under the direction of the general superintendent of transportation, but is handled in the superintendent's office, and the information obtained is of much value to our local officers. It is expected that a material improvement in our yard operations will be effected as a result of this examination of actual conditions in the yard. The preparation of data is being directed by P. S. Niland, formerly chief yard clerk, at Cumberland, and he is very ably assisted by M. J. Flemming, formerly agent at Terra Alta; A. P. Connell and F. H. Spearman, transferred from the M. of W. Department, and C. J. Crogan, stenographer.

Our operating officials feel some little pride in the fact that the Cumberland Division, for the year just ended, established a record of having had first place in efficiency of freight operation for seven months, the East End occupying this position six times, and the West End once. The other divisions will have to "go some" if they want to beat this in 1914.

Some ten years ago, when the M. of W. shops were moved from Harpers Ferry, W. Va., to Cumberland, four employes whose duties required them to live in proximity to their work, that they might be available for emergencies on the line, moved their families to Cumberland. The men referred to are Clair Kemp, carpenter foreman, Ed. Colgate, painter foreman, John Ketzer, and Jerry McGraw, carpenters. These men entered the service shortly after the civil war, and have seen the Baltimore & Ohio grow from a primitive little railroad to one of the largest and most modern trunk lines of our country. They are still in active and enthusiastic service, and their fellow employes hope to see them reel off many more years. While they are old in the service, their work is that of men still in the prime of life.

M. S. Felty, file clerk of the superintendent's office, was recently transferred to the claim department as assistant claim agent, at Youngstown, Ohio, and we understand that he is meeting with success. E. A. Cosgrove, formerly car clerk in the master mechanic's office, has been promoted to fill the vacancy, and while the position is a responsible one, on account of his previous experience he is fast becoming acquainted with the work.

G. B. Clifton, supervisor office service, recently spent about ten days here looking over some of the work.

E. A. Day, special representative of the transportation department, made us a visit on January 4th.

W. E. Duffy of the general manager's office was also a business visitor recently.

Our maintenance of way timekeeper, J. E. Barnhart, is making strenuous efforts to raise a mustache.

Maintenance of way stenographer F. E. Powell is also trying to conserve what hair he has and raise some more, having had his head shaved in the hope of stimulating its (the hair's) growth. We certainly are with him in wishing that the present sacrifice will be justified by results.

C. Lee Connell, our genial car distributor, has been temporarily laid up with la grippe. He has been confined to his bed for several days.

W. A. Johnson, our night car distributor, has had an epidemic of trouble for the past month, having been afflicted with ptomaine poisoning and then tonsillitis, but he is now fully recovered.

W. T. Hughes, assistant division engineer, East End, Cumberland Division, apparently in the very best of health was suddenly stricken with appendicitis, Sunday, January 5th, while on his way from the office to his home for lunch. A hurried consultation was held by three of our leading physicians, and it was deemed necessary to operate on him within two hours. He was rushed to the Allegany Hospital, where he underwent a successful operation. The friends of Mr. Hughes will be glad to know that he is getting along very nicely.

MARTINSBURG SHOPS

Born to brakeman Benjamin L. Dutmo and wife, a young son.

Miss Lola Hawermille of Grafton, and Carey I. Gay, assistant line foreman, Baltimore & Ohio telegraph system, Martinsburg, W. Va., were married on December 25th, in Cumberland, Md.

Mrs. Laura L. Thompson, widow of conductor Montgomery Thompson, died at her home in Martinsburg on December 31st after an illness

of two weeks. Death was due to pneumonia, which developed from an attack of grip.

Her deceased husband, conductor Thompson, was killed about eight years ago while on duty. Mrs. Thompson was aged about 66 years. The funeral services were held in St. Joseph's Catholic Church, January 2nd.

On January 1st, W. L. Cuddy of this city, a well-known Baltimore & Ohio engineer, was retired after 23 years of continuous service on account of having reached the age limit. Mr. Cuddy was an engineer with 45 years experience on the great steel way and during this entire period has never been injured while on the road and lost very little time by reason of sickness.



W. L. CUDDY

His first railroading was on the Pennsylvania System, in which he took service at the age of 21 years. He was an engineer from Baltimore to Marysville, Pa. In 1880 he cast his lot with the Norfolk & Western, and remained with that road about 11 years, serving his employers consistently and well. He came to the Baltimore & Ohio in 1891, and since that time has been pulling an engine throttle for this System. In the 45 years he figured in but one accident, a head-on collision, in which he was not at fault, and he has never served time or been punished for any infraction of rules. Engineer Cuddy was born in Monkton, Md., 66 years ago, and has stepped down from the cab after a long and honorable career as a railroad man. His many friends regret that the protracted illness of his wife, who has been a patient in the King's Daughters' Hospital for many months, will not permit him to fully enjoy the well earned rest. His three children believe like their father in the railroad life. His daughter Emma is the wife of Harry Mitchell, who lately passed the examination promoting him to the position of engineer. One son, Harry, is on the "right side" for the Atchison, Topeka and Santa Fe,

running out of Los Angeles, and the other son Theodore is a "knight of the throttle" on the Norfolk & Western, and lives in Roanoke, Va.

KEYSER

J. A. Tschour, assistant master mechanic for the Baltimore & Ohio at Keyser, has been promoted to master mechanic at Washington, Ind., which is the second largest shop on the System. He has been in the employ of the Company but three years. He has not been in Keyser very long, but during his stay here has improved the facilities for doing the work in such a manner as to show unquestionable ability. He leaves Keyser with the best wishes of the employes with whom he has had dealings. While we regret having him go, we are well pleased to feel that he has received a deserved promotion.

Fazenbaker's "get 'em all" duck pin team of Keyser, defeated "Derbie Griff" McGinn's hustlers of Cumberland, December 17th, at Keyser, by 172 pins. The scores follow:

B. & O. Cumberland.

Cox.....	109	109	96
Grosscup.....	85	110	106
Thomas.....	87	88	82
Campbell.....	98	130	94
Gross.....	113	115	108
McGinn.....	115	107	100
Total.....	607	659	586

B. & O. Keyser.

Ravenscroft.....	95	100	95
F. Hammill.....	123	98	130
Day.....	110	124	99
A. Hamill.....	102	106	99
E. Sheetz.....	90	138	139
Fazenbaker.....	116	126	129
Total.....	636	692	691

Fazenbaker was high man, with a total of 371 for the three games.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

- G. D. BROOKE..... Superintendent, Chairman
- R. H. EARLE..... Engineer
- W. H. WINKLE..... Yard Conductor

We were pleased to have a visit from A. B. Ludwig, pensioned pumper, a few days ago. Mr. Ludwig is well and hearty at the age of 79 and is as active as a man very much his junior. He delights in reading the magazine.

Master Don G. Harmer, aged twelve, son of conductor Stanley E. Harmer, won a twenty-nine-pound turkey in a shooting match at Strasburg Junction recently against twenty-six

contestants, some of whom were experienced shots. This is "some shooting."

Brakeman L. Carter, is on the sick list, due to having his great toe amputated. His friends will be glad to know that he is rapidly improving.

James Murnan, the veteran hostler at Winchester, Va., is on the sick list on account of an injured back. D. L. Gruber, of Strasburg Junction takes his place during his sickness.

Fireman F. S. Royce, had the misfortune to mash his finger several days ago while assisting to load baggage at Winchester.

O. L. Marks, operator at Lexington, has been off duty attending the funeral of his father-in-law, which took place at Timber Ridge, Va. He was relieved by J. W. Morrow of Strasburg Junction.

J. Allan Maphis, of the commercial freight agent's office at Washington, D. C., spent a week's end recently with his father J. L. Maphis at Winchester, Va.

MONONGAH DIVISION

Correspondent, C. L. FORD, *Assistant Shop 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
P. J. MADDEN.....	Engineer

During the heavy snow storm that fell on January 3rd and 4th, causing some little delay to trains on the Monongah Division, on account of wires being down, and thus making it impossible for train dispatchers to keep in close touch with the handling of trains, some trains were caught between terminals, but were handled by the crews in good shape. All operators located at stations gave splendid service in the relaying of train orders and the handling of trains. Train dispatchers were temporarily unable to communicate with the operators at Salem, Pennsboro, Parkersburg and Wolf Summit. The service received from all of these stations was splendid. Superintendent Scott issued a general notice thanking all concerned for the interest displayed in the moving of trains.

An important meeting of the Baltimore & Ohio Railroad officials was held at the Willard Hotel Tuesday, January 13th, for the improve-

ment of the service on the Monongah Division. J. M. Scott, superintendent of the division, was chairman. What action to take in regard to loss or damage to shipments; how best to handle freight, and the proper handling of equipment were the principal subjects discussed. Superintendent Scott and his staff are making every effort to bring the Monongah Division to the head of the list. Those present were as follows: F. E. Blaser, general superintendent; J. W. Coon, assistant to general manager; J. M. Scott, superintendent; F. Fowler,



SARAH ELIZABETH WELLS

Daughter of Agent S. H. Wells, Clarksburg, W. Va.

division freight agent; E. D. Griffin, trainmaster; W. M. Haver, trainmaster; J. A. Campbell, captain police; P. B. Phinney, agent; E. J. Hoover, O. L. Rohrbaugh, F. J. Patton, chief clerk; J. D. Anthony, assistant chief clerk, charge agents; Gail Fishback, car distributor; B. Z. Hoverstott, assistant trainmaster; J. B. White, trainmaster; W. Beverly, general yardmaster; B. Thompson, agent; S. H. Wells, agent and yardmaster; J. L. Ernest, J. B. Dotson, F. C. Shingleton, B. Nuzum, W. E. Green, W. E. Simonton, S. M. Hamilton, J. G. Boylen, G. W. Busick, W. V. Shipley, A. F. McWilliams.

On January 4th, W. F. Compton, our agent and operator at Cowen, suffered a slight stroke

of paralysis. Mr. Compton at this writing is able to be up and about and expects to resume duty in a short time. We hope for his speedy recovery.

J. C. Riddle has been transferred from Cornwallis to first trick at "J" tower, B. H. Gabbert takes second trick at Cornwallis; L. C. Scott, third trick at Cornwallis. G. W. Drainer has been appointed agent and operator at Tygart's Junction. Thomas O. Morrow has been appointed agent at Burnsville.

E. B. Horner of the Grafton shops has been appointed general foreman at West Fork, vice J. E. Burnup, assigned to other duties. Mr. Horner is a very able mechanic and his many friends wish him success in his new and responsible position.

C. R. Martin of the car distributor's office resigned his position, effective January 10th, 1914, to accept a position with the Jamison Coal & Coke Co., at Fairmont, W. Va. Success to Mr. Martin.

L. J. Miller of the car distributor's office has been promoted to take the place of C. R. Martin. Go to it, John, and see that Form No. 859 is made up correctly.

Camden D. Summers, of the Grafton shops, has been promoted to the position of general foreman at Fairmont. Mr. Summers succeeds R. G. Burnup, assigned to other duties. Mr. Summers was born September 1st, 1873. He entered the service of the Company July 1st, 1896, at Grafton, working continuously until January 1st, 1914, when he took charge of Fairmont shops. His many friends wish him success in his new and responsible position.

George Henry Turner has been appointed express agent and operator on the Monongah Division, effective January 1st, 1914. Mr. Turner entered the service of the Baltimore & Ohio Railroad Company in January, 1900, left in August, 1907, went west and entered service of the U. P. R. R. in December, 1908. He resigned in October, 1913, returned east and again entered the service of the Company. Mr. Turner is well recommended and we wish him success on the Monongah Division.

Division engineer E. T. Brown, who has been confined to his home for some time with pneumonia, is able to be out and at his desk. We are all glad to have Mr. Brown with us again.

S. S. Slotter, time clerk, was taken to the Powell Hospital suffering with typhoid fever. We all wish Mr. Slotter a speedy recovery.

E. C. Peppers and George Uhlman, maintenance of way clerks, spent January 13th and 14th in Pittsburgh. On their return they report having had a good time in the smoky city. Mr. Peppers reports an especially pleasant trip from Benwood Junction to Wheeling.

WHEELING DIVISION

Correspondent, A. G. YOST, *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. YOST	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

William Hartley, car inspector in the yards at Benwood, was married on Christmas day to Miss Nellie Spence at the home of the bride's parents, Mr. and Mrs. L. Spence, at Washington, Pa. Good luck "Bill."

Car inspectors F. Slonaker and George Dean were recently off duty on account of illness.

C. J. Carpenter, engineer, had a sick spell recently at his home in McMechen.

C. H. Bonnesen, assistant trainmaster, has returned to duty after a two weeks' vacation.

G. M. Sharp, car record clerk, Wheeling, has returned to duty after a week's vacation.

J. W. Villers, of the division engineer's office has recovered from a serious illness.

B. B. Gorsuch, conductor on trains Nos. 16 and 55, is again off duty on account of illness.

R. B. Gibson, of the car distributor's office, has returned to duty after a short vacation.

It is an old saying that when salt is put on the tail of any wild animal it will be completely subdued. While William (Bill) Gilligan was spending his vacation in Florida, he went out one morning for a little walk in the swamps and while enjoying the interesting sights he was suddenly attacked by an alligator. Breaking away from its clutches, he started to run, but suddenly remembered the deadly weapon in his pocket (a salt cellar). After a furious battle he succeeded in sprinkling some salt on the reptile's tail and hurriedly placing same in a cigar box, he took it back to the hotel. "Bill" is quite proud of his achievement.

N. I. Rodgers, stenographer in the superintendent's office, is some boxer. He has been training a great deal of late (on other people) and it is rumored that he will soon challenge Jack Johnson.

J. C. Fluck, assistant chief clerk to superintendent Green, spent the holidays in Cincinnati visiting relatives.

H. H. Harsh, division engineer, spent the holidays in Cleveland visiting relatives.

J. W. Root, trainmaster at Wheeling, has returned to his duties after having acted as superintendent during Mr. Green's absence.

W. G. Carl, assistant chief clerk to general superintendent U. B. Williams, has a badly injured foot, due to running a rusty nail in it. We hope he will have a speedy recovery.

William Gilligan has returned to duty after a very pleasant vacation in St. Augustine and Jacksonville, Florida.

Walter (Bud) Garvey, car record clerk, in the Wheeling office, has been away on a two weeks' vacation.

T. C. Stonecipher, supervisor, spent part of his vacation in St. Louis, Mo., and Springfield, Ill.

L. B. Kemm, master carpenter, spent a two weeks' vacation in Wilmington, Del.

Train dispatcher W. M. Queen, of the Wheeling office, has resigned his position, having purchased a fruit farm in Florida.

J. W. Bull, assistant trainmaster on the Ohio River and Short Line District, recently enjoyed two weeks' vacation at home with his parents.

H. B. Green, superintendent, has returned to duty after an operation on his left eye.

George Addelsberger, general foreman of car yards at Benwood, had his leg very badly injured last week. When crossing the tracks he slipped, fell and struck his leg on the rail.

Victor Reynolds, west end yardmaster at Benwood, is confined to his home in McMechen on account of illness.

R. T. Ravenscroft, storekeeper at Benwood, recently made a business trip to Baltimore.

Joseph Korn, car record clerk in the Wheeling office, is off duty on account of illness.

Trainmaster J. W. Root was called to Cleveland recently on account of the death of one of his relatives.

Jeremiah C. Donovan, who for a number of years was an engineer, but of late has been employed in the Benwood shop, died at his home Wednesday, December 31st, at the age of sixty-three years, on account of age infirmities. He is survived by a widow and five children. He also leaves to mourn his death a host of friends by whom he was highly respected. Funeral services were held Saturday morning, January 3rd, at nine o'clock, at St. James Catholic church, and were attended by the Brotherhood of Locomotive Engineers, of which he was a member.

John Morris, aged seventy-five years, father of conductor T. W. Morris, died at his home in McMechen, W. Va., January 5th, and was buried January 7th.

Fireman C. N. Van Syoc was killed at Glover Gap in December. After letting his engine out of the "Y" he walked across the siding and platform, and stepped on the main track di-

rectly in front of an approaching engine which was obscured from his vision by steam escaping from an engine on a siding. He is survived by a wife at Cameron, W. Va.

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.
DR. A. J. BOSSYNS	Relief Department

CAN YOU FIGURE IT OUT ?

In the January issue of the *Employes Magazine*, one of the Ohio River boys submitted the following problem in train operation:

"Two trains (on separate running tracks) are one hundred miles apart, running toward each other. One train 'A' is running at the rate of sixty miles an hour, and the other train 'B' is running at the rate of fifty miles an hour. How many miles will each train have run when they pass each other?"

Here is the simplest way this may be solved by algebra by using only one unknown quantity:

Let X equal the distance A travels, then 100-X will equal distance B travels.

But if the two trains were to travel equal distances, B would take 6/5 as long to make the distance as A. Or it would take B six hours to travel the distance A travels in five hours.

This gives us the equation:

$$5(X) = 6(100 - X)$$

Multiplying, we have $5X = 600 - 6X$.

Transposing, to get the unknown quantity on the same side of the equation, we have

$$5X + 6X = 600, \text{ or}$$

$$11X = 600$$

$X = 54.54 +$ or the distance A travels.

$100 - X = 45.45 +$ or the distance B travels.

This problem can also be solved by simultaneous equations, or by using two unknown quantities, viz.:

Let X = the distance A travels, and Y = the distance B travels, then $X + Y = 100$, the distance both travel.

But by the same reasoning as above,

$$6Y = 5X, \text{ and transposing}$$

$$6Y - 5X = 0. \quad (A)$$

And bringing forward our first equation, $X + Y = 100$, and multiplying through by 6, we have,

$$6Y + 6X = 600. \quad (B)$$

Subtracting equation (B) from (A), we have,

$$-11X = -600, \text{ or}$$

$$11X = 600$$

$$X = 54.54 +, \text{ etc.}$$

On account of the short time between the distribution of the January issue, and our going to press on the February issue, we can only acknowledge receipt of correct solutions of the problem from G. W. Creighton, Jr., Pass Bureau, Central Building; Catherine Smith, Loss and Damage Bureau, Baltimore, Md.; S. C. Hankamer, train baggage master, Chicago Junction, Ohio; John W. Miller, ex-gang foreman, Meyersdale, Pa.; Mrs. E. J. Shortley, wife of E. J. Shortley, Pittsburgh yard, Pa.; I. C. Hopkins, clerk, Stores Dept., Riverside, Baltimore, Md.; John F. Hohman, Jr., Freight Tariff Dept., Baltimore, Md.; M. R. Alair, stenographer, Detroit, Mich.; J. L. Shiland, pensioner, Painesville, Ohio; F. A. Allen, operator, Brooklyn Junction, W. Va.; H. E. Beeney, 2nd trick operator, Hartzel, W. Va.; L. E. White, ticket agent, Cambridge, Ohio; Laird James, yard clerk, Hamilton, Ohio; Boyd Link, Shenandoah Junction, W. Va. and C. R. Tate, Cashier, Springfield, Ill.

J. W. Gordon, agent at Bens Run, W. Va., who has been in the hospital for several weeks, expects to return to duty about March 1st, 1914.

Operator J. L. Tyson has returned to duty after a short illness.

S. S. Roush, secretary to superintendent, has just moved into his handsome residence on Covert Street. It was completed a few weeks ago.

W. S. Oliver, clerk to the trainmaster, has returned from Texas and Mexico, where he spent his annual vacation. We have heard more about the Mexican situation since his return than ever before.

P. J. Moran, yard conductor and safety committeeman, has returned to duty after being off for a few weeks on account of a crushed finger.

O. L. Kincaid, yard conductor at Huntington, has returned to duty after an absence due to a slight injury to his hand.

D. W. Mohler has returned to duty after spending his annual vacation in Keyser, W. Va.

W. E. Walker, R. & M. C. V. conductor, has just returned from an extensive trip through Florida.

O. H. Woofter, conductor on Nos. 709 and 716, has also been taking a trip through Florida.

P. J. Scott, conductor, who has been sick for some time, is slowly improving and hopes to be on the job again soon.

H. Hannaman, brakeman, who was hurt at Williamstown, is now able to be about.

H. B. Coe, brakeman, who was injured in the Sistersville yard, is getting along as nicely as can be expected.

Harry Baker, of the division freight office, continues to make frequent visits to Clarksburg. No further developments.

N. L. Guilford, traveling freight agent from Huntington, was a business caller in Parkersburg a few days ago.

A. C. Proffitt, maintenance of way time-keeper, who was recently so seriously ill, is getting along splendidly and will soon be able to return to work.

S. S. Woomer, section foreman, has returned to this division after being on the Newark Division for the past several weeks.

Isaac Boyd, section foreman at Waverly, has been on the sick list for several days. He was relieved by L. J. Kelly, foreman at Parkersburg.

On Wednesday evening, January 7th, Miss Mary Bryan, the beautiful and accomplished daughter of superintendent C. E. Bryan, was united in marriage to Mr. Fayette Smoot, one of the city's promising young business men. They are spending their honeymoon in Cuba. The good wishes of a host of friends are theirs.

The message which was sent out by president Willard to all Company men on the first of the year, contained a very sincere and important note which was much appreciated by the local employes.

Mr. Willard's request for hearty and active cooperation along "Safty First" lines, should meet with a willing response on the part of the employes.

Mr. Willard's evidence of appreciation for what has been done in this direction is a nice compliment which ought to urge us on to increased endeavor and improvement.

C. A. Plumley, assistant general superintendent of the Baltimore & Ohio Southwestern, who has been here for the past week, returned to his headquarters in Cincinnati.

W. R. Baker, engineer, has returned to work after an illness.

W. M. Hover, trainmaster on the Monongah Division, recently visited us on a business mission.

J. F. Waller, engineer, has been assigned temporarily to the Parkersburg way train, while engineer Deanfarth is on Nos. 14 and 15.

W. L. O'Neal, night yardmaster, is off duty on account of illness. Conductor Riffle is filling his place.

E. Utterback, yard conductor, has returned to work after a few days' rest.

A special train was run to Athens and return Sunday, January 11th, for the Knights of Columbus.

Dr. B. S. Boyer, of the Relief Department, who has been confined to his room at the Y. M. C. A. on account of illness, has sufficiently recovered to be out again.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

A. N. NEIMAN, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

- W. T. LECHLIDER.....Superintendent, Chairman
- A. N. NEIMAN.....Vice-Chairman
- J. E. FAHY.....Trainmaster
- J. A. ANDERSON.....Master Mechanic
- F. J. BACHELDER.....Division Engineer
- P. C. LOUX.....A. R. F. & A. T. M.

their vacation spent on the shores of Chesapeake Bay.

Yardmaster R. F. Stauffer has resumed work after spending his vacation at Emporia, Kan., with his parents.

Ed. Cooper, formerly chief clerk to road foreman of engines G. H. Kaiser, has left the service after a ten years' record, to accept a position with the Lorain Banking Co. W. E. McCauley, takes Mr. Cooper's place. We wish them both success in their new positions.



HELEN CATHRYN AND CHARLES HARRY COTTON, JR.
Twins of Fireman Charles H. Cotton, New Philadelphia, Ohio

- J. T. McILWAIN.....Master Carpenter
- DR. G. R. GAVER.....Medical Examiner
- F. M. BOND.....Hostler, Akron Jct., Ohio
- E. R. TWINING.....Shop Clerk, Cleveland, Ohio
- R. W. BAIR.....Engineer, Lorain, Ohio
- WM. CANFIELD.....Engineer, Cleveland, Ohio
- F. W. HOFFMAN.....Conductor, Cleveland, Ohio
- W. SHAAR.....Hostler, Canal Dover, Ohio
- W. S. BERKMYER.....Brakeman, Canton, Ohio
- C. G. MOINET.....Fireman, Lorain, Ohio
- H. H. BEARD.....Assistant Yardmaster, Lorain, Ohio
- J. H. MILLER.....Agent, Strasburg, Ohio
- J. CLINE.....Assistant Yardmaster, Cleveland, Ohio
- O. P. EICHELBERGER.....Ass't Yardmaster, Akron Jct., Ohio
- F. H. GARRETT.....Foreman, Akron Freight Station
- G. O. EVERHART.....Supervisor, Massillon, Ohio
- E. M. HEATON.....Division Operator
- G. J. MAISCH.....Division Claim Agent
- C. E. PIERCE.....Terminal Agent, Lorain, Ohio
- M. T. HILL.....Relief Agent
- M. P. NASH.....General Foreman, Cleveland, Ohio
- J. A. SUBJEK.....General Foreman, Lorain, Ohio
- A. J. BELL.....Terminal Agent, Cleveland, Ohio
- C. BENDER.....Foreman Steel Car Dep't, Lorain, Ohio
- B. J. WATERSON.....Yard Foreman, Canton, Ohio

Yardmasters H. H. Beard, G. W. Brucker and engineer F. Eckert have returned from

Dispatching clerk S. W. Terrant spent his vacation in Emporia, Va., with old friends, and will also visit friends in Washinton, D. C., and Baltimore.

Yard clerks Harris, Warren and Shadrick have been transferred to Cleveland for the winter months.

Interchange clerk C. W. Murphy is back on the job after having had a week off for pleasure.

Night dispatching clerk P. K. Blackiston recently spent a few days visiting friends in Baltimore. "Blackie" came back with a Baltimore lady for a wife and they are going to establish a permanent home at this point. Congratulations.

Yard conductor W. H. Hill got a ten days' leave of absence recently, and we learn that he has also joined the benedicts. We wish him luck and hope to see many "little hills" around this level country in the future.

Hump clerks B. Radasci and J. P. Kocak are enjoying a two months leave of absence.

"Sunny" Jim Shanks, first trick operator in the general yardmaster's office, has bid in a trick at Uhrichsville. "Sunny" has been around so long that he has become a fixture and will be greatly missed when he leaves.

Yard brakemen F. A. Slavin, J. J. Anker, E. Reynolds, W. B. Griffin and A. Grayman have been transferred to the Philadelphia and Baltimore Division for service, on account of the close of the lake season at this point.

Yardmaster G. W. Brucker, or "Shorty" as he is generally known, whose photograph appears in this issue, is one of the men at Lorain to whom credit is due for some of the records which were broken this season. He has been in train service here for about ten years and his steady work, quick mind, loyalty to the Company and to the men who work with him have brought about his promotion to yardmaster. His headquarters are at the scale house in the coal yard, which is the busy corner for most of the yard work.

The manner in which he has handled his work since last July has been most pleasing. The results speak for themselves.

We wish him many more years of service with the Company, and further promotions in recognition of his ability.

A SAFETY FIRST REMINDER.

The following letter was received in the superintendent's office at Cleveland on the morning of January 17th:

CLEVELAND, O., January 15th, 1914.

W. T. LECHLIDER,
Superintendent.

Dear Sir:

Allow me to present you with this "Safety First" pennant to hang up in your office.

I am an employe at the Seneca Street Freight House.

Respectfully,
(Signed) JAS. M. MEHEN.

The pennant is now hanging in the superintendent's office right over the General Order Board, and Mr. Mehen was written the following letter:

CLEVELAND, O., January 17th, 1914.

JAS. MEHEN,
*Track Loader, Seneca Street Freight House,
Cleveland, O.*

Dear Sir:

Beg to acknowledge receipt of the "Safety First" pennant with your letter of January 15th.

I will hang this pennant in my office right over the General Order Board.

Will be pleased to have you come up to see it.

Yours truly,
(Signed) W. T. LECHLIDER.



ENGINE ROOM AT CLEVELAND PASSENGER STATION

Reading from left to right: M. GIDDIA, Coach Foreman; E. LOVEJOY, Fireman; F. J. WOLF, Engineer; C. A. WEBSTER, Stationmaster; F. C. BAUMGARNER, Baggage-master, Train No. 2

The telephone operator force in the exchange at Cleveland has been reduced, and Miss Mary Hall is now in full charge of the board and is kept very busy.

Dispatcher G. V. Keister, formerly of the Southern Railway at Knoxville, Tenn., was called to Baltimore on account of the serious illness of his wife, who is confined at the Johns Hopkins Hospital. We hope she will soon recuperate and return to Cleveland.

The Canal Dover telegraph office and the yardmaster's office as well, have been moved from the old location opposite the coal chutes to the passenger station at the C. & M. crossing.

At our staff meeting on Monday, January 5th, superintendent of transportation Kearney was present and gave a very interesting and impressive talk on the handling of foreign cars.

Dispatchers C. M. Trisch and P. J. O'Leary have been granted a few months' furlough on account of their poor health.

"Duke" Evans, our genial car distributor, was figuring on a trip to Youngstown and had transportation all arranged when for some reason he decided to call it off. Up to this time he has given no reason for his sudden change of mind.

The first conductors' and agents' meeting of the year was held at Cleveland Sunday, January 11th. Among those present were J. J. Tatum, superintendent freight car department; C. J. Fellows, supervisor of transportation and P. C. Lynn, chief clerk Loss and Damage bureau. Every phase of loss and damage was thoroughly discussed and it is our feeling that this meeting will produce good results.

LORAIN

The accompanying picture of a lake boat is a fair sample of the majority of coal carriers loading at the machines. They take from 8,000 to 14,000 tons for a cargo and average from 400 to 600 feet in length.

The lake coal season for 1913 ran until 5 p. m., December 31st, and broke all records. From April until December 31st, 96,078 cars of coal, or 4,390,329 tons, were loaded into boats, being an increase of 1,355,114 tons over 1912.

The machines will be idle until spring, and will undergo general repairs in order to take care of the coal during 1914. Some yard changes are also anticipated which will increase the dumping capacity still further.



LAKE COAL CARRIER—600 FT. LONG, LORAIN

The section of the coal yard shown in the accompanying picture is one of the busiest on the System. From four to six engines work over two cross-overs every hour of the day and night. In addition to this the shop work is also done on the same leads which feed the coal machines.

The shop work is always heavy and during the summer months from 100 to 200 cars are turned out O. K. per day. This is an excellent



MAIN TRACKS IN COAL YARD, LORAIN

showing and compares favorably with other shops on the System having more improved facilities and more space in which to store their cars.

Number Two coal machine will dump from thirty-five to forty-five cars an hour, the coal being hauled about two miles from the classification yard to the coal yard. The empties out of the drop tracks are switched into twenty-one classifications and pulled one mile to the out-bound dispatching yard.

CHOICE LOTS FOR SALE SMALL MORTGAGES

3 lots, 30 x 110 each, Crosby Avenue near Broadway, 19th ward, 15 minutes from Baltimore & Ohio depot, Pittsburgh, Pa. Terms to suit buyer.

The MORTGAGES are A1, well secured on small farms and net 6 to 8%. Fine for those having \$250 to \$1500 to invest at good interest with perfect safety.

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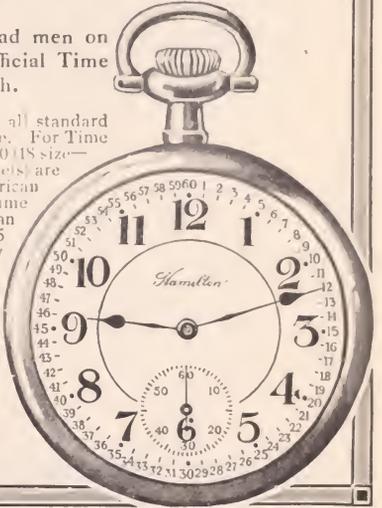
The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement from \$12.25 to \$150.00. No extra charge for Safety Numerical Dial on Railroad watches.

Write for "The Timekeeper"

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

HAMILTON WATCH COMPANY
Lancaster Pennsylvania

Master Builders of Accurate Timepieces



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Relieves the pain of Rheumatism, Neuralgia, Headache, Sore and Stiff Muscles, Sore Throat, Croup, etc. Double the effect of the mustard plaster, but it never blisters; put up in handy tubes that prevent evaporation. Always fresh, full-strength and ready for application.

If your druggist cannot supply you with the genuine **Zumota**, send us 10c. in stamps for a Physician's Sample Tube.

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Sent with full directions postpaid \$1.00. If further information is needed send 1c stamp for circulars of this and other useful specialties.

Write now to J. W. SMITH, 1522 N. Spring St., Baltimore, Md.

Yardmasters G. W. Brucker and E. C. Cramer are in charge of the coal yard and machine train crews during the day and night respectively, and it is greatly due to their ability and efforts that the season has been so successful. Mr. Brucker has been in train service for ten years and his ability to handle men and his desire for work won him the pro-



G. W. BRUCKER, YARDMASTER, LORAIN

**One Day's Pay
One Man's Work
\$28.50 With This**

made by Jos. Hancock, Lamoni, Iowa. Schearer, Montana, made \$22.35 in 5 hours. Miller, Iowa, Made \$13.65 in one afternoon. **We have proof** of this and hundreds of similar reports. No matter who you are or where you live, here's your chance to double your present salary or income, working during spare time or permanently as a **one minute photographer**. **No experience needed.** A new, live business of big cash profits. You can work at home or travel, enjoy the healthful, outdoor work and become independent in your own business. **Invest one cent** for a postal—ask us for proof of what others are doing—of what you can earn with a

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The Chicago Ferrottype Co.

262 Ferrottype Bldg., Chicago; or Dept. 262 Public Bk. Bldg., New York

motion to yardmaster. Mr. Cramer has also spent about eight years with the Company as clerk, brakeman, conductor, and finally yardmaster.

The good fellowship between the yardmasters and trainmen and the loyalty of all of them to the Company has produced splendid results, and the future promises even better things.

Lorain yard is proud of its work, and of the credit and appreciation shown it by its divisional officials.

AKRON JUNCTION

A peculiarity of the Akron Junction yards, which probably does not exist anywhere else, is that a train's engine can pass under its own caboose. When this situation occurs the train is on a foreign road as well as on two divisions of its own. Eighty car lengths or more makes this possible. Can you beat it!

Four days prior to Christmas, one of our best patrons had the misfortune to have their dam give way, on account of over water pressure, thereby forcing a large quantity of mud and silt into the Little Cuyahoga River and causing

Please mention this magazine

considerable trouble with our engine water supply. As a direct result our standpipes were filled with residue. The injectors experienced the same trouble as did the standpipes, causing the "fire-boys" to say "God bless our home." A saturated solution of mud and water made it possible for the boys to lift fish from the stream with their bare hands. Wash-boilers and buckets were in demand, and all could be well filled. (This statement was sworn to before a Notary Public.)

Dispatching clerk "Lonnie" Kline failed to clear and as a result displays one damaged "marker." "Lonnie" claims he is innocent, but we object to blaming everything on a little "flyer." While he dislikes to see the snow leave, on the other hand we believe in "Safety First," and think it advisable to put ashes on the hill where he coasts. We will do this unless "Lonnie" admits he can't whip Jack Johnson.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark
 DIVISIONAL SAFETY COMMITTEE

- C. W. GORSUCH..... Superintendent, Chairman
- O. J. KELLY..... 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. CLAYTON..... Claim Agent
- R. W. LITTLE..... Yardman
- A. N. GLENNON..... Trainman
- E. C. ZINSMEISTER..... Master Carpenter
- C. C. GRIMM..... Trainmaster
- E. V. SMITH..... Division Engineer
- G. F. EBERLY..... Assistant Division Engineer
- J. S. LITTLE..... Road Foreman of Engines
- G. R. KIMBALL..... Division Operator

The Baltimore & Ohio Veterans' Association, consisting of employes and pensioners who have been in the service twenty years or more, was organized at a meeting called in the convention room of the Court House, January 9th. The following officers were elected: E. L. Weisgerber, president; Converse Wylie, vice-president; John S. Price, secretary; Henry Longshore, treasurer. Executive board: S. C. Priest, John Doyle, John Gorby, John Smallwood, Thomas McDermott.

George Sturmer, special representative to the general manager at Baltimore, was present, and gave a very interesting talk on the purpose of the organization. Impromptu speeches were made by Messrs. Weisgerber, Wylie, Price and Dr. Priest.

Although just organized, the organization now consists of nearly one hundred members, and it is estimated that within a few months three hundred employes will have joined.

The purpose of the organization is to bring the employes closer together, to talk over matters of interest, and to promote closer relationship between the Company and its employes.



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The Editor regrets that, on account of lack of space, notes for February sent in by the following divisions, could not be included in this issue. They will appear in the March number.

CONNELLSVILLE DIVISION

Correspondent, P. A. Jones, *Office of Chief Clerk*, Connellsville
DIVISIONAL SAFETY COMMITTEE

- S. C. WOLFERSBERGER.....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

PITTSBURGH DIVISION

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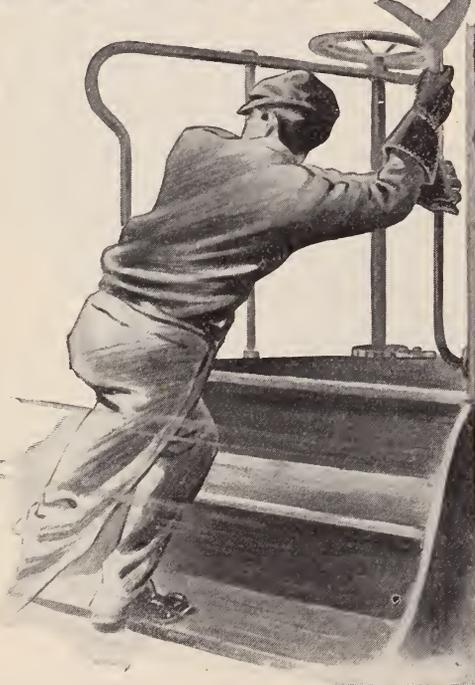
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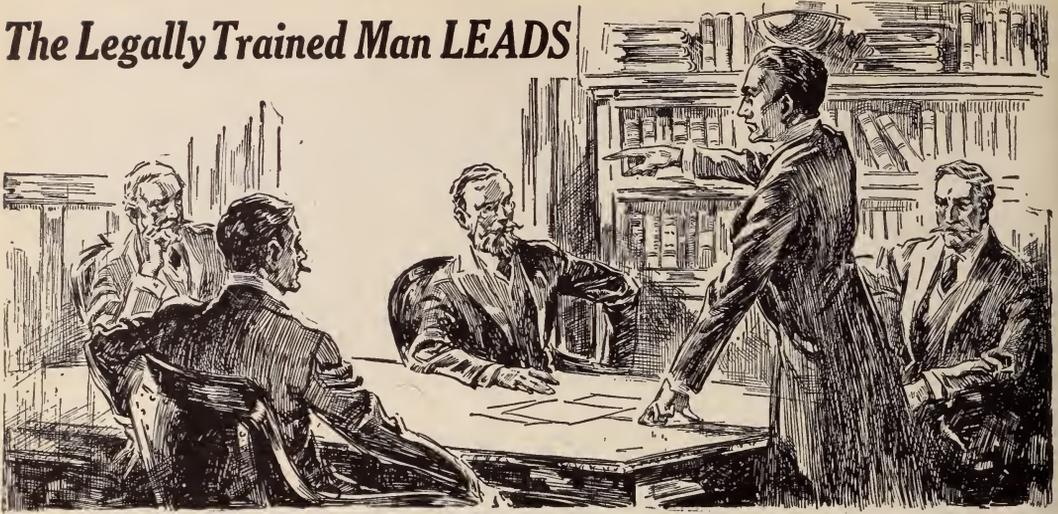
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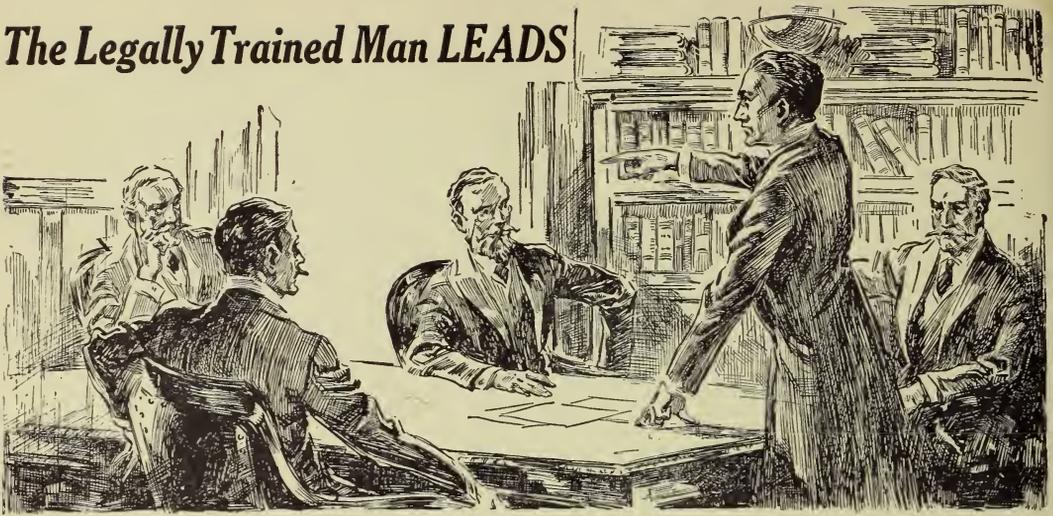
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Well, I didn't like that. I was afraid the horse wasn't "all right" and that I might have to whistle for my money if I once parted with it. So I didn't buy the horse, although I wanted it badly. Now this set me thinking.

You see I make Washing Machines—the "1900 Gravity" Washer.

And I said to myself, lots of people may think about my Washing Machine as I thought about the horse, and about the man who owned it.

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Drop me a line to-day, and let me send you a book about the "1900 Gravity" Washer that washes clothes in 6 minutes.

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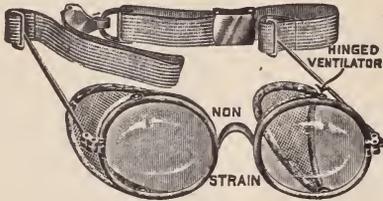
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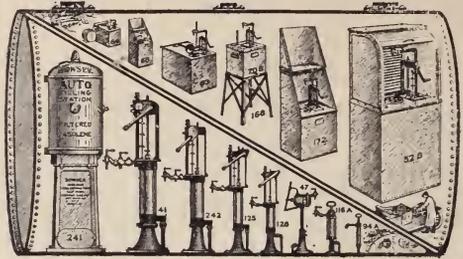
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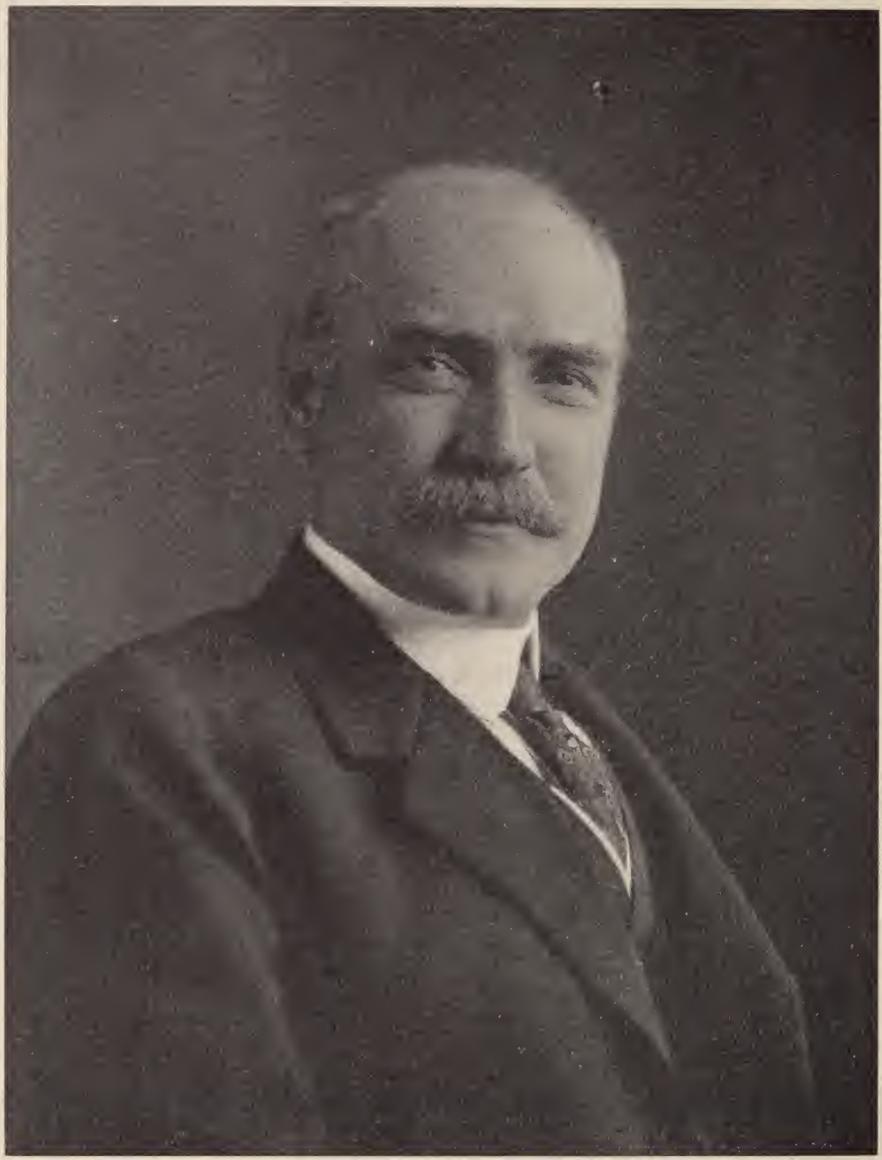
Baltimore and Ohio Employes Magazine

Volume 2 Baltimore, March, 1914 Number 6

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



Francis L. Stewart

Chief Engineer

"If you have enthusiasm for your business, then we will all work together to make the Baltimore and Ohio Railroad greater than it is, and the property will respond"

Individual Interest and Enthusiasm Will Make the Property Respond

Address of Chief Engineer Francis Lee Stuart
at Deer Park



R. CHAIRMAN, Co-workers and Brevet-Assistants to the President: Today I received a note telling me that I was to have ten minutes in which to talk to you. In that

ten minutes I want to take you over our property, and when I use the words "we" and "our" I mean to bring every man on this railroad into the intimate relationship with our accomplishments and purposes which they deserve.

We have in Chicago ninety miles of railroad, mostly within the city limits. We are quite a factor there, having an inner and outer belt, fine connections with industries and a large interchange business with other railroads. We are spending a great deal of money in Chicago, mostly for the elimination of grade crossings. Whether the division of that expense is a proper one for the railroads to bear or not is a question, but for the growth of Chicago, it is the right thing. They need it. There are thirty or more railroads running into Chicago, and if

they did not eliminate the grade crossings, they could not maintain the supremacy of the city as a great railroad center; the congestion would be too great and the railroads would have to divert part of their business elsewhere. We are meeting this situation gradually, spending money each year, and that is being added to the fixed charges.

On the Chicago Division, in the last few years, we have double-tracked all except twenty-five of the 278 miles. We have a magnificent foundation, good ballast, new rails, splendid alignment with low grades, and in fact the road is one of the best workable stretches on our system. It is crossed by thirty-six steam roads, with all of which we have connections. At Chicago Junction we put in a yard recently that holds about 7,000 cars. That was necessary in order to make classification for delivery to our various connections and also to prepare for Chicago deliveries.

Next in line comes the New Castle Division, which is also a low grade division, and in good shape. There is still a section of bad grade around Akron

which is under consideration. In the city of Akron there is great need of team tracks, freight house facilities and industrial connections, for the city is growing fast.

We have five ports on the lake—Toledo, Sandusky, Lorain, Cleveland and Fairport. In Lorain we are in fine condition. We have coal unloaders, ore unloaders, and a splendid property there. At the progressive city of Cleveland we are strongly entrenched, especially along the river docks, but our business is overtaxing our terminal and road facilities. At Fairport we are supreme. Recently we have added additional facilities at Fairport and Lorain, which were badly needed. Our business on the lakes is a kind of "rush hour" business, which is heaviest when the lakes are open, but we have to provide full facilities, although we use them fully during only eight months of the year.

From Glenwood west, the Pittsburgh Division is one of our most serious problems. There we have heavy grades and many other things to cope with. Our track from Sewickley to Glenwood is a crooked one, and the expenditure which we will have to make between these points is so great that we have been deferring it. We will soon have to build a bridge across the Allegheny River, which will cost \$2,500,000, in addition to our large expenditures in Pittsburgh. The Pittsburgh Division is a growing territory and we really don't know what it will produce and have to carry in the end. We have a double track open cut instead of a single track tunnel at Bakerstown, and we have plans laid for three and four tracks at various points on the division.

From Connellsville to Cumberland, we have a fine railroad over the Allegheny Mountains. At Somerset we have built

a new yard, and a low grade line from Rockwood to Garrett. We have also opened up Sand Patch, which was a difficult problem, by building a new double track tunnel so that we will be able to handle about 1,500 cars over the mountain eastbound.

We next come to Cumberland. The two important avenues of the Baltimore & Ohio from Cumberland west are the northern avenue through Pittsburgh and Chicago, and the southern avenue through Parkersburg and St. Louis. Then we have the two important cross avenues; one through Grafton to Lorain and the lakes by the C. L. & W., and the other from Cincinnati to Toledo by the C. H. & D. On the southern avenue we have a good railroad in the Baltimore & Ohio Southwestern, strong in Cincinnati, Louisville and St. Louis. We have added passing sidings along the line but there are still passing sidings to be lengthened—some double track to be built out of Cincinnati and a pressing need for terminal facilities in that city. In spite of all those needs, we are doing more business than ever.

On the Parkersburg Branch we have added much needed passing sidings, and have improved it by adding ballast and rails and by schedule.

Between Cumberland and Grafton, we have in recent years almost rebuilt a railroad. We have built yards at Grafton and Keyser, helper stations, third tracks, reduced lengths of helper grades, made open cuts of tunnels, and we now have three tracks in tunnels at Kingwood in place of one.

On the C. H. & D., in the Toledo Division, we have a railroad with great possibilities, with a grade from the Ohio River to the lakes which, after a few more improvements have been made, will not be surpassed by any of the coal

carrying roads to the lakes. However, we are badly in need of a divisional yard, increased yard room at both ends of the division, more double track, more sidings, and additional coal docks at Lorain. At times the machine already in use cannot handle the present business.

On the cross avenue from Grafton through Hartzel, Benwood and Holloway to the lakes, we have built a new yard at Hartzel, to make up trains from the Clarksburg and Fairmont fields, have enlarged Holloway yard, built additional second track and sidings on the route, and will have to continue adding tracks until we have a double track railroad from Hartzel to Lorain.

On the Cumberland Division, the north and south avenues come together in Cumberland and disgorge all their freight between Patterson Creek and Cherry Run. That is one of the densest pieces of railroad in the country. We have at times 2,500 loaded cars east-bound a day. We hope we will have 4,000. We are gradually preparing to handle them if we can get them. The prosperity of the Baltimore & Ohio Railroad and of West Virginia and other sections depends on our being able to take care of the business here as it grows.

We have added third tracks and built a yard at Cumbo, and we have now undertaken the biggest expenditure on the Baltimore & Ohio Railroad, that is, to open the neck of the bottle at the Magnolia Cut-off. On eleven miles there we will spend \$6,000,000 for two additional tracks, which takes out the Hansrote helper grade, makes possible the reduction of the ruling grade of the division, and saves 5.8 miles in distance.

It has in constructive lines about all the problems which you could imagine. At the west end, where the four tracks are at the same grade, and along the

river bank, the river has the narrowest waterway for miles on either side, and we have to build a masonry retaining wall twenty-four feet high, to protect our banks. We have tunnels on tangent and tunnels on curves. We have bridges at right angles and bridges on skewers. We are taking out the present Doe Gully tunnel, under traffic, and making a four-track open cut. We have three sections with rock bluffs alongside of our railroad from eighty to one hundred feet high and we have to take them down without interfering with traffic in any way. At danger points we are using every safeguard of which we know to protect our road.

I will tell you something that might interest you about our blasting. We have men down on the tracks, including flagmen. We have operators near the holes and we fire on dispatchers' orders. We have an inspector of the blasting. He inspects every hole, sees how much dynamite is put in and uses his best judgment. These are old men in the business but they sometimes fail. Some days—as often as for ten days in succession—we make successful shots and just shake up the rock, and then comes a day when the bottom will fly out and down on our tracks and occasionally cause delay.

We have such problems to contend with as ignorant and careless men walking on the tracks and being struck by trains. We have issued instructions in every necessary language, ordering the men to stay off the tracks, but finally we had to call in police officers, and we now have eight policemen in uniforms at various danger points, who are there for no other purpose than to keep people off our tracks.

Further down on the Cumberland Division, we still have a great many difficulties to overcome. We are having

trouble with the westbound movement and some day we will have to give relief between Brunswick and Cumbo and relieve the westbound there.

At Brunswick we have put in a westbound fast freight classification yard. As on the lakes, one of our difficulties on the Baltimore Division is the holding of loads for full cargoes for boats. We formerly held the loads at Brunswick and it congested traffic, so we have added 900 cars capacity to our Curtis Bay Yard at the head of the coal pier. We are considering building another pier there. We need such a pier, not only to handle the increase in our business but as a fire insurance and safety precaution. We have excellent facilities in Baltimore, but we are having difficulty to keep pace with the growth of business and get our traffic for the east through the city.

Along the Philadelphia Branch, the tracks and ballast are in good shape. The road is in fine condition, generally. In Philadelphia we are facing quite a serious proposition. The city claims that our line across the city to the Delaware River front is an actual barrier to the progress of the city, and we are making arrangements with the city to elevate our road and move down along the waterfront, and we will have the situation in very good shape within a reasonable time. But—it costs money.

In New York we make all the harbor deliveries with lighters. Our business, however, is slightly different from that of the other railroads, as we do no local business on the P. & R. R. R. and C. R. R. of N. J., which we use from Cranford Junction to Philadelphia. At Staten Island we have added somewhat to our capacity for business. We have a new covered pier, we had our bulkhead line changed and pushed out, and we now own over 4,000 feet of water front on the

Arthur Kill for future developments when St. George becomes congested. Over in Manhattan we have leased an additional freight pier near Brooklyn Bridge and have bought a whole square, which we previously leased, at Twenty-sixth Street and Eleventh Avenue, and are putting up an eight-story concrete warehouse on the site now, which will be modern and up-to-date in every respect, and we think it will bring us business.*

While we have been adding necessary facilities and improvements, we have bought heavier motive power—Pacific type passenger engines and Mikados and Mallets for freight—and have strengthened our bridges and tracks to increase their usefulness. Where used, this alone, measured by standards of the old engines, increased the capacity of our railroad by cutting out six out of every thirty freight trains, and in effect cut one per cent. grades to eight-tenths per cent., five-tenths per cent. to thirty-seven hundredths per cent. and three-tenths per cent. to two-tenths per cent.; and the results that came quickly and are still coming, did more—they raised the standards of the whole railroad—men as well as of our physical standards.

It would take me hours to tell you of our further needs and our reasons for them, as they aggregate a large amount—but the result—the concrete result of the expenditures which we have made for improvements, additional facilities, heavier and better equipment—the result of our thought, our hard work, our continual drive, is that at times we have lately handled business at the rate of \$112,000,000 gross per year, and can keep it up. This would have been impossible three years ago.

* This structure has now been completed and opened for business as told in the February issue of the Employees Magazine.

The Baltimore & Ohio's greatest problem is not to find business. We have business—we have lots of it at our doors. We need to handle better what is being secured for us now. This is one of the great problems we must face in the future. In my opinion—after improving our efficiency—after largely increasing our facilities in general—after judiciously spending \$83,000,000 in the last three years to better our condition—our needs are so great that we are not only not keeping up with the legitimate growth of business in our territory, but are falling behind. In fact, the entire country today faces a grave and serious condition in the present relationship between the amount of business which the country is now offering and the additional facilities which the railroads must have to handle it, so as not to stop the normal growth of that business.

The difficulty for us now is to keep our terminals and other improvements on even terms with the traffic, and on the traffic side to increase the business on lines of light volume, and where our facilities are not overtaxed; we must keep our facilities balanced so that we can handle the greatest amount of traffic and get the greatest returns from our entire plant. That is our problem and all of you can help with that problem. You all have ideas and we would like to have them.

There are certain phases of our relations to the public which we must bear in mind at all times. A railroad, in order to sell transportation, must get its "being" or "charter" from the State. In the performance of governmental responsibilities and duties, various regulative measures have been passed by the States and by the United States Government. These measures have been passed for four reasons: First, to give equality

to all; second, to conserve human life; third, to render adequate service; and fourth, to determine the rate to be charged therefor.

Equality to all is necessary. It is one of the fundamental purposes of this nation's existence.

After its purpose for existence, the conservation of human life is the most important of all things in the nation's life. It is the nation's first duty to strengthen and perpetuate itself. The conservation of human life, as far as it relates to the railroads, is embraced in three general subjects. The first is the safety of passengers, the second is the safety of the public who are not passengers, such as the people along our lines, and the third is the safety of our employes.

We have a very efficient department in the Baltimore & Ohio, whose motto is "Safety First," and which is giving thought to all three subjects.

I want to talk of the public who are not passengers on the road. In order to insure their safety, means must be taken to educate them not to trespass on our tracks and to be careful at grade crossings; we must either educate the public or make many grade crossing eliminations that are not properly necessary. The elimination of a grade crossing does not bring in any revenue. It saves only the payment of a watchman and the damages that are caused at the crossing, and, in some cases, facilitates the general movement of business, as in Chicago.

Every man who is connected with the Baltimore & Ohio should have the question of grade crossings on his mind. Educate your friends; educate the public to be more careful at grade crossings; and for your part also, see that the planks are well kept and that the approaches

are the best part of the roads, and the view as good as can be obtained. If we have gates or watchmen, you must see that those watchmen are doing their duty, and see to it that they are educating the public to be more careful at grade crossings and to keep off our tracks. I think we should do more than is required of us at grade crossings so as to halt or deter the sentiment which is sweeping over the country for the elimination of grade crossings, without proper thought of the great economic questions involved.

Even now, without taking into account the largest cities, we are being forced by resolution, by ordinance, or by the exercise of state laws, to agree to, or submit plans for expenditures aggregating more than fifteen million dollars for the elimination of grade crossings. I have recently made up an estimate of the cost of eliminating grade crossings on our System. It would cost about one-half our capitalization to eliminate grade crossings on the Baltimore & Ohio System; about \$350,000,000, if we were to start today and finish three years from now. The Pennsylvania Railroad has published a statement that to eliminate all its grade crossings would cost \$600,000,000. That means about \$1,000,000,000 for only two railway systems of the many. Think of it! A general elimination is impossible. This country is too young and in too undeveloped a stage to allow so much of its resources to be so used.

Possibly there may be or will be, in time, a broad economic reason for the elimination of thirty per cent. of the grade crossings, but it would be a great waste of the resources of this country to eliminate the other seventy per cent., if some other method could be found to safeguard human life, such as proper

laws, thoroughly enforced. Eventually, or as soon as the economic questions are understood, I believe the fairness of the general public will make the division of the expense of such crossings as may have to be eliminated on an equitable basis.

Second only to the first duty of the nation is the necessity to take care of its public and general resources for the material benefit of the whole people. This is a broad right—often apparently misused and misunderstood—but under such a head come most of the questions involved in the service to be rendered, and the rate to be charged for such service.

Service belongs to the customers and it is up to you men, so far as the Baltimore & Ohio Railroad is concerned, to give them proper and adequate service to the fullest extent of your abilities.

Mr. Willard explained clearly the bearing of rates on our problem, and how a proper solution of the question is essential to the solving of the other problems the railroads have to meet. Our duty is clear. We have to meet and keep faith with the progress of the country. We have to go on. We cannot stand still. This means new capital, credit, borrowing capacity, and the price is—ability to give attractive returns on the investment. This question dwarfs by comparison every other question which affects productive industry in this country. In the final analysis, the growth and progress of our country is more important than the rate, whatever that may be.

There is just one thing more about which I want to talk, and that is the excesses over authority in our improvement work; our Forms 940. The President and Directors appropriate money and authorize certain expenditures and

then our organization goes ahead and spends more than is authorized and we have to ask for additional authority.

All of us are responsible for that state of affairs. The chief engineer is not only responsible; the vice-presidents and general managers are not only responsible; but it starts down with the man who makes the 940, and every man who has anything to do with it. This is a great System. I sign about five 940's in a day, and that is about 1,500 in a year. We try to supervise the 940's as much as possible; there are two or three men in my office who look over the detail estimates of cost of every one and try to determine whether or not they carry enough to do the work.

Our tendency is to keep the 940's down. We make it a personal matter on the Baltimore & Ohio Railroad to try to get things done so that they will help the property and the road. So much is laudable. But there is a tendency, when it is thought that an improvement will cost \$50,000, to say to one's self, "No, the president and the directors will not spend that much money," and then one is inclined to put the amount at \$40,000, and hope that it will do the work. Well, that may be human, but a day of reckoning is bound to come, and it is the wrong method to pursue.

There is no authority except for new work away from the tracks which is put through without your knowledge, and we have no secrets on the Baltimore & Ohio Railroad, except when we want to buy property. Every man who signs a 940 should do his duty to the utmost. Supervise your 940's and, if you find anything wrong, do not fail to say so. Write and say "I know there is \$500 left out on this appropriation for a switch or for this building, and that it is

bound to cost \$500 more." Suppose you were building a house and you had \$5,000 with which to do it, and it cost \$7,000, and your credit had been exhausted. You would have to sell the property. Well—a railroad is also governed by the same laws of business.

Now, I think we all realize that we must keep within the authority granted for any improvement, and primarily the way to do it is to find out and to know what is needed before we ask for authority. But if in doing the work, necessity requires us to do anything different from what is authorized in the 940, then we should get additional authority. Things may come up in every undertaking which require changing after the work is started and we are not unwilling to change if it is wise, but the change must be made in a regular way, so that the President and Board of Directors can decide that it is desirable and that they have the money to provide for it.

I have had the privilege of being the chief engineer of two of the four trunk lines between Chicago and New York, and I know something of what the other two have done, are doing and can do, and I feel that the Baltimore & Ohio Railroad is one of the great properties of the United States. It has wonderful possibilities. We reach direct tidewater, the Lakes, the Mississippi River and some sixteen large cities, and our markets are safe if this country grows. We have about sixteen different coal fields on our railroad, and eleven out of those sixteen are in operation today and five will be put in operation as needed. We are safeguarded in that. That is an insurance to us. Trouble in one district might hurt us, and trouble in five districts might hurt us badly, but it cannot cripple us absolutely. Look at

our geographical location in relation to density of industrial activities and population of the country and their relations to these fields, and you can see why I think we have the possibility of becoming one of the greatest properties in the United States.

The president talked of making it one of the best. We are doing that and we are doing it quickly. I think in the last three years our maintenance and "house-keeping" has improved greatly. We are getting a good solid railroad—a plant to do business with—and where we cannot take out the curves we are taking them out in our schedules, by reducing speed. Where we cannot afford to reduce grades we are in effect reducing them by using heavier motive power. There are earmarks all over the property and in our methods which show that men are thinking and doing—making and using the plant for a purpose. We all have reason to be encouraged to greater effort by the way this property is improving and the way in which it is being handled. We must hold the pace we have set and make it better, and we can. I think

after Mr. Willard's talk of yesterday—he has told you of our problems in such a concise way that each man must have understood him—that every man should lend his full efforts to improve our results in every possible way, including the cultivation of that necessary and most valuable asset "Public Opinion."

We are in one of the most honorable professions in the world. The railroad business is the greatest factor for progress and civilization in the world, and the happiness of the people, and it has taken a high order of conception, and of financial, constructive and administrative ability to bring it to its present state of usefulness. We should be proud of our profession. There is no higher profession, and I tell you men that you ought to have enthusiasm for it, and if you do not feel enthusiasm, you ought to get out of the business; and if you have not got enthusiasm you cannot stand the strain. If you have enthusiasm for your business then we will all work together to make the Baltimore & Ohio Railroad greater than it is, and the property will respond.

Actions Speak Louder Than Words

ALTHOUGH not in the operating department, I thoroughly enjoyed the article on engine handling by engineer C. E. Walsh of the Baltimore Division in the January issue of the *Employes Magazine*.

I recently rode from Philadelphia to Washington on the "Royal Special," and though accustomed to the admirable train handling which usually obtains on all our fast passenger trains, I was compelled to remark to my companion as we pulled into the Washington Terminal that the ride had been devoid of

a single instance of the jerking which accompanies poor braking. It approached more nearly the ideal which president Willard had in mind when he said that with our present superb motive power, our trains should be so handled that we should be able to see but not feel them start and stop.

As we walked down the platform of the Washington Terminal and passed the engine, therefore, it was a great pleasure to see engineer Walsh standing beside No. 5113, testing the bearings of her big drivers. (Contributed.)



Snow-Bound

By Edgar White



FOR an hour or two the passengers in the three-coach train behind the dinky engine had been conscious that the way ahead was beset by increasing difficulties. There were sudden jerks, then a stoppage and the train would crawl ahead as though movement were a thorn in the flesh. The snow had been falling steadily since noon, and there were flurries of wind which moulded it into all sorts of fantastic shapes on the right of way. Now the early winter twilight was coming on, and the porter came through and lit the oil lamps. He looked worried, as though fearful of missing a "date" at the junction, a distressing distance down the line.

Finally there came a terrific bump, and then matters settled down. The snow kept falling like the roses at Nero's feast. The door swung open, letting in a gust of cold air, and a short thick-set man who would have made a dandy Santa Claus.

It was "Dad" Skimbo, the conductor. He carried a lantern under his arm.

"People, we're stuck," said "Dad" tersely; "can't go any further. So just make yourselves as comfortable as you can. The Atlantic and Pacific Transcontinental Air Line won't let any of its passengers suffer. I'll skirmish around and see if I can't hunt up something for you to eat."

The passengers applauded "Santa Claus," and settled down to make the best of the situation. The drummers who had candy samples passed 'em around. An old lady who had fetched a fried chicken and doughnuts along against a time of trouble divided up with her nearest neighbors.

"Dad" plowed through the snow to the village of Elmhurst, where he made arrangements for sleighs to go down after his guests and take them over to the tavern for supper.

That night the travelers enjoyed their sleigh ride to town, but next morning they refused to go out—said it was too cold—and for "Dad" to have the grub fetched to 'em.

So the conductor contracted with the tavern keeper to send the breakfast over by sled. At supper time the passengers growled at having rabbit three times a day, and insisted that "Dad" hike around to the farm houses for a change of menu.

On the second day of the blockade a girl returning from an Eastern college sarcastically inquired if the poky railroad had never a thought for the intellectual development of the travelers' minds, by which she meant she would like to have something to read and perhaps musical diversion.

There was no critic along so "Dad" bought out the newstand at the village, without scrutinizing very closely the character of literature he was placing into the hands of the innocent. He also hired a couple of "coon" mandolin players to come down and make existence possible for the college girl.

All this cost a barrel of money, but "Dad" had just drawn his salary and he felt that it was the right thing to do. When the train finally got out, the passengers met and drew up a memorial, thanking "Dad" and his railroad for the kindly manner in which they had been treated while "off the earth." "Dad" carefully itemized the expense bill and pinned it to the memorial. He handed both to the superintendent when he got into the division. The superintendent read the memorial with a beatific expression and then opened the bill.

"Four dozen assorted pies," he said, meditatively, referring to the item for a snack between meals. "Did you give 'em pies, 'Dad?'"

"Yes, sir," said the conductor, complacently.

"That was nice of you—very nice indeed. Negro orchestra, 24 hours,

\$15. Travelers enjoyed the music, eh, 'Dad?'"

"You bet they did. There was a college girl there who said she would have died without it. Had a dance in the baggage car every night."

"Twelve packs of playing cards, three boxes of dominoes and six boxes of checkers—\$3 for the lot; just by way of innocent diversion; of course, 'Dad,' you permitted no gambling?"

"Nothing worse than 10 cent ante."

"Sixteen pounds dime novels at 10 cents—\$1.60. Some literary folk along?"

"I think everybody but a Chinaman from St. Louis could read print."

The superintendent went on down the line carefully, admitting the wisdom and forethought expressed in every item of expenditure, and congratulated Dad upon his exertions on behalf of the snow-bound travelers. Then he folded up the paper and his face glowed good-naturedly, as he handed it back.

"That was very nice and generous in you, 'Dad,'" he said, "and it pleases me mightily to have you show such interest in our road. Now, some conductors would have let them poor devils starve to death before they'd move a hand. But you, 'Dad,' didn't do that-away. You dived right down into your pockets and stood the whole thing like a gentleman. I tell you, 'Dad,' it was noble—downright noble in you!"

Then for the first time it began to dawn on "Dad" that something had slipped a cog. Maybe the superintendent misunderstood. He attempted to make it plain:

"I thought that—er—maybe you'd O. K. this for me, sir," he said, rather uncertainly, "and send it in to the auditor."

"O. K. it?" asked the superintendent, as if puzzled.



THE PASSENGERS DREW UP A MEMORIAL, THANKING "DAD" AND HIS RAILROAD FOR THE KINDLY MANNER IN WHICH THEY HAD BEEN TREATED

"Yes, sir, so it will be paid."

"Why, 'Dad,' I thought you said you'd paid it!"

"So I did, but you see it was with my own—"

"Then, it's all right, 'Dad,'" said the superintendent, his face clearing; "entirely all right, and the road's going to do the fair thing by you, never fear."

"Yes?" said "Dad" with faintly returning hope.

"Indeed it will, 'Dad.' It never neglects a faithful employe. Now, I am going to let you keep this resolution or memorial or whatever you call it, and in my report to the president I will give you a strong endorsement for your manly conduct—a regular letter of recommendation. No—no; you needn't thank me, 'Dad.' It's due you and the obligation is entirely on our part!"

"Dad" made two or three weak attempts to get that bill allowed, but he was so smoothly and pleasantly turned down that he hadn't the heart to persist further. But he did some thinking and finally the gods of the distressed smiled upon him.

About five years later his train was snowed in within half a mile of where he met the first blizzard, and was "off the earth" the better part of the week. When they finally butted through and got into the division again, the conductor filed a brief report, in which he stated that he had tried to keep the passengers in a comfortable frame of mind. This time there was no bill attached.

One day the claim agent called on the division superintendent and exhibited a stack of claims for "wanton and barbarous treatment during the late blizzard in Iowa, suffering from cold and inability to procure the necessaries of life, and heartless conduct on part of conductor and employes." In the expansive way

of bills against railroads the total sum demanded by the abused passengers was \$100,000. "Dad" was sent for, and met a frowning countenance, in the superintendent's private office.

"What have you been doing to these people, 'Dad'?" demanded the official.

"Treated 'em like regular gentlemen and ladies," asserted "Dad," confidently.

"They say they didn't have anything to eat for six days."

"The butcher ought've carried a bigger stock," declared the conductor. "I did everything for 'em a man ought to do. They're the ungratefulest set of folks I ever heard of; it's downright mean in 'em to kick after what I did for 'em."

"What did you do?" asked the superintendent curiously.

"Why, I called 'em together every morning and told 'em if they'd be good I'd put in my report a strong endorsement of their conduct—a regular letter of recommendation, sir, and I did it, although they got mad when I said it and wanted to throw me out in the snow. It's my opinion, sir, that crowd would kick, even at the preacher. They're born that way."

The superintendent looked out of the window in silent study.

"Dad," he asked, suddenly turning around. "How much did you say that other snow storm set you back?"

"One hundred, thirty-three dollars and eighty-five cents," replied the conductor, whose memory was fearfully keen on the subject.

"Well, here—take this order to the auditor, but after this you don't need to hire singers and sleighs—just give 'em plain country fare, and if they insist on music, call in the engineman and fireman and make 'em warble: we'll allow 'em mileage for it."

WHEN A FELLER NEEDS A FRIEND



—Courtesy of the New York Tribune

Upholding the President's Hands

DURING the recent political campaign we heard a lot of talk about upholding the President's hands.

It is impossible to conceive of a more helpless individual than the President of a great nation like the United States, who recommends reforms for the general welfare of the people, if the majority of them refuse to support him by tying his hands, instead of upholding them.

The same principle applies to the president of a great railroad like the Baltimore and Ohio. And as most of us will admit that president Willard is an excellent president, and one of the best the Company has ever had, especially in regard to the general welfare of the men under him, and their relation to the "Safety First" doctrine, I say it behooves us on all occasions to uphold his hands by carrying out his ideas.

And financially speaking, all of us who read the papers and know anything about the subject, do hope and pray that the Interstate Commerce Commission will grant the railroad companies the 5 per cent increase in rates which they ask for.

J. J. DYAS

Number Two Machine Shop, Mount Clare



“Follow Instructions”—the First Rule of Efficient Railroad Operation

Address of General Manager Charles W. Galloway
at Deer Park



R. THOMPSON told you part of my speech when he referred to my wanting to know if the meeting was to last a week. There has been no subject assigned to me, and I might be called a “free lance.” I feel that the president, however, left very little for us to discuss, except details. He stated our problems convincingly. In fact, he convinced me. I have talked to him often and I don’t know that I ever saw or heard him in a more convincing manner than I did yesterday. I, therefore, will get down to at least two things that are on my mind and are so important to us and that really have some bearing on our income.

The first thing to which I wish to call your attention is our passenger train performance. I am not going into details on that subject, because all of you in the operating department are familiar with the facts. We have some delays that are unavoidable, but we have too many delays that are avoidable. We asked that two trains might be selected that would be run on time. They were trains Nos. 5 and 6. Everyone was instructed to give particular attention to the engines, so that when they left the

roundhouses they would be in such condition that we would get the best results from them. Nevertheless, engines have been turned out for those trains with the coupler knuckle lock worn out on the tank, with the air hose in poor condition and sometimes burst and with any number of things broken or wrong, which caused delays after the engine went to the terminal for the train. That did not occur because the men who look after those things did not know what to do, but it did occur because the men to whom that duty was assigned neglected their duty. That applies to trains 5 and 6. Those were the only two trains that we asked should run on time. The best we ever made was on time for twenty-eight days out of a month for No. 5. One delay was unavoidable and the other delay was avoidable. Now, that applies to the through passenger trains.

Our local passenger trains are not doing well. There are some territories where complaints are received from our patrons, and where the schedule is so slow that if you made it any slower you would receive a petition or a protest. This is not due to the fact that our men don’t know how to handle such trains, but it is because they have not fully appreciated the absolute necessity of handling them in the best manner possible.

The next subject I want to take up is that of our fast freight trains. Those of you who are in the operating department know exactly what they are doing. They seem to be getting worse. We have succeeded in putting Chicago No. 97 in on time twenty-eight days out of the month. In one instance when the train had been late, it was so late that it could not make its delivery. We have attempted to handle No. 94 on the same basis, but we have not been successful. The other sections of No. 97 have been bad.

For a while it looked as if we were going to make a very good showing with our fast freight trains. There seemed to be a general hustle and snap in the movement that encouraged us very much, but the record in the past six weeks has caused us to lose considerable traffic. And, because of the loss of that traffic, those trains are frequently filled with a character of traffic that is not entitled to that class of service. Our traffic officers are very much concerned about this. Those trains have been run on time and we believe that they can be run on time again. If they are not run absolutely on time, they can be run so close to it that the difference can be made up and the same purpose can be accomplished as if they were on time.

Our competition is sharp, especially because some of our competitors have a better general line. That is, they do not traverse the mountains that we do, and they have other things which are to their advantage. Now, as a matter of fact, we did run those trains for a long time better than any of our competitors. We made No. 97 famous. It was run in the beginning without a schedule and it made better time then than it does today with a schedule. That is something which should be corrected. If the passenger

trains are too fast and the schedules are impracticable, it is up to the gentlemen operating the divisions to say what is practicable. If the fast freight schedules are impracticable, we should change them, because the public then gets the idea that our service is not reliable. This impression gets abroad and does us harm not only from a freight standpoint but also from a passenger traffic standpoint.

Another thought touched upon by the president was the high cost of operation. I am not going to say anything about that because you gentlemen have the figures, but in going over an analysis of these expenses, the thing which impresses me (and it has a very distinct bearing on our results), is that trains are often ready when engines are not ready, and engines are ready when trains are not ready, and in both cases crews are called and are standing around doing nothing. That is clearly shown by an examination of our overtime slips and it is also evident in the release of crews on account of hours of service law. From a statement that I have had prepared, I see that much of it could have been avoided had the dispatch of the train been prompt after the crew was called. It is not uncommon for an hour or an hour and a half to be lost that way, and it frequently happens that as much as two hours and two hours and a half are lost. Now, if a crew were called and started within a reasonable time after it was called, the excess service would not have occurred, and it would not have been necessary to relieve that crew and pay two crews for what one crew should do.

While we have been handling a heavy business, we have frequent calls for power. We are asked to send power to this territory or to that territory to help out. We have ascertained from an examination of the records that the

power has laid around for hours waiting because there was a shortage of crews. Where it is true that the divisions cannot handle the power which is already assigned to them, then certainly there is no reason for putting additional power on such divisions. If they cannot handle the power that is already assigned, it is clear that no more power should be assigned to further congest conditions. I think this condition occurs sometimes from improper reports. I cannot believe that a division would call for power if they knew the power they had was not being handled promptly for want of men.

Our engine mileage in some places is not as good as it has been. In analyzing this condition, we find that the engines are delayed either for engine crews or for train crews, but whether for engine crews or train crews the delay occurs, nevertheless.

I want to say just one word on the question of carrying out instructions. My attention is frequently called to inability to get instructions complied with in certain directions. I do not believe that this is due to any wilful disposition on the part of anyone to ignore the instructions of a superior officer. We cannot get good results if we do not have absolutely good discipline among the officers and the men. If an order cannot be complied with, it should not be given. If it is a standing order and cannot be complied with, it should be revoked, but once an order is in effect, it should either be complied with, or the officer who issued it should have his attention called to the fact that it is impracticable. Questioning instructions occurs mainly with orders for the distribution of equipment. There are today on this road, and you will hear of this from other directions—entirely too many cars to conduct the business which

we have, and yet we have a car shortage. In our effort to get cars distributed and to equalize the distribution, questions have arisen among division officers as to whether it was a good thing to do, and in some instances maneuvers have been made that led us to feel that there was a disposition to hold back sufficient cars to protect a special place for tomorrow or the next day. I am sure you will all agree that but one man should be responsible for the distribution of equipment between divisions on a territory as large as that covered by the Baltimore & Ohio Railroad. Therefore, I want to ask you gentlemen, when receiving instructions on that particular subject, to comply with those instructions and not to question them unless they are obviously impracticable. Then I am sure that the officer who gave the instructions will listen to your advice and will be glad to consult with you and make such disposition of the order or of the equipment as the necessities of the case may permit or demand.

There is a disposition to make recommendations—I am pretty certain about this matter, but I am not making this statement in the way of criticism—but there is a disposition to make recommendations for certain things that have not been carefully thought out or investigated before the recommendations are made. I can recall certain cases where recommendations have been made for expenditures that have been held up until further investigations were made when it was found that there was no necessity for the expenditure, although it seemed clear that there was necessity for it at the time, and in the way it had been recommended. The idea is to take the recommendations of the officer in his particular territory and act on them. Therefore, it is of the utmost importance

that before recommendations for expenditures are made, the matter should be carefully gone into by the officer of the division. And he should know, as far as it is possible for a man to know, that the matter has been thoroughly investigated so that afterward nobody can shoot the recommendation full of holes. If proper investigations are made before recommendations are made, our work will be lessened to a large extent. We hold up expenditures because we cannot permit them to go through in the shape in which they are presented, and we are often forced to make another investigation of the matter. This we should not have to do.

Some question has arisen over the condition of power. I recall that in one particular section, a question about power arose because of the fact that the shippers in the locality had not been given the service they wanted and the service to which they were properly entitled. It sometimes occurs that instead of finding ways and means to render the service there is a disposition to let it be known—I might say generally known—that the conditions or the tools with which the work had to be done were such that it was not possible to do any better. What I mean is this: A man will say, and he will let it be known generally, that his attitude is, "Well, under the conditions I am doing the best I can." In other words, you make a situation by throwing up your hands. That may come from the ranks of the operating forces in a territory, but it is there. It happened in one place, and it is a very unfortunate thing that it should have happened. I do not criticize anyone for that state of affairs, but the officer in charge should have his organization in such shape that if something goes wrong, if one car is not in

place, let us say, he will not throw up his hands and say, "My power is no good," or "I am short of power and am doing the best I can," and then have outsiders so notified.

Often the power is not good because there is not sufficient force put behind the maintenance of it, although ample force is provided and paid to do the work. I remember one instance where an engine working at an outlying point was in bad shape because it was not properly lubricated. Instances have been found on divisions with outlying stations where there was no lubricating material on hand with which to take care of the power. The lubricating material was on the division, but it was not where it was needed. That was a lack of power due to neglect, and not due to the lack of money. We are told in every instance, "We haven't the money, and we can't do this or that." We are told, "If this is not done and that is not done, something is going to happen." That would not be the state of affairs under closer supervision. That does not happen under thorough management.

The necessity has arisen whereby we must curtail our maintenance expense. Our maintenance expenditures have been liberal. They have not been all that we wanted, but they have been liberal and they must be watched very carefully. If you will take care of the little things I have mentioned, if you will see that there is no neglect on the part of your men, we will not have much trouble. The little things are small in themselves but they are very large in the aggregate. If you suppress the little things in the beginning, they could never grow.

Those are the few thoughts I had in mind, and I had them in mind because they have a vital bearing on what we are trying to accomplish. There is one

thing that I believe you can do upon your return to your offices that will help very much to bring about the results we desire, and that is to see that your supervision is right and proper. If it is not, you have the proper officers with whom you can take it up. If you have not sufficient advice on any subject, you know where you can get it. There

is no doubt but that many of our troubles are caused by little things that are in our own hands to correct and which, if we took them up in the proper way and helped one another and encouraged one another and assisted and advised one another, would never grow into the larger troubles and would never bother us.

The Road of Life

Alfred E. Hostelley

If life would have a happy end,
As God intends it should.
Then every effort we must bend,
Its road-bed to make good.

By Him we're given the right of way,
With titles clear, thereto;
'Tis ours the well-made rails to lay,
And render service due.

'Tis ours to strive with might and main,
To build our road the best;
Not best for show nor worldly gain,
But best by every test.

'Tis ours to give each bridge our care,
Yea, every spike that's driven;
To build a station here of prayer,—
The other find in Heaven.

The Appalling Result of Carelessness and Failure to Follow Instructions

CAR INSPECTOR Henry Wagner was instantly killed in outbound yard on the 2nd inst. by being run over and dragged by a cut of cars. He was under a car fixing a brake rigging when the yard engine backed into the track with five or six other cars to push them into clear. Wagner failed to put out his blue flag, and although the cars only moved about a car length after he shouted, it was far enough to kill him instantly. This should impress all of us with the necessity of using the safety appliances supplied and following the rules laid down by the Safety Committee.

N. B.—Over 90 per cent. of all injuries sustained by employes on the Baltimore and Ohio are due to carelessness.



CAPTAIN GEORGE WILSON BOOTH
Late Comptroller of the Baltimore and Ohio Railroad Company

CAPTAIN GEORGE WILSON BOOTH

BORN JULY 29, 1844

DIED JANUARY 6, 1914

GEORGE WILSON BOOTH, late Comptroller of the Baltimore and Ohio Railroad Company, was born in Baltimore, Maryland, July 29th, 1844, and was educated in the Public Schools and College of his native city. In May, 1861, at the beginning of the war between the States and when he was but seventeen years of age, he enlisted as Second Lieutenant in the First Maryland Regiment of the Army of the Confederate States. In September of the same year he was made Adjutant of his regiment. He was Acting Assistant Adjutant-General for the Second Brigade of Jackson's Division in the three days' battle of Second Manassas in August, 1862, and was Lieutenant and Adjutant of the First Maryland Cavalry in January, 1863. He was promoted to Captain on September 29th, 1863, and retained this rank until the end of the war. He was slightly wounded at the battle of Manassas and Pollard's Farm and desperately wounded at Greenland Gap. Captain Booth's war record made him one of the most distinguished of the flower of youth and chivalry that the State of Maryland contributed to the Southern cause.

In 1866, at the close of the war, he married Mrs. Susanna Talbott Eubank, of Laurel, Maryland, after which they resided for fifteen years in Essex County, Virginia, where he was engaged in agricultural pursuits.

Captain Booth removed to Baltimore and entered the service of The Baltimore and Ohio Railroad Company in May, 1879, in the office of the station agent at that place. In 1881 he was transferred to the Accounting Department and he served continuously in this branch of railroad service until his demise. His conspicuous ability and fidelity to the interests which he served brought to him richly deserved promotions. In 1890 he was made Auditor of Revenue; in 1894, General Auditor; in 1902, Assistant Comptroller; and in 1909, Comptroller.

Captain Booth was a member of the Association of American Railway Accounting Officers and served this body in various executive positions. In 1895 he was honored by being elected President of the Association.

He was beloved and respected for his gracious personality and fine ability, by his many friends and colleagues. He was ever solicitous of the comfort and welfare of his old comrades in arms and at the time of his death was President of the Maryland Society of the Army and Navy of the Confederate States in Maryland and President of the Confederate Soldiers' Home.

An honorable and righteous career has ended; a life filled with manly and courageous deeds has closed. His activities were many and varied and his rewards were just and well merited.

“Civilized Man Cannot Live Without Cooks”

How Tommy The Greenhorn Got Away With
a “Peck” of Trouble

Mrs. C. H. Waldron

Wife of General Yardmaster, New Castle, Pa.

TEN years ago a lean awkward farmer boy with no more knowledge of the workings of a railroad system than he had of the inner secrets of the Mohammedan religion, applied in the Baltimore & Ohio shops at New Castle Junction for a job, and was put with the painting gang. Men were scarce and work was pressing, so Sweeney the foreman handed him a bucket of paint and a brush and said to him:

“Here, you; what is your name?”

“Tom Alexander.”

“Well, Tom, there is a new signal post over towards Youngstown that needs painting. The work train is going out past there and they will put you down at the right place. You get the job done and then stop the first thing that has a Baltimore & Ohio engine pulling it and come back. There is plenty to do and we need you here.”

About three hours later, the new painter, his work well done, stood alone beside the track, awaiting the first thing with a Baltimore & Ohio engine pulling it, to take him back to work. It soon came, swift, shiny, magnificent, but at the signal Sweeney had taught him, it came to a standstill, and overalls, paint pails, farmer boy—all piled on. A well-dressed “passenger” met him on the plat-

form with an angry face and the brusque question:

“Why in the world did you stop this train?”

“Because I wanted to get on,” said Tom sharply as he pushed by and entered the coach. The man followed him to the seat and continued to expostulate. Finally Alexander got mad and said:

“Get away from me and mind your business. My boss told me to stop the first thing that had a Baltimore & Ohio engine pulling it and to come back to work at New Castle Junction. I guess there are a few things you don’t know about railroading. We’re a busy bunch and I am going to do as I am told.”

By this time the train slowed down at the station and Tom pushed past the aggrieved stranger and stepped to the platform. Half way to the shop he met Sweeney, white-faced with anger.

“For the love of Mike, man, you never dared to stop the flyer!”

“Well,” said the boy, “it had a Baltimore & Ohio engine pulling it, and I only did what you told me to.”

Glancing back he saw the well-dressed passenger who had argued with him on the train, striding down the track towards them and added:

"This guy coming made an awful holler about my stopping the train, but I made him know where to pull in when I told him you said that I should stop the first thing that had a Baltimore & Ohio engine pulling it and get back to work."

"My Lord!" gasped Sweeney, "That is the old man!"

"Who?" asked Tom.

"Why that is the superintendent, Mr. E. A. Peck. Ye gods and little fishes, what a mess!"

Mr. Peck came near.

"Sweeney," he roared, "did you tell this greenhorn the ridiculous thing he says you did—to stop the first thing that had a Baltimore & Ohio engine pulling it' so as to get back here and spread a little paint?" Sweeney couldn't deny it.

"I did, Mr. Peck," he said, "but of course I meant slow freight."

"Well, Sweeney," replied the superintendent, "it is just as well you gave notice to quit a week ago,—finish your time, of course, but this gawk ought not work another hour, he hasn't enough sense to work a tread mill."

"Tom," said Sweeney, when the superintendent was out of hearing, "I hate to see you lose out, just because I gave you that fool order. I am leaving here anyway and the new boss won't know anything about it. You just keep out of the old man's sight, and he will forget you." So poor Tom continued to work, but from that hour life became a burden. At the mention of Mr. Peck's name he felt he must hide behind the nearest box car. And he never felt safe out in the open, except after dark, and then he jumped if anyone spoke suddenly to him.

Six months later, when he became chief cook and bottle washer to a work train gang, Tom thought his troubles were about over. He was happy for seven weeks before fate caught up to

him. About three o'clock in the afternoon, with his wheeled kitchen on a side track near Ohio Junction, Tommy was singing at the top of his lungs, "I wish I was in Dixey," while he scoured out the last iron kettle. Suddenly and without warning a shadow fell across his clear cleaned table, and a voice he had hoped never to hear again said:

"Boy fix me up a lunch, will you? I have been out with the wreck crew since five o'clock this morning, and I am nearly famished."

The open window invited Tom to jump for liberty and oblivion but his kind heart prevailed. He could not leave even his enemy to starve and besides Tom's gathering wits reminded him that he was a first class cook and that—maybe—then he fell to work, while out of the corner of his eye he saw the superintendent frowning at him.

Presently, however, the finest lunch ever set out on a work train table greeted Mr. Peck. He ate in silence while Tom shivered in the back ground. When the unwelcome guest had "licked the platter clean" he rose and came towards poor Tommy, whose teeth chattered in his head while his shoes clattered on the floor.

"I have seen you before, haven't I?" asked the superintendent.

"Ye-ye-yes sir," stammered the cook.

"Well," said Mr. Peck, as he turned to go, "I hope to meet you again. When a man is hungry you're a good fellow to fall in with."

And when the happy Tommy cleared away the dishes, he found a shiny half dollar under the plate.

"Tommy" Alexander is now chief car inspector at Ohio Junction—a faithful and respected employe of the Company. And, oh he is so very loyal to the good old Baltimore & Ohio—but especially fond of general superintendent Peck.

Enormous Drain Caused By Loss and Damage

Last year Loss and Damage cost the Baltimore and Ohio the enormous sum of \$1,239,794.00. So far this year this loss is even heavier.

Damage alone amounted to \$495,179.00 last year. It must be apparent to everybody that a large proportion of this amount could have been prevented by more careful handling.

Shortage of entire packages amounted to \$294,246.00. This was brought about largely by receiving and delivery clerks' not actually checking freight upon receipt and delivery. Individual interest and care would have saved many of these shortages.

Defective equipment cost us \$157,985.00. This means that cars with leaky roofs, sides or floors were loaded and in many cases reloaded with the same character of commodity without being repaired; and of course contrary to instructions.

Whenever freight is lost or damaged it costs us not only the unpaid revenue but also large cash loss in the form of claims. This all means loss in the net revenue.

Loss and Damage is now receiving special and systematic attention, but it will need the cooperation of every employe in station, yard and local freight service to bring about the results desired.

How To Stop The Leak

Careful checking of all freight to see that the freight received checks with the bill.

Careful stowing in cars.

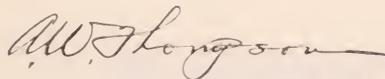
Stop the rough handling of cars in the yards.

Care in removing freight from cars by the local or way freight crews and by the laborers in freight houses.

Careful check to see that draymen receipt for all freight loaded and taken away.

Sufficient interest in the Company's welfare by all employes to join in the movement for the better handling of freight while it is in the care of the Company.

In the last analysis, the real solution of this great problem lies with the individual employe. Baltimore and Ohio men realize the absolute necessity for economies in every direction. Here is a practical economy which all can help to bring about, and I personally hope that everyone will lend his fullest cooperation.



Third Vice-President

PITCHING IN!

"I WILL!"

"I WILL" has a spirit that nothing daunts:
Once he gets his eye on the thing he
wants
He rolls up his sleeves, and he pitches in
With a splendid zeal that is bound to win.

"I Will" never hesitates lest he fail—
In his heart he's sure that he will prevail.
No mountain can halt him, however high;
There's no task so hard but he'll have a try.

"I Will" sets his teeth when things start off
wrong;
He just grins, and mutters: "This can't last
long.
I'll take a fresh start; and Adversity
Will be going some if he catches me."

"I Will" has a punch hid in either hand;
He has training, strength, and a heap of
sand;
He swings his hard fists in the world's
grim face,
And he bangs away 'till the world gives
place.

"I Will" understands in his own strength lies
The one chance he'll get at the things men
prize.
Discouragement, failure—nothing can chill
The stout heart of him who declares, "I
Will!"

—CHARLES R. BARRETT

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Chicago, Ill.



PITCHING IN!

"I CAN'T!"

"I CAN'T" lacks in nerve: he's too faint
of heart
To pitch in like a man and do his part;
He's none of the spirit that fights and wins;
He admits he's beaten before he begins.

"I Can't" sees as mountains what bolder
eyes
Recognize as mole hills; ambition dies,
And leaves him complaining in helpless
wrath,
When the first small obstacle blocks his
path.

"I Can't" has a notion that out of spite,
He's being cheated of what's his right.
The men who succeed by hard work and
pluck,
He envies, and sneers at as "Fools for luck!"

"I Can't" is a loafer, who won't admit
That his life's the mess he has made of it;
The treasure that's sparkling beneath his
eye,
He thinks he can't reach—and won't even
try.

"I Can't" has a feeling the world's in debt
To him for a living he's failed to get;
But, given a chance to collect, he'll rant
About past failures, and whine, "I Can't."

—CHARLES R. BARRETT

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The Jennie Smith Home Fund

THE work of collecting for this worthy cause has been resumed after a pause of several weeks.

In the short time in which the work has been prosecuted, several hundred dollars have been realized toward paying the mortgage on the home of Jennie Smith in Washington. Most Baltimore & Ohio men know how much she has done for the cause of Christ and humanity, especially along the lines of the System, where her efforts have been untiring for a third of a century.

The prospect of securing the full amount of the debt and relieving the beloved woman of this burden in her declining years is very favorable, and

every man who knows her or her work will want to add his offering.

Under the direction of the Munsey Trust Co., of Washington, D. C., the following men were duly appointed as a board of trustees to administer and safeguard the estate of Jennie Smith, viz.: James H. Baden, secretary of the Munsey Trust Co., Washington, D. C.; Mrs. Belle C. Culbertson of the District W. C. T. U., Washington, D. C., and W. I. Steere, Manassas, Va.

The personnel of the soliciting committee as published in the December issue of the *Employes Magazine* insures efficient work for the cause.

The Steeple-Moving Like the Hand of a Clock

**It is a Finger of Stone, Built by Man to Point
Everlastingly Toward Infinite Power**

TRY THIS experiment: Make up your mind to devote your hours of travel to thinking. The brain, like the muscles, needs definite and well planned exercise. It must be methodical and regular. There is no limit to its possible results. * * * * Each night or morning take up some one line of thought and follow it to its end—or as far as your mind can take you. Learn to observe, to study, to reflect. Don't look at your fellow passengers as calves look at each other on the way to the slaughter house.

Look, as a human being, at other human beings. * * * * Some chatter, other scowl, fret, fume, complain, brag, grin or otherwise express the strange emotions that move us here.

They are all ghosts, as Carlyle tells you, imprisoned for a time in coverings of flesh, and a car packed full of real ghosts passing over the earth on their quick journey to the grave ought to stir you.

The giggling shopgirls whose life of misery is still a joke to them—blessed youth!—should interest you deeply.

And the negro, too, with a tired black face, resting for the next day's slavery—slavery on a wage basis, but slavery all the same. Possibly you despise his thick lips. But those lips are carved on every sphinx in Egypt's sand, and if you could go back far enough you would find the ancestors of that negro, before the days of the Pharaohs, laying the foundations of your religion and locating the stars in heaven. At that time your forbears were gibbering cave savages, sharpening bones and gnawing raw flesh. When you see the negro on the opposite seat, the ill-starred one who has gone down in the human race while we have gone up, think about him, study him, speculate as to his ultimate end—and your own. Don't merely say to yourself, "That's a plain negro," and go on chewing gum.

The pictures that flash by your car windows should help you to think.

The train rumbles over the switches, and in the dusk a swinging lantern tells you that a man is at work, guiding you safely when your work is done. Can't you take an interest in that human atom,

representing the Power that swings our tiny sun in space, lighting us on our journey toward the constellation Hercules?

A black steeple is outlined against the dark-blue sky of the evening. That is a finger of stone, built by man to point everlastingly toward Infinite Power. It now points "upward." In twelve hours—as the earth slowly turns—it will be pointing "downward." But there is no upward or downward in the carpentry of the universe. In the twenty-four hours, as it turns round with the earth, that steeple points toward all the corners of space, and constantly it points toward Eternal Wisdom and Justice in every corner.

This is tiresome? All right, then we'll stop. But whether we tire or interest you, remember:

As a man thinks, so he grows. Think, study, use all the hours that separate your croupy cradle from your gloomy grave. Those hours are few.—*New York Evening Journal*.

"What is the hardest thing in the world to do—think!"—*Emerson*.



THE STEEPLE—POINTING CONSTANTLY TO
EVERLASTING POWER

A SAFETY SERMONETTE

INQUIRE not who spoke this or that, but attend to what is spoken. And understand also that it is in thy power to transform these thoughts into concrete action. For if ye know these things, safe are ye, only if ye do them.

Heed danger as thou wouldst an enemy. If thou wilt seek danger, wonder not if thou art hurt.

A prudent man forseeth danger and protecteth himself, but the simple pass on and are hurt.

Proud men are fearless of danger and confident of their strength. They live among risks, their pride making them insensible of their perils. But the sensible are always fearful for themselves. They know the dangers and avoid them.

Occasions do not make a man frail, but they show what he is. Mark thyself in the hour of danger, for then it is that thy knowledge will be of avail. We are courageous enough so long as nothing adverse befalls us. We can give good counsel also, but when danger suddenly comes upon us, we fail in that counsel.

We resolve that we will do things correctly, but when the time cometh, we do them the same old way. Today we confess our faults and tomorrow we commit the very same we have confessed.

Now we are purposed to look well into our ways of doing things, and within a while we will so do them that there will be no accidents at all. Good cause have we to be careful, and never take unreasonable chances, since even the strongest are so frail as to be unable to withstand the weight of a locomotive wheel.

—*Pro Bono Publico*

Revised Procedure for Investigation of Accidents on the Baltimore & Ohio Southwestern Railroad and Cincinnati, Hamilton & Dayton Railway

(The following instructions were recently
issued by General Manager J. M. Davis)

(a) A Board of Inquiry, consisting of three division officers, shall convene at once to determine the cause of every collision, road or yard; of every derailment of passenger trains; of each derailment of freight trains, including transfer and yard engines, which involves a property damage of \$250.00 or over; of each collision with a vehicle which involves loss of life or serious injury, and of each case of serious personal injury to employes in the train or yard service.

The Board of Inquiry shall consist of either the superintendent, assistant superintendent or trainmaster, the division engineer or assistant division engineer, the master mechanic or the road foreman of engines. The superintendent will indicate the members of the Board whenever an accident occurs in order to divide the work so that it will not all devolve upon any three particular men.

(b) This board shall make personal investigations on the ground if necessary and take testimony of employes, eye-witnesses or other parties, so as to include all evidence afforded by physical condition of the place of accident.

(c) Should a Division Board fail to reach a definite and satisfactory conclusion, or if two members thereof do not concur in the findings, a second Board of Inquiry, consisting of the general superintendent, superintendent of motive power and the district engineer maintenance of way shall be convened forthwith.

(d) Every accident has an originating cause. Board of Inquiry shall determine cause, both immediate and remote, and fix responsibility regardless of individuals affected (officers or employes).

(e) In case of personal responsibility, it shall be definitely fixed by name and occupation or title in plain statement of the fact. Defective equipment, appliances, structures or track contributing to an accident should be specifically described, with character and nature or cause of defect. If defect in manufacture, the name of manufacturer and identifying data should be given.

(f) The findings of Boards of Inquiry should be reduced to writing, signed by each member of the Board concurring, with findings also of members, if any, not concurring. The superintendent will promptly mail the general superintendent one copy and the general manager two copies of the report (in case of serious personal injury or death, one copy to the general claim agent), the regular telegraphic reports of accidents to be sent in as soon after the accident as possible.

(g) The ranking officer present will act as Chairman of the Board of Inquiry and will be responsible for compliance with these instructions. It shall be his duty to read this circular to the Board as the first business when the Board convenes. In the event the officers holding the investigation are coordinate, the superintendent will designate the one to act as chairman.

How Can an Engineer Help Increase Our Traffic?

By J. M. Garvey, Sr.
Wheeling Division Engineer

INASMUCH as the passenger and freight departments of our road are closely allied and since I am engaged in the passenger service, I will endeavor to show first how an engineer may assist in maintaining and increasing



ENGINEER J. M. GARVEY, SR.

the passenger traffic and then how he will be a factor in bringing an increased amount of freight business to the road.

The Baltimore & Ohio Railroad Company encounters keen traffic competition along practically its entire right of way. For this reason it is absolutely necessary for engineers over the whole system, to be

constantly on the alert at all times for an opportunity to assist in traffic building.

Once upon a time the traveling public were easily pleased as far as transportation facilities were concerned, but nowadays they demand the best of everything. And it would be a very sad state of affairs if any of our business should go to competing roads through an act of carelessness on the part of any of our engineers. It makes little difference how good the equipment of a road may be if the engineers do not handle their trains skilfully and carefully. For instance, if a passenger train is made up of solid steel coaches, is electrically lighted and upholstered in the most approved fashion, if it is drawn by one of the most powerful and up-to-date locomotives of the present day, it will add very little to the reputation and prosperity of the road, if the engineer in charge is careless about the manner in which he starts and stops at a station along the line of road or about the method in which he uses his air on the curves, if he is indifferent concerning the amount of smoke his engine generates in the tunnels, or allows unnecessary whistling at places where it could be avoided, and above all if he does not do everything in his power consistent with safe operation to reach the junction points and terminals on time. In the rush and hurry of present day life, if a busy financier happens to be disappointed in making connections, thereby entailing the loss of several hours

of his time and possibly large sums of money, you may rest assured that unless the road over which he has been traveling has an exceptionally good excuse to offer, this financier will arrange a different route on his next journey. And the woman of today takes precisely the same view of affairs. If she cannot enter the dining car and partake of her luncheon or dinner with as much ease and comfort as she does at home, she will arrange to travel on a road that handles its trains in a smoother and more scientific manner.

So far I have attempted to show how the engineer may assist in traffic building merely in the capacity in which he is employed. But I wish to state further that he is in a position to render great assistance towards the same end if he will make it his business at all times to be gentlemanly and courteous toward every one with whom he comes in contact. A gruff, ill-mannered engineer can turn traffic over to a competitive road just as quickly as any other employe. On the other hand, if all our engineers made it their business to be courteous toward every one whom they meet, the traveling public would realize that a company employing such a high grade body of men must in itself be a high class organization. This gives the road a reputation, a fine character if you will, and a fine character inspires confidence and wins business.

Then, too, the engineer should never miss an opportunity to extol the good qualities of his road to every shipper with whom he comes in contact. Oftentimes a merchant is undecided until the last moment as to which route he will choose for the transportation of his goods. Right here is where the engineer or any other employe for that matter can land the con-
 signment for his company if he has previously prepared himself to speak in a con-

vincing manner concerning the merits of the road which employs him.

If all concerned would carry out the suggestions which I have outlined here, I think we would then be fulfilling the duty we owe to our road, which is dependent to a large extent upon our efforts to increase the traffic in both the passenger and freight departments. And it must be remembered that our prosperity depends upon the volume of our traffic, and that with the severe competition and regulation under which we operate today, the prosperity of the employe is more nearly than ever before, in direct proportion to the prosperity of his Company.

IT COULDN'T BE DONE

AN UNKNOWN

¶ 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 quibbling; 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 of 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.

—Gospel Herald

*The following letter was received by one of the
Officials of the Baltimore Division*



BALTIMORE, February 12th, 1914.

Kind Sir:

In reference to stopping railroad men from drinking. It has been a God-send to many a mother, wife and family, as the bar rooms in South Baltimore are supported by this body of men, and we think that if these men are kept out of these places that the saloons would soon close up.

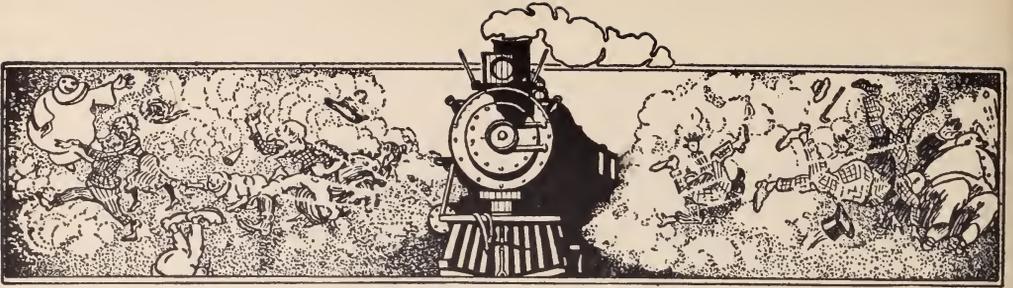
I heard a railroad man's wife say it was the first time in ten years that her husband had come home sober and brought his money home to her, and she made this remark to him.

I wish they had done this years ago; I might have had a comfortable home today. Lots of men have said this would all blow over, but my earnest prayer to God is that you will force these rules and be more and more positive with them, to let them see that it can be and will be broken up, as there are many poor women that can't pay their store bills, but the husband, son has got to pay the whiskey bill.

My greatest desire is this—that you fight this to the end, as it will benefit many a railroad man's family.

One who is interested,

A RAILROAD MAN'S WIFE AND CHILDREN.



EXHAUSTS

No Doubt

Reed—What do you suppose will happen on the Judgment Day, when the earth plunges into eternal darkness and desolation?

Grant—Oh, I suppose some optimist will rise and proclaim, "Now is a good time to buy stocks."—*Judge*.



Providential

"He seems to be always chasing rain-bows!"

"Yes; that appears to be his method of providing for a rainy day."—*Judge*.



Both Places

"Where will Mrs. Dobs go now that both her daughters are married? To her son-in-law's house in Birmingham, or to that of her son-in-law in Leeds?"

"One wants her in Birmingham and the other wishes she would go to Leeds."

"What dutiful sons-in-law!"

"I beg your pardon.

The one in Birmingham wants her in Leeds; the one in Leeds wants her in Birmingham."—*Tid-Bits*.



Encouragement

I suppose that my heart should be joyous and light,

And I should be deep in a trance;
For Molly said, "Yes," at the party to-night—

But you see—all I asked was a dance.

—*Louis B. Capron in Judge*.



The Modern Girl

Hicks—What kind of a girl is she?

Wicks—Oh, her dream of a good time is to sit in the dark, with a muff in her lap, between two young men, and let the young men hold each other's hands inside the muff.—*Somerville Journal*.



Flushes

He sat and played amid the crush
(Excuse this tear-and-sob tale!)

Upon his cheek a hectic flush,
And in his hand a bobtail.

—*Walt Mason in Judge*.



"You are the manager here, eh? Well, years ago I dined here, and being unable to pay my bill you kicked me out."

"Very sorry, sare; but business, you know—er"—

"Oh, that's all right, old chap—but—might I trouble you again?"—*The Tatler*.

Independent

Place—Station on local line in Texas.
Passenger train on bulletin board marked "Indefinitely late."

Countryman—Porter, what does it mean this train being marked up independently late?

Negro Porter—Well sah, boss, that mean just wat it say. This here is an independent road and dats an independent train; comes when it gets ready and goes when it gets ready.



Vanished

A native, while traveling on one of Arkansas' milk trains, was attempting to adjust the curtain to suit himself. It suddenly escaped him and flew up with a snap. The bewildered native gazed amazedly about, stuck his head out of the window, and muttered:

"Well, I reckon that's the last they'll see o' that durned thing!"—*Baltimore Trolley News*.



Dear Old Dad

"My boy, when I was your age I was lucky if I got 25 cents a week spending money. And here you want \$5."

"I know, dad, but then I've got a much cleverer father than you had."

"And evidently I've got a much smoother son than my father had."—*Detroit Free Press*.

Inadequate

First Charity Visitor—How did you find poor Mrs. Holcomb?

Second Charity Visitor—Nearly frozen.

First Charity Visitor—Nearly frozen? I thought St. Andrew's Helping Hand Society sent her a lot of clothes?

Second Charity Visitor—It did; and she had them all on—seven peekaboo waists and four slit skirts.—*Life*



And Yet They Admire Soldiers

He—Yes, I'm a soldier. I helped England win the Boer War.

She—Is that so? Which side were you on?—*Judge*.



Transformation

"Hymen is a great magician!"

"Prove it!"

"See how often he turns a turtle dove into a snapping turtle."—*Judge*.



In the Vernacular

Bubbs—Well, how are your New Year's resolutions wearing?

Dubbs—Fine! Had one little puncture, but nothing like a regular blowout.—*Judge*.



THE CONQUEST

A RAILROAD SONNET

A brave Idea struggled into birth—
The great conception of a master mind—
And through the realm of reason sought to find
The full fruition of its wondrous worth;
And though beset by years of toil and dearth,
Nobly it grew, as though by God designed,
Until a giant, serving all mankind,
Girdled with bands of steel the grateful earth.

Oh power supreme—inspired, creative Thought!
Moulding to human needs thy potent plan:
The widening gates of commerce thou hast brought
Within the confines of thy magic span;
This steel colossus of thy wisdom wrought,
Annihilates the distances of man.

By LOUIS M. GRICE

Chief Clerk to Auditor Passenger Receipts

CONSTRUCTION



Cincinnati, Hamilton & Dayton Railway Installs Electric Block Signals, Adding Another Safeguard In Operation Of Trains

The Cincinnati, Hamilton & Dayton Railway has just completed and placed in operation on its line between Cincinnati and Indianapolis the most modern automatic signal system on the market. Under this system only one train can enter a block section at one time. The sections average one mile in length. Trains automatically indicate their approach at each switch, and in every station a gong rings as the train leaves the preceding station. Thus the trainmen, station agents and operators are kept informed of the location of

each train as it passes through the automatic blocks.

The installation of this service in connection with a similar system on the Monon Route gives patrons of the Cincinnati, Hamilton & Dayton-Monon, Cincinnati-Chicago Line, complete automatic signal protection. It is the only line between these points similarly equipped. In addition, each train is provided with a portable telephone outfit, so that instant communication can be had with the train dispatchers in case of delay between signal points.

James T. Leary Promoted to Comptroller of Company

On February 19th, James T. Leary, general auditor, was promoted to the position of comptroller of the Company to succeed the late Captain George W. Booth.

The new comptroller of the Baltimore & Ohio was born September 17, 1858, at

Ithaca, N. Y. He is a graduate of Cornell University, of the class of '80, having taken up a special course of scientific studies.

Mr. Leary first entered railway service with the Pennsylvania Company as a



JAMES T. LEARY

Comptroller of the Baltimore and Ohio Railroad Company

clerk in the mechanical department at Fort Wayne, Ind., in June, 1882. In May, 1883, he was promoted to the chief clerkship in the office of the superintendent of motive power of the same company, and in November, 1899, was made chief clerk to the general superintendent of motive power of the Pennsylvania Lines west of Pittsburgh, with headquarters in that city.

He came to the Baltimore & Ohio in June, 1901, as assistant to the general manager, at Baltimore, and was advanced

to general auditor in April, 1902. He has held that position for the last twelve years.

Mr. Leary is a man of delightful personality, and his promotion was particularly pleasing to the large number of men in the accounting department who have worked with and for him during the past twelve years. With their respect, confidence and cooperation, he has reaped rich honors in the service of the Company, and in this new position of greater influence, he will look forward to a period of ever-increasing usefulness.

J. M. Davis Now General Manager of the Baltimore and Ohio Southwestern and Cincinnati, Hamilton and Dayton Lines

J. M. Davis has been appointed general manager of the Baltimore & Ohio Southwestern-Cincinnati, Hamilton & Dayton lines with headquarters at Cincinnati, succeeding W. C. Loree, who resigned. The appointment, which is announced by Vice-President A. W. Thompson, head of the operating department, became effective on March 1st. Mr. Davis has been assistant general manager since January 1st.

The new general manager of the Southwestern District of the Baltimore

& Ohio began his railroad career in the Southwest and was later employed by the Great Northern, Erie, Union Pacific and Southern Pacific lines. Prior to entering Baltimore & Ohio service, the first of the year, he was general superintendent of the Southern Pacific railroad at San Francisco. A full account of his railroad activities, previous to his connection with the Baltimore & Ohio, was given in the February issue of the *Employees Magazine*.

E. E. Hamilton Becomes Supervisor of Operating Statistics

On February 21st, E. E. Hamilton, chief clerk to the third vice-president of the Baltimore & Ohio System, was promoted to the position of supervisor of operating statistics.

Mr. Hamilton will have supervision over the tonnage, hours of service, earnings and expenses and the statistical bureaus, and his jurisdiction will extend over the lines of the Baltimore & Ohio,

Baltimore & Ohio Southwestern, Cincinnati, Hamilton & Dayton and the Staten Island roads. He will have charge of the compiling and analysis of the statistics of the operating department and will report to the vice-president in charge of operation.

In promoting Mr. Hamilton, the Baltimore & Ohio management carried out its policy of choosing employes already in the service to fill positions of greater responsibility.

Edward Elwood Hamilton has grown up in the service of the Company. He was born in Cumberland, Md., October 1, 1879. After attending high school, he entered the employ of the Baltimore & Ohio on June 1, 1894, as a telegraph messenger. He was advanced

to yard clerk and was later transferred to Grafton in this capacity and became a timekeeper at Fairmont and Wheeling.

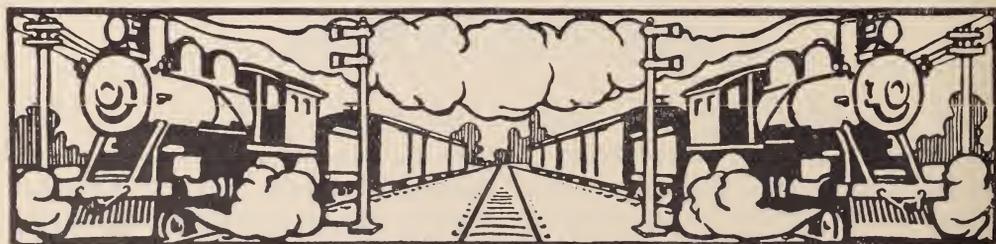
After serving as accountant at Wheeling, he was promoted to chief clerk in the division offices at Wheeling and Grafton, and from September, 1907, to January 1, 1908, was an inspector of freight service in the transportation department, his work being in the Wheeling district.

In December, 1910, Mr. Hamilton was transferred to Baltimore as assistant chief clerk to the general manager, when vice-president Thompson was

filling this office. He later became chief clerk to the general manager, and in May, 1912, was made chief clerk to the third vice-president.



E. E. HAMILTON





How Do You Solve This Problem in Train Operation?

J. S. Shiland of Painesville, Ohio, submits the following interesting and practical problem in train operation:

Two trains of forty cars each, each pulled by a single engine and running towards each other on a single line of track, meet at a siding which has a capacity for only forty cars and an engine. The siding already has forty cars on it, with the draw-bars out of most of them, and there are not a sufficient number of chains to connect the uncoupled cars. Furthermore, one engine can handle only forty cars at one time. How are the trains to pass?



In the diagram of the situation printed herewith, the two trains running towards each other, and which have to pass, are called "A" and "B," and the train on the siding, "C," for convenience.

In sending in solutions for the problem, the trains should be designated by these letters.

The correct solution will be published in the next issue of the Magazine, together with the names of all employes who send in correct answers.

Other problems in train operation, and relating to other kinds of railroad work, will be given in this department from time to time. We will be glad to acknowledge and examine all questions of this nature submitted by employes, and if they are deemed to be of sufficient interest, to offer them for the consideration of our readers.



“Home Keeping Hearts are Happiest”

DEAR WOMEN READERS:

So many requests that we re-establish the Home Department of the *Employes Magazine* have been received, that it has been decided to do so in this issue, and as the new editor of that department I extend to you my cordial greeting and earnestly solicit your interest and cooperation.

Let us hope that we may come together in this little corner of the *Employes Magazine*, in a spirit of genuine good-fellowship, each adding her small contribution to its success; and may success to us mean something more than the compiling of a few entertaining columns. May it mean a word of encouragement spoken, a helping hand extended, an interchange of thought and fancy, a sharing of useful knowledge—these things brought together for the benefit of all, given and taken with such kindly charity that their influence shall become more and more a part of us, entering our homes with the same bright cheerfulness as the unexpected sunbeam that falls athwart the room; and may it be just as welcome.

“Great things from small beginnings grow”, and if our beginning seems small and inadequate now, our department will not remain so, for by combining our efforts we are going to make it grow, blossom and bear fruit. Let us remember that we are making our entrance into what has, so far, been almost entirely a man’s magazine. We must play our little part so well as to reflect credit on ourselves and our Magazine, and make all concerned proud of our Baltimore and Ohio women.

Yours sincerely,

Edith Henderson

Editor Home Department

How to Grow the Popular Sweet Pea

THE sweet pea can be grown almost anywhere where soil and sunlight meet. The first important step towards success is in securing good seed. This may be purchased from any of the well established seed houses, many of which conduct a large mail order business, but the cheap department store variety of seeds is to be avoided.

In preparing the soil, deep digging is the main requirement, and next to this comes good drainage, even if it has to be specially provided by underlaying deep down with broken stone or tile. The plants like to be cool about the roots. Hence the seed should be planted in porous, well drained, well aerated soil in which the ready evaporation of moisture keeps the roots cool and enables the plants to produce long stemmed, beautiful floral butterflies, three on a stem.

When fall planting is undertaken, autumn digging is necessary, but while fall sowing is quite feasible in light, well drained soil, it should be carefully tried out in a small way by amateur gardeners before being attempted very extensively. Spring sowing is still the best way for most of us, but seeds should be planted very early. In fact it is almost impossible to sow them too early and it is perfectly safe to plant at the earliest possible moment after Candlemas Day, February second.

To get the seed well down into the ground, it is necessary to dig a trench at seeding time about a foot deep and sixteen inches wide in the already well pulverized soil. Then sprinkle one row

of seed along either margin of trench and cover in about two inches with fine loam. Good seeds are very vigorous and will push up through this covering as soon as days begin to get the least bit warm.

Water must not be allowed to collect and stand in this trench. As soon as seedlings grow four or five inches, more soil is gently worked in around them and this operation is repeated two or three times as plants grow, until the trench is filled to the general level of the garden. This way allows plants to become well established with roots deep down where the sun cannot burn them.

As soon as the trench is filled it is time to put up a trellis as the vines are very ambitious and will not wait. Birch brush six feet tall with an extra foot sharpened to stick in the ground, makes the very best support, but where birch cannot be obtained good chicken wire, two inch mesh, pulled taut and securely fastened to good posts, will answer the purpose. The posts should be firm and strong, lathes or slight stakes will not do, and a support should be placed midway to keep the wire from sagging.

When everything is nicely started frequent hoeing will help to keep the soil stirred and growth active. Water should be supplied regularly and in sufficient quantities, especially after the opening of the flower season. The early varieties start to blossom by the middle of July, the later ones lasting through August and September, and the more they are picked the faster they bloom. In fact all flowers should be picked the day they open.

To be ahead of the neighbors it is well to have some of the early varieties, such as Earliest of All, pink and white; Burpee's Earliest White; Mrs. William Sim, salmon pink. Then there are the beautiful big flowers of the Spencer types—White: Dorothy Eckford, White Spencer, Nora Unwin; Pink: Janet Scott, Countess Spencer; Pink and White: Apple Blossom, Earliest of All; Rosy Carmine:

George Herbert, Prince of Wales; Crimson and Scarlet: King Edward VII, Salopian, Queen Alexandra; Orange, Pink and Salmon: Miss Willmot, Mrs. William Sim, Helen Lewis; Lavender and Light Blue: Lady Grisel Hamilton, Countess of Radnor; Blue and Purple: Brilliant Blue, Countess Cadogan; Maroon: Othello, Black Knight; mixed colors: Aurora, Helen Pierce.

Straws Caught on the Stream of Fashion

DRESSY gowns for spring have many interesting new features, among which, the loose batwing sleeves are probably the most noticeable.

On elaborate reception and evening dresses trains are seen in most unusual places; some decidedly at the left side and others cut as an extension to center front of skirt and pulled back between the feet.

On round length skirts, eight or ten flounces are used. These flounces are usually graduated from a comparatively deep one at the waist, to a very narrow one at the lower edge, and in some cases the deepest flounce is at knee depth, and both the ones at the foot and waist are narrower; usually those from waist to knee are considerably fuller than those below, giving a decidedly minaret effect.

Bustle effects are acquired by over-skirts draped to fall below the knee in front, caught high in back and ending in a deep frill, well stiffened to stand out a la rooster's tail. A prettier bustle effect, however, is secured by very wide sash ends tied in a butterfly bow. If so preferred, the loop ends may be fastened to the blouse, just under line of shoulder-

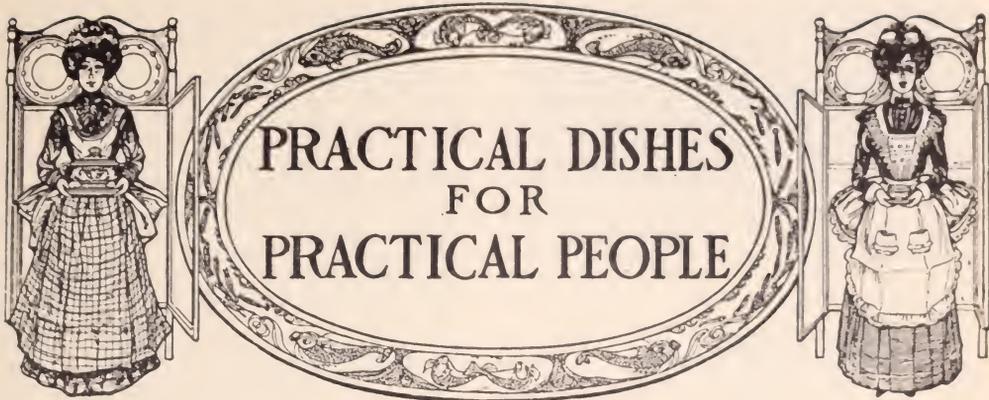
blades. Some of these girdles also have loop ends finished on the edges with narrow flat wire.

Instead of lace frills next the throat we are to have smart little white pique vests, quite stiff.

Short coats are very much in vogue and with the popular kimono sleeve may be safely constructed by the home dressmaker who does not fully understand expert tailoring. Later, it is hinted, we shall see fetching little coats of Dolly Vardon, and Pekin striped silks for wear over dressy embroidered lingerie frocks; in all probability these will also be made of all-over eyelet embroidery, finished at the neck with full plaitings of tulle.

Crepe de chine will be a much used material this season and, besides the all silk variety, many novelties are offered in silk and wool, and cotton mixtures. This material will be in frequent demand for combination with self-toned chiffon and soft shadow lace.

The Spanish effect seen in the season's designs takes the form of lace draped to suggest the mantilla of the Spanish woman, and usually crosses diagonally from hip to shoulder.



The following is one of two very excellent chocolate cake recipes which have been submitted for publication. We print the one known as "Red Cake" in this issue and hope to print the other one in a later edition.

The raisin pie is recommended as being particularly acceptable during that part of the year when fresh fruits and other suitable pie fillings are scarce.

Red Cake

2 eggs; $\frac{1}{2}$ cup butter; $1\frac{1}{2}$ cups sugar; 1 cup buttermilk or sourmilk; 2 squares chocolate and 1 teaspoon soda.

Mix sugar and butter, add eggs and beat till smooth; melt and add chocolate and stir in milk, add flour and soda, about two cups of flour, mix and stir. Batter should be of ordinary consistency but not too stiff. Flavor with vanilla and bake in two layer tins.

For filling, melt one square of chocolate, add confectionery sugar, one cup cold coffee or milk. When filling is properly mixed to right consistency, spread between layers and on top of cake.

Raisin Pie

$\frac{1}{2}$ pound large rasins; 1 cup sugar; 1 quart water; lemon juice to suit taste and 1 large tablespoon cornstarch.

Mix and let come to a good boil all but the cornstarch, which should be mixed with a little cold water and stirred in when other ingredients are on the boil. A little of the outside rind of lemon may be grated into above if preferred, and should be added with the juice. When cooked let cool off and bake with top and bottom crusts. This is sufficient filling for two pies.



To Remove Rust Stains

Iron-rust stains may be removed from cloth without injury to the most delicate fabric. Make a paste of cream of tartar and water, cover the spot with it and hang the article in the sun. As soon as the paste dries, wet it again and after repeating this process several times, brush off the dry powder—W. T. K.





BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Who's to Blame ?

IT was just before the close of the lunch hour and half a dozen of the senior clerks were grouped about a big table where usually at noon the fate of the Federal League was decided. But baseball was tabooed that day and the young solons were discussing another game—the game of life—particularly that part men have to play,—business.

“Why is John Brown an honorable success and his brother, who had exactly the same advantages, a respectable failure?”

“Who will explain how Bill Jones rose superior to his handicaps, and stands a peer among men?”

“How is it that the golden spoon did not choke the ambition of Mr. Blaine, who has trebled his inheritance of money and reputation?”

Such were the questions and for each there came a dozen answers and comments from the group.

The youngest fellow there was an idealist. His logic was faulty, his information was composed largely of impressions; and it was easy to see that his conviction that life gives us just about what we are worth, was inspired by his

heart and not by his head. So thought the leader of the little circle, an older man who had a withering array of facts at his command and used them mercilessly. Several times he had caused the idealist to modify his professed belief in a present equality of opportunity and other utopian conditions many of us like to think exist. However, he did not make him recant, for as the circle broke up to resume work the young fellow fired this parting shot.

“Well! you men are welcome to your opinions but here's how I feel. My advantages are as good as the average and I believe I'm going to make good because I want and am trying to make good. But if I'm a failure, nobody will ever hear me blame anybody or anything but myself.”

That young fellow *will* make good, because he has learned so early in life the futility of making excuses for failure.

“For thoughts are things, and their airy wings
Are swifter than carrier doves.
They follow the law of the universe,
Each thing must create its kind;
And they speed o'er the track to bring you back
Whatever went out from your mind.”



The Scrap Heap

THERE is a railway comptroller in New York who charges off old equipment to an account with a double-jointed name. It is too long to write here in full, so I will but say that the end of it reads “Or Otherwise Rendered Non-existent.”

That is just another name for the scrap heap. When we get into it, certainly we are non-existent.

What puts us there? Is it dirt and grease? No; we can take some live steam and pickle for the metals, and a bunch of waste cleans off a multitude

of stains. Just some soap and a rub works wonders with any man!

When bad water eats into boiler tubes, they get scrapped, and when man takes bad liquids into him they eat out his boiler, and it's the scrap heap for him.

Sometimes bad coal clogs up the fire box and it works poorly. When a man eats bad grub, his fire box goes back on him, and he has to work on a reduced efficiency basis.

The easiest way to reach the scrap heap is to get rusty on the job. You know those "Winans Camel-backs" and those old "Grasshoppers" didn't get into the scrap for a long time. They were built to wear and work.

If we are built right (most railroad men are) and take care of ourselves, we can keep the scrap heap forever in the distance. We may not be in active service, the running board may be for us only a memory, but we can still contribute to the work of the world. So long as we do this we will never reach the scrap heap.—*H. Irving Martin.*



Presence of Mind

The rare presence of mind of prominent men has often been the subject of magazine comment. It is questionable, however, if this quality has ever been

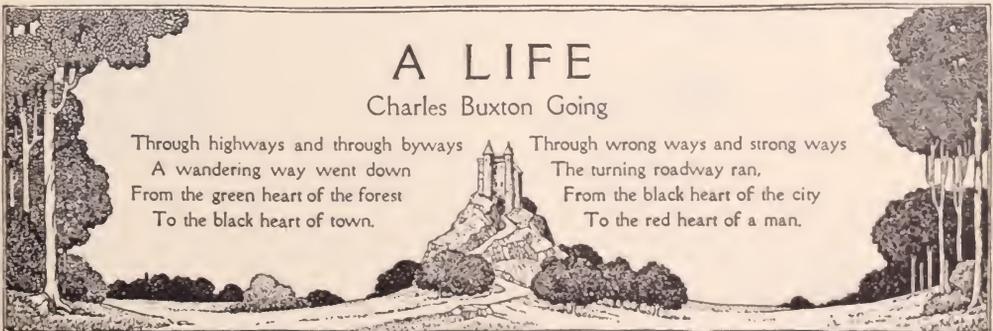
evidenced in a more convincing manner than is shown in the following incident.

The late J. Pierpont Morgan was sitting on the upper deck of his yacht, the "Corsair," while cruising in the lower bay of New York harbor, and saw that a collision with a large bay steamer was inevitable. Notwithstanding the precariousness of the situation and the fascination which an impending accident always contains, he deliberately turned his eyes away from the point of contact, so that he would not be a material witness of the collision. His purpose was to avoid the possibility of being called to testify before a court of Admiralty.



Train Fare to the Stars

The late Sir Robert Ball scored in popular illustration. To give the lay hearer some faint idea of the distance of the nearest fixed star, Sir Robert used to bid him book a ticket for it, at a penny a mile. "You will," he said, "take the National Debt in your pocket. When you tender it at the window the clerk will say, 'What is this? Your fare? My good sir, you must go home and bring me twenty or thirty times this amount before I can give you a ticket.'"—*Dundee Advertiser.*



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 JANUARY

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Illinois.....	\$10,238	\$16,051	\$ 7,579	\$14,071
Wellston.....	9,417	7,446	6,330	*10,115
Toledo.....	8,897	.....	15,308	21,349
Connellsville..	8,240	.....	7,093	*32,956
Indianapolis...	5,704	.....	.....	*15,719
Shenandoah.....	.....	*6,831	.....	.....
Chicago Term..	.....	6,773	.....	.....
New Castle.....	.....	6,647	.....	19,130
Indiana.....	.....	.....	8,109	.....
Cleveland.....	.....	.....	.....	*16,348
Pittsburgh.....	.....	.....	.....	12,732

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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, 1914

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia..	\$4,804.22	\$ 1,233.33	\$4,853.86	\$ 3,054.31
Baltimore....	3,284.18	1,083.45	3,713.58	2,375.55
Cumberland..	3,320.47	1,771.80	2,106.33	2,484.54
Shenandoah..	*6,831.60	327.00	3,035.05	3,506.88
Monongah....	4,753.74	3,362.32	8,398.98	4,509.62
Wheeling.....	3,935.66	3,334.98	4,293.83	3,792.72
Ohio River... 4,971.74	3,771.58	9,513.35	4,900.14	
Cleveland....	4,970.83	2,890.55	*16,348.90	4,514.58
Newark.....	3,425.52	266.85	11,863.82	3,570.80
Connellsville.	6,540.17	7,093.49	*32,946.70	8,240.80
Pittsburgh... 4,418.45	2,989.58	12,732.85	4,175.69	
New Castle..	6,647.53	2,711.69	19,130.20	5,199.73
Chicago.....	5,263.73	1,877.16	4,570.88	3,162.50
Chicago Ter'l.	6,773.15	1,552.43	5,707.46	3,614.57
Ohio.....	5,887.88	3,103.53	5,839.02	4,656.82
Indiana.....	4,301.16	8,109.61	9,805.70	5,623.97
Illinois.....	16,051.73	7,579.19	14,071.65	10,238.37
Toledo.....	5,722.40	15,308.35	21,349.60	8,897.16
Wellston....	7,446.35	6,330.55	*10,115.30	9,417.53
Indianapolis..	6,468.21	3,533.36	*15,719.00	5,704.31
Average.....	4,598.75	2,671.55	6,881.76	3,952.75

* Indicates no accidents.

A TRIBUTE TO OUR PASSENGER SERVICE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R'Y Co.

St. Paul, Minn., February 20, 1914.
MR. R. C. HAASE,
N. W. P. A., Baltimore & Ohio R. R.,
St. Paul, Minn.

Dear Sir:

You will probably be interested in the comments of some passengers I recently directed over the Baltimore & Ohio.

Three ladies made the trip from St. Paul to New York and were so much pleased with the equipment, attention and dining car service, that they decided to use the Baltimore & Ohio returning.

You secured three full tickets to New York and return, and I think you made some friends for future patronage. Heretofore these people have been traveling on excess fare trains and they make the assertion that your service is as good as they get on trains and roads that charge more money.

Yours truly,
(Signed) E. L. PARDEE.



SPECIAL MERIT ROLL

STATEN ISLAND

Conductor John D. Gibb, who entered the service on May 20th, 1903, and was later promoted to yard conductor at St. George, was acting as yardmaster on the night of December 18th. While coming down the yard after closing the switches after train 691, he discovered sparks flying up in the air from some car on Pier 3, the coal dock. He found that wooden coal car C. P.-2606 was afire. Close



JOHN D. GIBB

examination revealed the fact that the fire was down in one of the pockets of the car, and the latter was pulled off the pier and the fire extinguished. Slight damage was done owing to the prompt attention of Gibb, although great havoc might have occurred owing to the heavy wind and the location of the car in the yard.

Trainman Frank Dougherty, who entered the service on May 22nd, 1909, is to be commended for his alertness on the night of January 30th. About 7.15 p. m., train 30 had backed in on the side track at Tottenville to unload express. While this movement was being made trainman Dougherty, who was in the baggage compartment, felt an unusual jar. When train was pulled out again he noticed another jar. He immediately made an investigation and found



F. DOUGHERTY

a broken rail. Switchmen and trackmen were notified and repairs made before any damage was done.

Miss K. Crosson, ticket agent at Tompkinsville, S. I., who entered the service on March 31st, 1890, is to be commended for her alertness

on January 17th. While a heavily laden track was crossing our tracks at Arrietta Street, Tompkinsville, the tow line broke, allowing the truck to roll back on the tracks on account of the heavy grade at that point. At that instant train No. 29 was due at this station, and was seen rounding the curve at Williams Lumber Yard by Miss Crosson. She immediately ran down the platform and flagged it, and it scarcely had sufficient room to stop before hitting the truck.



MISS K. CROSSON

On February 10th, while train 173 was approaching Sailors Snug Harbor station, conductor Roy E. Collins entered coach No. 29, which was the second head car. He felt a slight motion of car which was new to him. As soon as train came to a stop at station he got off and made a careful investigation, which revealed the fact that the south rear wheel of forward truck was loose and that the flange was riding on top of rail. He signalled engineer to move ahead slowly until wheel could be worked back on rail; then moved the train carefully and under sharp observation until Arlington was reached, where the car was cut out.

Mr. Collins entered the service on April 25th, 1906, and was promoted to conductor January 14th, 1912. He is one of our most popular young conductors, and also the local safety committee's official photographer.



ROY E. COLLINS

On January 23rd, engineer Bowe was running extra 1632 west with thirty-five empties drilled from St. George repair yard. The object was to make delivery of these cars to C. R. R. of

N. J. at Cranford Junction before midnight. He left St. George ahead of No. 689, but engine No. 1632 began to lag for steam just before reaching Bantas, and was dragging so slowly pulling onto double track at Bantas that Bowe realized that he would be unable to pull far enough up to permit No. 689 to make its delivery before midnight. So he quickly arranged with head brakeman to protect and signal No. 689 up eastward track from Bantas to Hermann's crossover. No. 689 thus rounded extra No. 1632 and was in position to make delivery at 11.58 p. m., extra No. 1632 following right behind so as to make delivery before midnight also. This prompt action by engineer Bowe saved \$32.80 in per diem.

On January 24th engineer Bowe with engine No. 1633 was backing seventeen cars of No. 697 down "7-Lead," St. George yard, for spotting at air plant. About the time he was given stop signal he thought he heard an unusual clicking sound about the engine. As soon as he came to a stop at the plant, his engine was cut off and he given signal to pull up out of way of more cars to be built into train, but before moving he decided to investigate. He looked around engine carefully but saw nothing wrong, it being dark at the time. Walking ahead of the engine about fifteen feet, however, he discovered, by the aid of his torch, that the eight-foot rail at heel of frog leading to Dock 4 was broken in three pieces, and had virtually fallen apart, as follows: Entire head had broken off and fallen to ground, and web and flange were broken in two. Had Bowe not taken the precaution he did a serious derailment might have resulted.

PHILADELPHIA DIVISION

On night of January 20th, N. H. Davis, pumpman at Elk Mills, Md., discovered an unknown man hanging in the girders of the bridge just east of the station at this point. Mr. Davis was attracted by the man's cries for help. Securing a ladder and lowering it to where the man was, between trains he managed to get him out. The fellow was very much bruised and shaken up. Mr. Davis deserves great credit for his watchfulness and care for others.

BALTIMORE DIVISION

On Wednesday, January 28th, second trick operator W. F. Hill, Gaithersburg, Md., dis-

covered brake rigging down on extra east engine No. 4014, No. 94's connection, just as it fell at the road crossing in front of his office. He succeeded in stopping train by dropping target and signaling conductor, who applied air from rear.

While extra east No. 4268 was passing Carrolls with a Locust Point train, February 8th, second track operator P. S. Asher noticed fire flying from a car near the rear of train. Mr. Asher succeeded in having train stopped at Riverside, and found brake rigging down on Baltimore & Ohio No. 21281.

On January 29th, engineer M. Eskings on engine No. 4087 west, reported to operator J. D. Wheeler at Woodstock, Md., rocks falling on eastbound track at Putney's Curve. Mr. Wheeler immediately notified train dispatcher, and sent track foreman F. L. Crum and trackman John Barth to Putney's to remove rocks. Mr. Crum reported one of the rocks removed as weighing three tons.

At 10 a. m. Sunday, January 11th, track walker W. D. Dean found a rail with a piece measuring thirteen inches broken out, on eastbound track, Old Main Line, Washington Junction. Extra east No. 4290 with heavy train was nearing broken rail when Mr. Dean flagged it, in time to avoid an accident. Mr. Dean was walking track in place of foreman, who was injured.

On January 24th, flagman L. Stummer of train No. 90, reported to operator J. D. Wheeler at Woodstock, that rocks were falling at Davis and Dorsey's tunnels. Mr. Wheeler immediately reported the conditions to superintendent's office and got trackmen to look after rocks on or near tracks at these points.

CUMBERLAND DIVISION

While No. 89, engine No. 4213, was passing West Cumbo tower at 5.20 a. m. January 25th, operator J. W. Murphy observed fire flying from the front of train. As almost all the cars had passed, Mr. Murphy was unable to stop train himself, but thinking that its safety might be jeopardized, he arranged to have it stopped at the next block office, which is North Mountain tower. Upon examination by the crew at the latter point, it was found that a brake rigging had come down under a car. The rigging was removed by the crew and the train proceeded.

On the morning of February 6th regular third trick operator at Okonoko, F. A. Gates, while extra No. 4204 west with a train of seventy-three cars was passing his office, heard an unusual noise made by the train. After it had passed, operator Gates reported the occurrence to Green Spring, the next block office in advance, and went out to investigate. He found ten inches of cap of rail broken out of south rail just west of his office. Knowing passenger train No. 9 would follow extra No. 4204 west, he waited



F. A. GATES

until examination of track and switches had been made before reporting extra No. 4204 west to Paw Paw, the next station in rear, thus preventing the operator at Paw Paw from admitting No. 9 to the block, and protecting that train against anything that might be wrong, and probably preventing an accident.

The following letter is self-explanatory:

CUMBERLAND, MD.,
February 16, 1914.

Mr. W. PUFFINGBERGER, Flagman.

Dear Sir:

I have a report that on December 19th, while you were back protecting the rear of extra engine 4231, lying at South Branch, extra engine 4211 passed, and you noticed a car off center in train—that you tried to attract the attention of the engineer but were unable to do so, and then tried to inform the crew but they could not understand, also that you stopped light engine 4110, which was following, and had the engineer advise the crew ahead of the condition of the car, which was then set off at the west end of the siding at Green Spring.

By your prompt action in this matter a possible accident was prevented, and I take this occasion to acknowledge this meritorious service, and thank you on behalf of the Company for your close attention to your work.

J. W. KELLY, JR.,
Superintendent.

Quite recently in the Cumberland shops Thornton Means, blacksmith helper, was struck in the groin by a flying spawl. George Abrogast, blacksmith, by a quick application of "first aid" principles, held the ruptured arteries until the man was placed in the hospital. The attending physician stated that if it had not been for Mr. Abrogast's intelligent and quick action, Mr. Means would have bled to death before medical aid could reach him. Superin-

endent Kelly wrote the following letter in this connection:

CUMBERLAND, MD.,
February 16, 1914.

Mr. GEO. L. ABROGAST, Blacksmith,
Steel Car Plant, City.

Dear Sir:

We had a report recently that Mr. Thornton Means, blacksmith helper, was injured by a flying spawl striking him in the groin, and that your prompt action and presence of mind, in stopping the flow of blood, by rendering, "first aid," saved the man's life.

I wish to compliment you on the very able manner in which you handled this case, and trust and feel that we will have further reports of your good work along the lines of "Safety First."

Yours truly,

J. W. KELLY, JR.,
Superintendent.

The division wishes to express its appreciation of the manner in which C. C. McKee, car inspector, of Keyser, W. Va., handled the work of inspecting cars in train No. 97, January 23rd, 1914, when he found a seam in wheel under Baltimore & Ohio car No. 83716. This was an old defect, and in such a position that it was very difficult to locate.

On November 25th, extra west engines Nos. 1847 and 1834, in charge of engineers W. H. Paugh and W. Laffey, were flagged by Walter Kirk, a coal miner employed at Austen, who had discovered a broken rail on the low side of the track.

The young man who discovered the broken rail is badly crippled in his left leg. The train crew inspected the rail and found it to be a bad break, and the opinion is that if undiscovered it would have probably caused an accident of serious consequence. Mr. Kirk has our sincere thanks and appreciation.



WALTER KIRK

MONONGAH DIVISION

On February 15th, while train No. 43, drawn by engines Nos. 2257 and 2300, double-header, was passing track foreman T. L. Carter's home at Rosemont, he noticed a brake beam down on P. & R. hopper car. Mr. Carter ran out and signalled to conductor G. D. Hartleben, who

turned on air from caboose and stopped train. Mr. Carter and conductor made the necessary repairs, thus preventing a possible accident.

On January 9th, O. L. Edwards, who resides at Gem, West Virginia, discovered a broken rail near mile post 55, plus six poles, on the Gauley Line. Train No. 7 was almost due, and Mr. Edwards proceeded to Rollyson station and notified engineer on No. 7. Our section men were called out and made the necessary repairs.

On January 20th, on the Monongah Division, train No. 47 left Grafton five minutes late. At Hanging Rock, just west of Ellenboro, the left forward motion eccentric rod broke on engine No. 2061. Clarence F. Dodson, engineer, went out on the running board, and seeing that the broken rod would not cause any damage to the locomotive, proceeded with the train to Cornwallis. On arrival there, he requested the train dispatcher to change his order to meet train No. 48 at that point, instead of at Silver Run, as the locomotive was disabled. He then placed the locomotive on one side and hauled the train of eight cars from Cornwallis to Parkersburg, arriving at that point with a delay of only twenty minutes on the entire run from Grafton to Parkersburg.

The excellent judgment displayed in handling the disabled locomotive and securing the change in meeting order on train No. 48 averted not only a serious delay to the train Mr. Dodson was handling, but also to train No. 48, as the trouble occurred on a single track line.

On January 4th, 1914, train No. 62, engine No. 1362, in charge of engineer R. E. Smith, at 8.23, struck a tree on the track at mile post 100, plus six poles, W. Va. & P. district, turning engine over on its side. The engineer did not see the tree on account of pilot's throwing snow, until he was right on it. He made emergency application about the time he hit tree. The engine began to turn immediately and only ran a distance of about fifty feet before it was on its side. Engineer R. E. Smith and fireman G. B. Blake both went over with the engine, but engineer Smith whistled back a flag immediately after engine stopped. "Shiner" Smith, as we all call him, stuck to his post of duty until he gave proper signal to look out for trains following.

On February 10th, as train No. 4 was passing former section foreman John Callahan's home,

he noticed brake sticking on rear coach and causing wheels to show red heat. Mr. Callahan walked from his home to the telegraph booth at the west end of South Siding Walker and reported condition to operator. The latter stopped train and train crew released brakes. Mr. Callahan is to be commended for his watchfulness and prompt action.

On January 29th, while going to noon lunch, T. M. Gillum, agent at Shinnston, and his clerk, J. F. Moomaw, passed train 2nd 72, engine No. 1817, in charge of conductor Cassiday. Mr. Moomaw called attention to brake rigging down on car in train. They immediately had train stopped and repairs made.

WHEELING DIVISION

On the morning of February 1st, as No. 2 was passing Burton, W. Va., engineman John R. Chaddock noticed fire coming from some part of train, and not knowing the trouble, he thought best to stop and investigate. A search was made and a broken axle was found under coach No. 4223. This was indeed a lucky discovery as there was no heating of either journal or box, both waste and journal being cold when examined. The coach was set off at Burton for repairs and passengers transferred to another car.

Baggagemaster C. J. Murphy of train No. 1, on January 26th, while taking siding at Floyd for No. 2, discovered that switch points did not fit up by about one-half inch. The train crew made the switch safe by spiking it and reported occurrence to superintendent. Mr. Murphy is to be commended for his watchfulness, as this is his second discovery of this nature.

Conductor W. P. Stewart, extra No. 4160, found broken rail just east of Powell on February 9th. He notified operator R. Nichols at Colfax tower, who detoured trains through extension until sectionmen could make repairs.

On February 4th, as train No. 17 was standing at the station at Glen Easton, brakeman G. D. Murphy noticed a wheel sliding on an eastbound freight about one third back from the front end. He notified conductor C. H. Wilson, who proceeded to cut out the air on the car.

On January 5th, section foreman Howard Nabb succeeded in overtaking a runaway train and

stopping it before it did any damage. It was at 1.15p.m., January 5th, that St. Clairsville branch passenger train No. 34, after discharging its passengers, started up to St. Clairsville Junction for the purpose of running engine around



HOWARD NABB

coaches. Barton mine run engine No. 1922 was standing on the St. Clairsville Branch. The mine engine started moving from the branch and collided with the passenger train, which was also moving toward the junction. The engineer and fireman were knocked from the engine when the

collision occurred, and for some unknown reason the passenger train started backward after the collision. Efforts were made to catch it, but it gained such speed that their efforts were of no avail, and the train sped on down the track. Fortunately double-header extra west with two Q-1 engines was in the clear of eastward main at Blaine mine when this train passed. As the train passed Blaine section, foreman Nabb succeeded in boarding and stopping it before any further damage occurred.

On February 1st, operator W. F. Hawkins found a broken rail near Powell, called operator R. Nichols at Colfax tower and instructed him to divert all trains to the other track until repairs could be made.

On January 30th, trackwalker J. H. Six found seven inches broken off a rail about one mile west of Underwood. Train No. 72 was so near that he had to give her a short flag. His prompt action prevented a possible serious accident.

On February 4th, section foreman G. E. Phillips and trackwalker W. O. Mayne, simultaneously noticed a brake rigging down under ear of train No. 21. They stopped train and had rigging removed.

On Friday, January 9th, as Samuel Carpenter, bridge inspector, was patrolling Ohio River District near Moundsville, he discovered that an old stone sewer had fallen in just west of Chestnut Hill, leaving a large opening under the track and making it unsafe for trains at regular speed. He immediately notified train dispatcher, who protected traffic with slow order until repairs were made.

On train No. 43, on the morning of February 7th, while passing Clearing, conductor J. A. Thomson noticed a severe lurch in caboose car just east of Clarrington station and dropped his flagman off to ascertain the cause. Flagman B. F. Higgins discovered about three and one-half feet of rail broken out of main track. Both men are to be commended for their prompt action.

Wheeling Division brakeman Carl Wilson, while walking along the main track at the east end of Flushing tunnel, discovered a rail broken in main track. He at once reported same and the track men soon had it repaired.

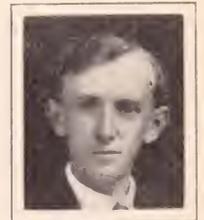
OHIO RIVER DIVISION

On January 26th, while conductor Southworth was switching his train at Gould Avenue, the New Martinsville and Spencer accommodation was passing, and he noticed a brake beam dragging on the rail under the tank of the engine. He succeeded in bringing the train to a stop by signalling the engineer of the passenger train, and thus prevented a possible derailment. This is the second time within a short period that conductor Southworth has made a discovery of this nature.

CLEVELAND DIVISION

While extra No. 4105 west was pulling out of Lester on February 6th, M. A. Stoup, the agent at that point, noticed arch bolts broken and lower strap hanging down on L. S. & M. S. No. 73144 and immediately notified the conductor, who set car off and had repairs made. Mr. Stoup is to be commended for his watchfulness and action in this instance.

On the morning of February 28th, assistant agent F. W. McCormack, at Brooklyn, Ohio, discovered guard rail out of place and nearly torn out of track near his station and immediately went to the telegraph office at Belt Line Junction and had



F. W. McCORMACK

the dispatcher's office notify all concerned. Mr. McCormack is to be commended for his watchfulness and action in this instance.

On the morning of February 25th, D. F. Morrison, clerk at Aultman, Ohio, patched a train wire at that point and enabled the dispatcher's office to move trains out of Valley Junction. They would otherwise have been seriously delayed.



F. M. WYMAN
(See page 60, February issue)

On February 21st, conductor J. W. Fletcher, with engine No. 4043 east, while picking up train at Goshen, Ohio, found a car with truck brace off and made arrangements to fix

the car, so that it would be safe to move it to Holloway.

On February 28th, bridge inspector S. C. Logan discovered broken rail on the main track at the coal tipple, Akron Junction. He promptly reported condition and the necessary action was taken to make track safe.

On January 25th, while conductor W. J. Emil was on train going north, he discovered hopper bottom down on Baltimore & Ohio No. 120190 at Akron Junction. He immediately notified all concerned and car was made safe before being moved.

On the morning of January 26th, while train extra east engine No. 4122 was pulling train off extension track in Hill Yard, Akron Junction, with pusher behind, track foreman J. Cardrely observed all wheels on front truck of Baltimore & Ohio No. 122001 sliding. The car was examined and it was found to be off center. Watchfulness in this instance avoided a possible derailment, and Mr. Cardrely is to be commended.

On February 11th, operator J. A. Bratton, at Beach City, discovered broken flange on Baltimore & Ohio No. 236044, and immediately notified conductor, who set the car out. Mr. Bratton has been commended for his watchfulness in this instance.

On February 12th, conductor W. R. Billingsley and brakeman Dave Robinson of Lorain discovered a brake beam down on a car in train of engine No. 4101, extra west, at Sterling and immediately stopped the train and had the car set off.

On February 15th, operator F. R. Landis at Columbia discovered broken rail near Columbia and immediately notified the section foreman and superintendent's office. He is to be commended for his watchfulness and action in this instance.

LORAIN

Brakeman J. R. Tinsler prevented the destruction of the general yardmaster's office by fire in the latter part of January. The office caught fire from the ground floor and was not noticed, as the flames were working up between the partitions. The entire building was filled with smoke in an instant, and Mr. Tinsler, with rare presence of mind, seized a pick, tore loose the wainscoting in chief clerk's office, succeeded in getting water on the flames and had fire out when fire department arrived. Had he not acted as rapidly as he did, there would probably have been no chance to save the building.

Yard engineer W. G. Exton is to be commended for having found three broken rails in running track from outbound yard to round house in one week. Bill always has his eyes open for the Company's interests.

NEWARK DIVISION

On February 2nd, 1914, helper engineer John Duffy, when on Barnesville hill, and while passing through Belmont Cut, noticed a large rock fall from the side of the hill and lodge close to main track. He stopped No. 104 at Bethesda, told engineer to go down through the cut very slowly, looking out for this rock. Engineer Dennison on train No. 104, found the rock fouling main track, stopped, and with the assistance of his fireman, succeeded in moving it back so as to clear.

The prompt action of engineer Duffy in stopping No. 104 and notifying engineer of that train was probably the means of preventing a bad accident, as the engineer on train No. 104 would not have been able to see the rock in time to come to a stop on account of rounding a curve at that point.



JOHN DUFFY

On October 24th, N. & W. northbound train No. 33, due in Union Station, Columbus, was saved from a sidewise by the prompt action of Charles H. Haughn, switch-tender in the



CHAS. H. HAUGHN

Columbus yards. He noticed an eastbound Baltimore & Ohio extra just starting to cross-over in yards and in the action of taking the slack out of a train. This would have caused the cars to slip back and into the side of the N. & W. passenger train, had it not been for the alert-

ness of Mr. Haughn, who leaped behind the caboose and kicked the angle-cock open, thus preventing the train from slipping back just as the engine and baggage car of the N. & W. train passed.

"Safety First" was the motto of J. W. Plum, brakeman on the Newark Division, as far back as March, 1878, when as a boy he walked on the track between Tunnelton, West Virginia and 80 Cut. At a place called 81 Cut on the Baltimore & Ohio Railroad, he discovered on the westbound track a rock which was half the size of a box car. He lost no time but went down the track two and a half miles until he came to the sectionmen, to whom he told his discovery. A train which happened

along just then was flagged and the men climbed aboard under the direction of foreman Edward Moran, known as "Dad" Moran, and, in obedience to his "Boys, get on," they went to 81 Cut and found the rock, which had to be drilled and blasted before the train could proceed.



J. W. PLUM

Had this rock not been discovered in time, it would probably have caused a wreck and subsequent loss of life and property.

On January 27th, train No. 2-28 stopped at Quaker City to do some work. While going back to flag, brakeman R. E. Clark found a broken rail in the main track, six inches being broken off. He took prompt action in protecting all trains, and had the sectionmen called out to renew rail.

Engineer O. G. White, while helping No. 97 out of Benwood on the morning of February 16th, noticed that a tree was leaning over the track. He reported the condition and the sectionmen were called out and cut the tree down just in time to prevent its falling across the track. The accompanying picture of engineer White was taken on the Benwood bridge by fireman Overstreet.



O. G. WHITE

Shortly after the passage of train No. 12 on January 26th, at Hunt, Ohio, a young man named Frank C. Mossholder found piece of rail, three inches long, broken out of the main track just east of the station, and immediately reported it to the operator at Hunt, who stopped train No. 94 in time to avoid an accident.

The management has rewarded Mr. Mossholder and also given him a letter of appreciation for his thoughtfulness in this case.



FRANK C. MOSSHOLDER

CONNELLSVILLE DIVISION

On January 19th, while extra east engine No. 2535 was passing Fairhope, C. A. Boyer, who resides in the vicinity, noticed that a wheel on Baltimore & Ohio car No. 236141 in this train had a broken flange. He promptly notified the crew in charge, who stopped the train and set the car off. Mr. Boyer has been handed a letter of appreciation by the superintendent.

On January 2nd J. D. Moore of Brownfield, Pa., while waiting at the crossing at Leith, Pa. for a freight train to pass, noticed a piece broken out of a rail at the crossing and after the train had passed, started up the track and flagged a helper engine. This was a large engine, and considerable damage might have been done had it been permitted to run over the broken rail.

Engineer H. E. Sproul, while in charge of engine No. 2687, February 16th, discovered a

crossing plank protruding above rail at a crossing near Philson, Pa., and notified the sectionmen, who made repairs.

On Sunday evening, February 8th, the bridge at Hogsett Cut, just west of Oliver Station, was found to be afire by the following



C. COSTELLO

(See page 62, February issue)

young men who were in that vicinity at the time: H. J. Weaver, Oliver No. 1, Pa.; T. J. Ringer, Uniontown, Pa.; E. Emme, Uniontown, Pa.; W. Emme, Uniontown, Pa.; E. Butler, Oliver, Pa.; J. F. Coombs, Uniontown, Pa.; James Smith, clerk at Dunbar station.

The fire is supposed to have been caused by a spark from a passing engine lodging in a crevis where the wood had decayed and was fanned into a flame by the wind. These men formed a bucket brigade and extinguished the blaze before it gained any headway, and they have been handed a letter of appreciation by the superintendent.

On February 6th, while on his way to work at Smithfield, brakeman Sylvester Wilson discovered a broken rail in the main track on the S. & M. Branch, and promptly reported the trouble to the yardmaster at Smithfield, who had the trackmen make repairs.



SYLVESTER WILSON

Operator G. T. Fisher discovered a broken rail in the westbound track just west of Garrett, Pa., while walking home from work, February 2nd, and notified the chief train dispatcher upon arrival at the tower.



G. T. FISHER

PITTSBURGH DIVISION

On January 29th, at 5.40 p. m., Geo. Eichler, who lives at Blysdale on the south side of Suter near P. & L. E. R. R., was coming home from work when his attention was attracted to the

opposite side of the river by a heavy fall of rocks on our westbound track. He ran to the bridge at Suter, crossed the river and went to where the rocks had fallen. He then began to return to Suter in order to report the slide, but before reaching there No. 15 came along and was flagged by Mr. Eichler with two white handkerchiefs. In doing this he prevented a possible serious accident, as No. 4 was due about the same time.

On December 26th, while train first No. 94, engine No. 2608, was approaching Ellrod, brakeman G. H. Washbaugh discovered telegraph pole down on westbound track, when train No. 7 was overdue. He immediately notified his engineer and went ahead to flag the westbound track while the crew removed the pole.

While at Millvale a few days ago one of our officers observed engineer E. H. Dice and fireman M. H. Williams removing eight clinker hooks from the tender of their engines, which had been picked up along right-of-way. Such actions are very commendable.

Brakeman H. C. Shippey on train first No. 94, engine No. 2691, February 7th, discovered a large rock lying on westbound main track just west of Robbins. He immediately had his train stop, and with the assistance of the crew removed the obstruction. Brakeman Shippey is to be commended for his alertness and prompt action.

NEW CASTLE DIVISION

On January 14th, while extra No. 4066 was pulling out at Lodi, Ohio, fireman R. W. Gist, on local east engine No. 2395, noticed a broken flange on P. M. No. 12981, and notified conductor Hicks, who set the car off before it was derailed.

Operator V. P. McLaughlin at "BD" tower, Akron Junction, on January 6th, noticed a car in train No. 94 which had the arch bar down. Operator at "XN" tower was notified, train was stopped, and repairs made.

On January 18th, Mr. McLaughlin noticed broken end sill on car N. Y. C. & St. L. No. 10190 in train of engine No. 2394, pulling out at "BD" tower, and made arrangements to have the train stopped and car set off.

It is particularly commendable when a man discovers two such conditions within so brief a period.

Conductor E. C. Martin advises that as his train, extra No. 4109 east from Chicago Junction on February 10th was pulling over the Lake Erie crossing at Chicago Junction, car inspector Gottlieb Orthwein noticed a broken truck spring hanger on Baltimore & Ohio No. 36455, and notified him. The car was set off on Newman's Spur. An accident was probably averted by Mr. Orthwein's watchfulness in this instance, and we are very glad to commend him for his attention in this matter.

Engineer George Davidson discovered a broken rail at East Claridon on February 6th, and made prompt report of same. We appreciate the interest of the employes in the Safety First movement and thank and commend them for their cooperation.

CHICAGO DIVISION

About February 1st, as extra No. 4314 was passing Defiance, W. H. Sullivan, car inspector, noticed a brake beam dragging on the rails. Through his prompt action the train was brought to a stop and the defect removed.

On February 11th, conductor Shisley, at Defiance, discovered a broken switch point. Trains were promptly notified, trackmen called and repairs made.

Conductor G. T. Prout, on the Tiffin local, noticed a loose wheel in train No. 4102, as it was passing. He jumped on the moving train and stopped it. The car left the rail four times while it was being set off, and there is little doubt but that there would have been an accident but for the action of Mr. Prout.

James C. Herser, brakeman on first No. 94, at Albion, observed fire flying from trucks, seven cars from engine. He stopped train and discovered a truck broken down.

Conductor S. E. Huff, at Fostoria, noticed a brake beam down in extra No. 4111, when it was passing, stopped the train and found that a beam had caught under the trucks.

Fireman W. H. Green discovered brake beam down on tank of engine No. 4151 between Mid-

way and Defiance, stopped train and relieved the dangerous condition.

Brakeman G. W. Myrice on train No. 98, passing through Fostoria in a heavy snow storm, noticed marks in the snow indicating something dragging, stopped his train and discovered brake beam and drift rigging down.

Conductor L. C. Swartout noticed brake rigging down in extra No. 4255 passing Kimmell, had the train stopped and the defect remedied, thereby averting a possible derailment.

Conductor J. A. Murray, engineer W. T. Eagan and fireman K. B. Smith on train No. 6, have been commended by the superintendent for their action in discovering and protecting a broken rail at Babcock. They stopped their train, found the broken rail six car lengths behind, called trackmen to make repairs and left flagman to protect until repairs were made.

CHICAGO TERMINAL

On February 2nd, Louis Loucks, yardmaster at East Chicago, Indiana, found an overturned guard rail on the west wye near the roundhouse. The rail at this point was covered with cinders and snow so that a Whiting bound train could not have seen it even in daylight. This action on the part of yardmaster Loucks saved a possible serious wreck.

OHIO DIVISION

On January 17th, while train No. 1, engine No. 1433, engineer J. H. Brandenburg and conductor D. B. Thurlow, was coming into Byers Junction, the front portion of the front tie bar came down on tank truck, and caught on a crossing plank which tore it loose from the truck and also knocked oil boxes out of place. The noise was discovered by brakeman G. T. Goheen, who immediately pulled the air whistle. At about the same time conductor Thurlow, who was a little further back in the train, heard the noise and applied the conductors' valve, stopping the train without any further damage. Had it not been for the alertness of the brakeman and conductor of this train a serious accident might have occurred, as the trouble was not known by the engine crew until after the train was stopped.

On January 25th, E. E. Hewitt, engineer on the Ohio Division, found and reported a broken rail on the main track just east of the tunnel at Mineral a short time before No. 48 was due. He assisted the sectionmen to make the repairs. Mr. Hewitt reported a similar case some time ago, and he is heartily commended for his constant watchfulness.



E. E. HEWITT

INDIANAPOLIS DIVISION

On January 3rd, conductor J. W. Davis noticed two intoxicated men along the track near Derry Farm, Ill. He stopped and called the section foreman's attention to the men and asked that they be looked after to prevent their being struck by passing trains. The sectionmen found the intoxicated parties lying on the track and assisted them off the right-of-way to their homes.

While it is possible that the thoughtfulness of conductor Davis in this case did not prevent any great loss to the community in which these

men live, it is also very possible that he saved their lives, and he has been commended for his action.

ILLINOIS DIVISION

As locomotive inspector B. A. Day, of Flora, Ill., was looking around the famous Queen City Limited, while it was stopping at Flora, January 28th, he discovered a loose engine truck wheel which had worked in on the axle a distance of one-half inch. Inspector Day immediately notified engineer Robinson, who had another engine put on this train. The alertness of Mr. Day possibly prevented an accident, as this train has a high average speed and is usually well filled with passengers. Inspector Day was born at Olney, Ill., September 15th, 1891, and entered the service at Flora, July 12th, 1910. He is reputed to be one of the best locomotive inspectors employed by this railroad.



B. A. DAY

HERE IS A LESSON WE CAN ALL PROFIT BY

SCENE: Washington, D. C., Terminal Station, at entrance of gate leading to one of the Baltimore and Ohio passenger tracks.

A prosperous looking gentleman with fur overcoat and pigskin bag steps up to the gateman and says:

"Is the train scheduled to leave here at ten-forty on time?"

Gateman—"Yes, sir, she's standing over in the station now. **Baltimore and Ohio trains are always on time.**"

John P. Hess, Late Junior Assistant Superintendent of the Relief Department, Dead

Was Well Known and Beloved by Employees
All Over the System

JOHN P. HESS, junior assistant superintendent of the relief department of the Baltimore & Ohio Railroad, died on the night of February 20, of pneumonia, at his home, 1603 E. North Avenue, Baltimore. He had been confined to his home with bronchitis for the preceding three weeks. Pneumonia developed two days before his death.

Mr. Hess was born at Uvilla, Jefferson County, W. Va., July 7, 1849, and entered railway service with the Company on September 7, 1882, as a clerk in the relief department. On September 17, 1888, he was advanced to acting chief clerk of the relief feature, and to chief clerk of the relief department April 1, 1889. He was promoted to junior assistant superintendent of the same department May 1, 1909.

Mr. Hess is survived by his wife, who was Miss E. Florence Strider, of Charlestown, W. Va.; five sons, Irving C., John S., Harry L. and Walter, who reside in California, and Guy L., this city, one daughter, Miss Florence W. Hess, and three brothers and two sisters, two of whom reside in Washington.

Being for so many years identified with the savings feature of the railroad, Mr. Hess's name became proverbial for the lending of a helping hand to many of the trainmen, engineers, brakemen and other

railway men in the employ of the Baltimore & Ohio, and assisted them in acquiring their own homes. He knew personally most of those who operate



JOHN P. HESS

the Company's trains on this section of the road, and brought the savings feature to its highest standard of development, increasing its membership and popularity. By not only those who were closely associated with him in the general offices, therefore, but also by many on the divisions who remember his kindness, his loss will be severely felt.



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, Chairman

E. R. SCOVILLE, Transportation Department
 JOHN HAIR, Motive Power Department
 W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic
 Dr. E. M. PARLETT, Relief Dep't, Sanitation
 B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

J. W. COON, Operating Department

Dr. J. F. TEARNEY, Relief Department

GENERAL OFFICES BALTIMORE

Probably as perfect a special train as has ever been run over any railroad was supplied by the Baltimore & Ohio for the Chicago delegation to the International Cannery Association Convention in Baltimore. It left Chicago on Sunday, February 1st, at two p. m., and made the only two scheduled stops of the trip and its destination, Baltimore, absolutely on time.

It was an all steel, solid vestibuled, electrically lighted train with Pullman, drawing-room, buffet-library, compartment and lounging-observation cars. General Superintendent Baugh with a corps of efficient assistants was in personal charge of the dining car service. Special menus and souvenirs had been provided for the trip and among the other unusual features was a Victrola concert given for the guests of the road.

The executive officers of the Association claim that the Baltimore & Ohio service between Chicago and Baltimore is absolutely perfect.

Little old cupid has made another straight shot—needles and pins—its marriage again. G. Milton Hiss has forsaken "Bachelor Hall" and sailed on the "Sea of Matrimony" Saturday, February 21, 1914, at 1.00 p. m.

The fortunate one in being the captor of such a pleasing little man was Miss Effie M. Walter, of Amissville, Va., and we know the groom has secured a jewel, too. The Rev. Thos. Lowe of Washington Street Independent Methodist Church tied the knot. We all extend our best wishes to Mr. and Mrs. Hiss for a long and happy sail.

Frye W. Bayley, rate clerk, was the recipient of a very handsome watch from his fellow clerks, which was presented to him on Friday, February 6, 1914 at 5.15 p. m., the occasion being his sixtieth birthday and also his fortieth year of service with the Company. Our head clerk, H. S. Maccubbin, in a very impressive address, complimented Mr. Bayley on his fine service record, of never having reported late at the office during his forty years' service.

The boys of the office are proud of Mr. Bayley and his fine record. It is a worthy example that the rest of us would do well to emulate. Our Mr. Bayley has endeared himself to us by

his pleasing manner and his many kind acts of service. Nothing is too much trouble for him to do for some one else. He has the best and sincerest wishes of us all for a long, bright and happy future.

OFFICE OF AUDITOR PASSENGER RECEIPTS

G. FRED. MILLER, Correspondent

Ten minute talks by prominent ministers and doctors of Baltimore City are being given every Wednesday, from twelve o'clock noon to twelve ten p. m., in the general office of the auditor passenger receipts. These talks are under the auspices of the Young Men's Christian Association, are well attended and will unquestionably prove to be very beneficial.

L. O. Hiss, of the auditor passenger receipts office, became the proud father of a pretty baby girl, on February 7th. As Mr. Hiss is possessed of marked musical talent, being a church organist, he is confident that his little daughter will prove to be a second Teresa Carreno.

Mr. and Mrs. J. D. Funk, of 1821 North Wolfe Street, Baltimore, Md., announce the engagement of their daughter Estelle, to H. Albert Green, of Baltimore, formerly of Harrisburg, Pa. The wedding is to take place in the spring. Miss Funk is a charming young lady and has many friends. Mr. Green is the son of Mrs. Charles Alvin Emerson, Jr., of Harrisburg, Pa., and the nephew of Mr. J. Albert Cassidy of Baltimore. They will leave for a trip north on their honeymoon.

Mrs. J. H. Menslage, wife of one of our head clerks, has been seriously ill for several months, but is now convalescing and her complete recovery is expected. Mr. and Mrs. Menslage have taken apartments at the home of Mr. E. D. Zimmerman, Relay, Md., as it is thought the change and fresh air will be beneficial.

NEW YORK DIVISION

Correspondent, T. A. KAVANAGH, *Chief Clerk*,
Pier 22, N. R., 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. SALISBURY.....Asst. Terminal Agent, Pier 7, N. R.
- ALFRED OSWALD.....Foreman, Pier 22, N. R.
- M. E. DEGNAN.....Foreman, West 26th Street
- GUS FLAMM.....Foreman, St. George, S. I.
- C. T. TOOMEY.....Foreman, Pier 21, E. R.
- E. SHEEHY.....Foreman, Pier 7, N. R.
- LOUIS POLLY.....Laborer, Pier 7, N. R.
- TONY ROSS.....Laborer, Pier 22, N. R.
- SAM GILESTA.....Laborer, 26th Street
- MIKE MONDAY.....Laborer, Pier 21, E. R.
- MIKE DEMAYO.....Laborer, St. George
- C. H. KOHLER.....Supervisor Floating
Equipment, Marine Department
- 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.....Lighter Captain, Marine Department

NEW YORK TERMINAL

DIVISIONAL SAFETY COMMITTEE

Station Service

- W. B. BIGGS.....Agent, Pier 22, N. Y. } Representing Agents
- E. W. EVANS.....Agent, St. George, S. I. } Representing Agents
- J. ELLERMAN.....Asst. Foreman, Pier 7, N. Y. } Representing
- E. MEHOLD.....Receiving Clerk, Pier 21, N. Y. } Labor
- M. E. DEGNAN.....Foreman, 26th St.

Marine Department

- CAPT. C. H. KOHLER.....Supervisor Floating
Equipment, for Marine Matters in General
- CAPTAIN HENRY BOHLEN.....} For Steamboatmen
- ENGINEER J. W. LETTS.....} For Lighters and Barges
- CAPTAIN JOHN TRUNK.....} For Lighters and Barges
- CAPTAIN HARRY PETERSEN.....} For Lighters and Barges
- W. CORNELL.....Terminal Agent, Chairman

The first real heavy snow storm of the season reached New York on Friday the thirteenth of February. The previous cold spell caused much ice to gather in the North and East Rivers, and this together with the storm delayed the movement of floats and barges, besides interfering seriously with all shipping.

On April 22nd, the first annual fellowship dinner of the employes of the New York Division will be held at the Hotel Reisenweber, Columbus Circle, New York, at nine o'clock p. m.

This get-together is being planned primarily in order to afford a good time to as many as wish to participate, to enable them to get to know their fellow members of the division better in a social way and to stimulate renewed activity and interest in the prosperity of the Company.

A fine program is being arranged by chief clerk Kavanagh and the other members of the committee, and it is hoped to have representatives from the general offices in Baltimore as guests. Tickets will be sold at \$2.50 per cover, and may be had from Mr. Kavanagh upon application.

The warehouse at 26th Street is now in working condition. There is no doubt but that this addition to the Company's many facilities at New York will prove a big business booster. P. H. Cassidy, formerly superintendent at New York, is in charge.

Our sympathy is extended to Thos. Lenahan, assistant foreman at Pier 22, whose mother died on February 9th after a lingering illness.

Ye scribe is gratified to read that the boys on the Cleveland Division utilize their vacations in visiting different points on the system. Some education, Eh?

A western youth, fired with ambition to be a railroad man, betook himself to the dean of a neighboring college to learn if he might obtain the necessary education there to fit him for that calling. The dean assured him that he could take care of him.

"How long would it take and how much would it cost?" was the next query.

"Well," said the dean, "it depends upon what you want to learn. If you wish to know as

much as a general manager, I should say about fifteen or twenty years, and about \$15,000 or \$20,000. But if you only want to know as much as a member of a State Legislature, it will take about half a day and cost about a dollar."—From the *Wall Street Journal*.

STATEN ISLAND RAPID TRAN- SIT RAILWAY COMPANY

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

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE.....	Trainmaster, Chairman
B. F. KELLY.....	Assistant Trainmaster, Vice-Chairman
R. H. TAKTER.....	Road Conductor
M. SCHAFFER.....	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 Conductor
J. J. O'CONNOR.....	Master Mechanic

P. Kenny, who died on February 3rd, 1914, was the oldest employe in the Maintenance of Way Department, and the second oldest employe in the service of the Company. He was born on January 6th, 1839, and entered the service of the Company as a laborer on November 1st, 1869. He was promoted to construction foreman in 1871, to section foreman on the Staten Island Railway on August 1st, 1876, and continued as such up to the time of his death.

Mr. Kenny is survived by two sons and one daughter. Mr. Edmund Kenny, one of his sons, was at one time employed as a machinist in the Clifton shops. Mr. Geo. E. Kenny, another son, was employed as telegraph operator up to the time of his death. Mr. Wm. J. Kenny, another son, was employed as flagman in 1883, and has been successively switchman, telegraph operator, ticket agent, operator in dispatcher's office, dispatcher, and general yardmaster. Later he studied law and was admitted to the bar in 1904. At the present time he is acting as counselor for the Staten Island Lines.

Patrick Kenny was a man of high character and was beloved by all the employes. For a number of years his wife was employed by the Company as ticket agent at Dongan Hills. The history of this family is closely and honorably connected with the development of the railroad.

On Friday, February 6th, 1914, Mrs. O'Connor, wife of Daniel O'Connor, former freight car foreman, and mother of J. O'Connor, master mechanic, died. She was seventy-three years of age, had been married fifty-three years, and was the mother of five sons and five daughters, of whom two sons and four daughters are still living. She was also the grandmother of thirty-seven grandchildren and the great grandmother of one great grandchild. Both sons are employed by the railroad company,

as are three of the grandchildren. Mr. and Mrs. Daniel O'Connor were deeply devoted to each other, and our heartfelt sympathy goes out to those who were dear to her.

Congratulations are being extended to David Libby, who is employed in counselor Kenny's office, on the birth of a little baby.

Excellent material is being gathered for the special "Staten Island" issue. Still more can be used, and it is hoped that all will help.

Lawrence Hoagland, operator at New Dorp, is rejoicing over the arrival of a nine pound baby girl. Mother and daughter are doing nicely.

Mr. Foster, assistant treasurer and paymaster, left on June 1st on leave of absence, and on January 1st, 1914, resigned. We are sorry to see Mr. Foster leave the service as he was one of our most popular men.



ENGINEER WM. BOWE AND SON
(See Page 54)

During the absence of Mr. Foster the duties of paymaster were carried out by W. J. McNeill, C. T. accountant of the office of the vice-president; and the duties of the assistant treasurer were carried out by Mr. Kretzer, who was appointed assistant treasurer, pro tem. On February 15th, Mr. McNeill will sever his

connection with the paymaster's office and devote his entire time to his former duties.

Manon Watkins, formerly of the office of J. V. McNeal, treasurer, Baltimore, has been appointed to the position of paymaster. Mr. Watkins is the son of J. M. Watkins, auditor of revenue at Baltimore, Md.

J. C. Lynch, traveling auditor, who has been with us for about three years, has been appointed assistant supervisor of station service, under Mr. Graham at Baltimore.

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN.....	Superintendent, Chairman
W. T. R. HUBBARD.....	Trainmaster, Vice-Chairman
T. B. FRANKLIN.....	Terminal Agent
F. H. LAMB.....	Claim Agent
DR. A. L. PORTER.....	Medical Examiner
R. C. ACTON.....	Secretary
WM. SINNOT.....	Master Mechanic
J. R. SANFORD.....	Division Operator
T. E. THOMAS.....	Master Carpenter



VANDERBILT AVENUE STATION, CLIFTON, S. I.

From left to right: Engineer McVIEGH; Ticket Agent McSAULEY; Fireman MOHR; Brakeman WHITE and Fireman NICHOLS

H. L. Jepsen, stenographer to Mr. Brown, general traffic agent and auditor, has resigned to accept a position with the United Fruit Company, as stenographer to the traffic manager.

The accompanying picture is of F. Peterson, who has been appointed supervisor of station service of the Staten Island Lines. "Frank" was first employed in July, 1901, as a messenger in the lighterage office and in November, 1902, was promoted to clerk. On October 20th, 1905, he was appointed Staten Island Rapid Transit Railway freight agent at Pier 22, New York, and on July 1st, 1906, was made freight agent at Arlington. On May 6th, 1912, he became traveling freight agent. He is a young man of energy, perseverance, and a happy disposition.



F. PETERSON

A. A. BRADLEY.....	Air Brake Inspector
J. A. WARD.....	Road Engineer
W. M. GABLER.....	Road Fireman
G. A. GOSLIN.....	Yard Conductor
G. W. TAYLOR.....	Road Conductor
W. F. GATCHELL.....	Relief Agent
E. D. JACKSON.....	Division Engineer
J. C. BUSFORD.....	Assistant Road Foreman
S. M. HOY.....	Assistant Yard Master
WM. CHAPMAN.....	Truck Packer
GEO. GENNERL.....	Machinist
W. S. CHAMBERS.....	Yard Engineer
I. D. SHEPPARD.....	Yard Fireman
O. R. MOUNT.....	Yard Conductor
A. J. SHUTT.....	Warehouse Foreman
H. H. CARVER.....	Freight Agent

E. L. Huson, joint agent at Elsmere, Del., has been sick for some weeks with typhoid fever. H. J. Kane, clerk and operator, at that point is acting agent in Mr. Huson's place.

R. S. Gallaher, agent at Newark, Del., has been sick for several weeks. W. F. Gatchell, relief agent, is looking after the station during his absence.

H. K. Hartman, our genial trainmaster, is taking a trip to the Pacific Coast, accompanied

by Mrs. Hartman. When heard from several days ago he was at Pasadena, California.

At the last meeting of the Railroad Association of Philadelphia, composed of representatives of the passenger and freight departments of all the large railroads, on January 26th, 1913, Col. Bernard Ashby, district passenger agent of the Company at Philadelphia, was elected president for the ensuing year.

R. C. Acton, assistant chief clerk in the superintendent's office, has been off several weeks on account of sickness.

F. L. Orrell, yard conductor at Philadelphia, announces the marriage of his daughter, Miss Lillian, to Mr. R. Teese, January 31st, 1914.

N. H. Davis, pumper at Elk Mills, accompanied by Mrs. Davis, has just returned from a visit to Mr. Davis' old home in Ohio. They also stopped at points in West Virginia. Mr. Davis is chaplain of the Veteran Employees' Association.

B. T. Bair, one of our most popular conductors, is confined to his home on account of illness.

Brakeman J. J. Torrestter has returned to duty after an absence of six weeks on account of a broken finger.

Mrs. J. G. Crane, wife of the baggagemaster on the Landenberg Local, presented her husband with a twelve pound son on January 30th. Mother and boy are both doing well.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS.....	Chairman
C. W. MEWSHAW.....	Trainmaster, Vice-Chairman
R. B. BANKS.....	Division Claim Agent
W. I. TRENCH.....	Division Engineer
D. M. FISHER.....	Agent, Washington, D. C.
J. L. MALONE.....	Yard Brakeman, Brunswick, Md.
J. A. WILLIS.....	Yard Conductor, Camden Yard
A. M. KINSTENDORFF.....	Agent, Camden Station
DR. E. H. MATHERS.....	Medical Examiner, Camden Station
D. C. WEBSTER.....	Yard Conductor, Washington, D. C.
W. T. MOORE.....	Agent, Locust Point
M. E. NICHOLS.....	Machinist, Brunswick, Md.
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
S. C. TANNER.....	Master Carpenter, Camden
J. O. F. COVELL.....	Engineer, Riverside
G. H. WINSLOW.....	Secretary, Y. M. C. A., Washington, D. C.
DR. J. A. ROBB.....	Medical Examiner, Washington, D. C.
J. P. KAVANAUGH.....	Assistant Superintendent, Camden
E. C. SHIPLEY.....	Road Foreman of Engines, Riverside
E. E. HURLUCK.....	Division Operator, Camden Station
H. G. WILSON.....	Relief Agent, Hanover, Md.
A. W. AMSPACKER.....	Yard Conductor, Curtis Bay
C. H. MIKESSELL.....	Yard Conductor, Locust Point
J. S. POTEET.....	Fireman, Riverside
A. MILLER.....	Yard Conductor, Bay View
J. W. RONEY.....	Yard Conductor, Mt. Clare
N. A. REESE.....	Conductor, Baltimore
A. G. ZEPF.....	Supervisor, Camden Station
T. L. STRUGGS.....	Track Foreman, Camden
J. KIRKPATRICK.....	Master Mechanic
J. W. WELSH.....	Car Inspector, Washington, D. C.
E. H. PETITT.....	Tool Room Man, Riverside
R. K. TAYLOR.....	Leading Car Inspector, Brunswick, Md.

The following conversation occurred between a safety committeeman and a track foreman in Washington yard:

Committeeman—"There are two tracks in this yard which are very close and a man cannot stand between them to cut cars."

Foreman—"Why, that's all right. They have been that way for ten years—ever since this yard was built."

Committeeman—"Don't you know that America was not discovered until 1492, years after the Christian Era? We are finding out something new every day."

Moral—The fact that certain unsafe conditions have existed for a long time is no excuse for not having them corrected when discovered.

Track foreman G. F. Brown, who was held up and severely cut and stabbed by two Italians in Catocin tunnel several weeks ago, was able to resume duty January 9th, 1914. No doubt it was due to the heroic fight Mr. Brown put up that he was not more severely hurt.

C. H. Berry, first trick operator at Carrolls, will round out thirty-two years in the service in March, 1914. He has a perfectly clear record. Charlie is very well thought of by everyone.

A meeting of the Baltimore & Ohio Veteran Employees' Association was held on Thursday evening February 5th, in the reading room of the Y. M. C. A., at Brunswick. After a brief business session lunch was served and followed by a smoker. There were about 75 members in attendance. The Association now has 101 members.

Messrs. Suter, Rice and Harrison were appointed to arrange for the organization of a ladies' auxiliary to the Veterans' Association.

This was one of the most enjoyable meetings this Association has held, due largely to the presence of a number of visitors from Martinsburg, among them being our old friend Z. T. Brantner.

Interesting addresses were made by Messrs. Brantner, Peyton and Oliver of Martinsburg and Secretary Smith and Dr. Hedges of Brunswick. Mr. Brantner is always in demand at Brunswick. Messrs. Rice, Ault and Care were in charge.

It is generally understood that C. G. Gartrall, our third trick operator at Monrovia, will soon launch his ship on the sea of matrimony. Here's luck to you, Pat.

G. M. Carr, one of our hill enginemen, has the reputation of using less water than any man on the hill. He never shuts the "s squirt" off.

F. E. Buxton, first trick man at Reels Mill, makes use of his spare time taking his "Pearl" for an "Auto" ride. Frank is in the game to stay and there will soon be a Mrs. Buxton.

The Railroad Men's Bible Class at Brunswick is at present one of the largest on the system and is still growing. The number enrolled has climbed to the two hundred and fifty mark, with an average attendance of thirty-five men.

The class is instructed by Rev. G. T. D. Collins and meets regularly every Tuesday night in the Company Y. M. C. A. class room.

W. R. Runkles, for twenty-three years a night operator, has landed a day trick at Mt. Airy Junction. Don't hear him say much about his job. Think he misses his third trick. What about it, Runk?

The hill men all follow the motto "Safety First" by getting rid of all bad equipment and never run risks by getting on and off their engines while they are in motion.

C. E. Fowler of the superintendent's office has resumed his duties after being ill at his home for the past two weeks.

The accompanying photograph is of engineer Dennis Wright and the three following generations of his family. Brother Wright is still in active service as an engineer on the Baltimore Division. Old Father Time has dealt very kindly with him and he looks good for many more years of hard work. Brother Wright came with the Company as a fireman in 1872 and was promoted to the right side of the cab in 1876. He is one of those grand old men who are ever ready to extend a helping hand and give good counsel to us younger engineers. He is the sort you like to tell your railroad troubles to, for he will sympathize with and give you good advice. His father and three uncles ran engines on the Baltimore & Ohio before him. That he may live to see his descendants increase to more generations is the wish of



FOUR GENERATIONS OF FAMILY OF ENGINEER DENNIS WRIGHT, BALTIMORE DIVISION

C. E. WALSH, *Engineer.*

It is a hard thing to understand why one of the boys should get married and try to keep it a secret. Example—Howard M. Cavey of the superintendent's office, son of W. E. Cavey, supervisor of locomotive operation, was married to Miss Helen Hart of this city on December 17th, but did not let the boys know until they "pinned" it to him. We all wish Howard and his fortunate bride many years of happiness.

E. C. Pope, our assistant road foreman of engines, is a great man for Safety First, and

keeps things in great shape at Reels Mill, the helper terminal. He also keeps things moving between "RS" and "MA."

Enginemen T. M. Murphy, W. A. Hawkins and J. R. Sutch, recently went on a hunting trip and had fine luck. They are contemplating another such trip but expect to leave "Doc" out of it this time as he can see so many "setting."

A meeting was held in the Y. M. C. A., at Riverside, Wednesday, January 29th, at 7.50 p. m., for the purpose of discussing the

operation of locomotives and trains, economical use of coal, etc. This meeting was very instructive and beneficial, most of the talks being based on personal observations.

As trackmen and signalmen were cleaning switches at 4 a. m. February 14th at Relay, Md., during the heavy snow and sleet storm, they had to use coal oil to keep the switches and connections open, which threw a reflection on the old Relay Hotel. One of the residents of St. Denis, seeing the reflection, sounded the fire alarm, calling out the Catonsville motor fire truck. Although the alarm was false, it was taken good-naturedly, and the company returned to headquarters with hats and coats covered with ice. The railroad is

glad to see that the fire company is cooperating in our campaign of Safety First.

During the recent cold weather, the signal department on this division has found a large number of broken rails. They are always on the alert, their slogan being "Safety First."

Operator E. E. Spurrier, who has been ill for three months, has resumed his duties at Watersville Junction.

L. E. Frazier is recovering from a bad case of the blues, caused by his "Margaret" returning to her home in Baltimore.

RIVERSIDE

W. H. Snyder of the machine shop, who underwent an operation on January 28th, 1914, at

Johns Hopkins Hospital for the removal of his tonsils, has returned to work.

John Redd, fireman, who has been west for some time, has now returned for service at Riverside, where he was welcomed by all the boys.

E. H. Lambert, boiler maker, whose right eye was so badly injured last July as to cause its removal, has returned to work.

John Robinson, boiler maker, whose left eye was injured January 28th, 1914, is again on the job.

W. C. Dyer, foreman of the blacksmith shop, and John Houck, foreman of the tender shop, are on the sick list.

W. R. Earl, machinist of the drop pit gang, has been appointed machine shop foreman at Keyser, W. Va. Congratulations.

C. N. Zimmerman, machinist, had his left hand injured January 31st, 1914, but has recovered sufficiently to resume work.

Fireman P. C. Clark of the Philadelphia Division, who has recently been on the Cleveland Division, is back home again. Paul says it is good to get away from the snow drifts.

Mrs. Sadie Slemister, 1817 Jackson Street, known to a great many of the boys at Riverside as "Miss Sadie," suffered a severe loss Sunday night, February 15th, by having her home destroyed by fire. The Y. M. C. A., close at hand, took care of her boys until they could find some other place to stay.

Edward E. Sheldon, who, for nearly twenty years, was secretary of the Riverside Y. M. C. A., died at Madison, Wis., February 7th. Many of the older men remember Mr. Sheldon and his faithful service at Riverside. He was a man of beautiful character, and his death probably came as a relief, for he has been suffering and confined to a wheel chair for the last fourteen years.

BAILEYS

The year 1913 was one of many interesting events for the electric department at Bailey's, several marriages and the organization of the Baltimore & Ohio electrical department baseball club being among the most notable. The ball club had a very successful season.

The year of 1914 was heralded by the marriage of our shop foreman, Chas. F. Hoey. The boys all wished him luck and happiness.

The Company electrical department baseball club has reorganized for the season of 1914, and desires games with any strong club. Challenges should be sent to Robert O'Ferrall, manager, electrical department, Bailey's station, Baltimore, Md.

Frank F. Klenk, although a small man, is wearing a broad smile. Boys, it's a nine pound boy.

A ten pound girl arrived at the home of J. A. Everette, assistant foreman of the line gang, on February 2nd. Although Jimmy does very little talking, he is now wearing the smile that won't come off.

Fred. Welde, our popular terminal electrician, invested a large sum of money in a very pretty diamond ring. We understand it's to take place in the near future. Ask Fred and see him smile.

Big Jim Gregory, the happy machinist at Bailey's, is wearing the smile that won't come off. It's to happen in March.

A successful entertainment was held at the Riverside Y. M. C. A. building, under the auspices of the Ladies' Benevolent Legion. Among the most pleasing numbers rendered were selections sung by J. H. Peters, repairman electrical department at Bailey's, with Miss Jennie Kuntz, the talented young daughter of conductor Kuntz of the Cumberland Division, at the piano.

J. M. Molloy, electrical storekeeper at Bailey's has moved to his new home at Ten Hills. Pop now wears a cap. He has just rounded out thirty-two years of service with the road and is a charter member of the Veterans' Association of the Baltimore Division.

Geo. H. Delaney, stenographer to the electrical storekeeper, has been contemplating matrimony for some time past. George is very anxious to know whether or not two can live as cheaply as one.

Ed. Bennett, clerk at Bailey's, is a pigeon fancier and claims to have some of the best homing pigeons in Baltimore. He gets this distinction from the number of trophies his birds have won.

While stepping from his wagon on January 27th, Chas. Seymour, driver, sustained a very bad fracture of the knee. It will be some time before Charles can resume his duties.

W. M. Molesworth, repairman in the electrical department, and Mrs. Molesworth, spent a recent week end with his parents at Mt. Airy.

MOUNT CLARE SHOPS

Correspondent, GEORGE L. HENNICH,
Secretary.

DIVISIONAL SAFETY COMMITTEE

P. CONIFF.....	Superintendent Shops, Chairman
S. A. CARTER.....	Machinist, Erecting Shop
H. OVERYB.....	Machinist, Erecting Shop
J. P. REINARDT.....	Fire Marshal, Axle and Blacksmith Shops and Power Plant
H. C. YEALDHALL.....	Boilermaker, Boiler Shop
R. W. CHESNEY.....	Moulder, Brass Foundry
J. L. 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.
C. R. YOUNG.....	Clerk, Iron Foundry

Car Department

H. A. BEAUMONT.....	General Foreman, Chairman
H. H. BURNS.....	Car Repairman, Mt. Clare
L. A. MARGART.....	Clerk, Mount Clare Junction
J. T. SHULTZ.....	Cabinet Shop, Mount Clare
C. W. GEGNER.....	Passenger Car Shop, Mount Clare
OTTO A. FRONTLING.....	Paint Shop, Mount Clare
C. W. KERN.....	Stenographer, Baileys
R. W. UPTON.....	Clerk, Curtis Bay
T. H. BACKENDORF.....	Car Inspector, Mount Clare
M. D. EDWARDS.....	Day Car Inspector, Camden
W. DAY.....	Night Car Inspector, Camden
S. E. SOMMERS.....	Assistant Foreman, Locust Point
P. J. REICHENBERG.....	Car Inspector, Locust Point
W. W. BIRD.....	Car Inspector, Locust Point
J. MILLER.....	Blacksmith, Bay View

The clerks of the storekeeper's office at Mt. Clare have decided to put a baseball team on the diamond this season. Below is given the probable lineup:

Catchers, Benner and Ricker; pitchers, Felger and Grinewetsky; 1st base, Ricker or Felger; 2nd base, Beckwith; 3rd base, Crawford; s. s., Grinewetsky; l. f., Kelly; c. f., A. Miller; r. f., Satorious. Substitutes, L. City, Hosfield, L. E. Huber and R. Miller. Carroll Park will be the training ground for the team, and the first of April will see all the boys out and hustling.

The two accompanying photographs show the Mt. Clare pattern shop, which we think is the

In the group picture, reading from left to right: First row, Win. Burgess, J. J. Keogt, Jno. Sander, D. Reitsch; second row, C. Resler, Geo. Cronwell, E. Litchfield, foreman, P. Michel, A. C. Crisp; third row, R. M. Davis, G. H. Carroll, Jno. Schaub, Emory Randle, Geo. H. Bradford, R. E. Davis, C. T. McCurdy, Harry Bears, J. Jean, J. Monbergerm H. H. Brundred, C. F. Brauns.

It is reported that G. L. Hennick, stenographer in the general foreman's office, is thinking very seriously of launching his ship on the sea of matrimony. If "Geo" would do as much in acting as in thinking on the subject, perhaps we could congratulate him on his progress.



EMPLOYEES OF MOUNT CLARE PATTERN SHOP

best arranged shop on the System, both from the standpoint of safety and of handling the work to advantage. All patterns for steel castings and all locomotive cylinder patterns used on the System are made in this shop, as well as all patterns for cast iron and brass castings used on lines cast.

This shop is well lighted, heated and ventilated and has the best sanitary arrangements for the comfort of the employes. The machinery is arranged in the center of the shop with work benches on each side close to the windows so that the men will have plenty of light. This arrangement allows for sufficient room in the center of the shop for the construction of large work. On the left of the second picture, the pattern for cylinder of O-1 locomotive is in course of construction.

John E. Carlton, employed in the Mt. Clare paint shop, is seriously ill at his home, 115 South Stricker Street. We all wish him a speedy recovery.

We wish to correct an error that was made in the naming of the front row in the photograph of the present administration force at Mt. Clare, as given in the February issue. This should read from left to right: C. J. Weber, T. Pietch, T. F. Eaton, M. Heally, J. V. Lecompte and J. E. McCann, special material man connected with Mr. Coniff's office.

We regret very much to announce the sudden death of Chesterfield Davis, former assistant foreman of the freight track at Mt. Clare, who was killed on February 20th. Mr. Davis was well known and well liked by every one at Mt.

Clare. His death came as a shock to his many friends around the shops, as it was at first thought he had only broken his arm. Mr. Davis was a thoroughly efficient and capable railroad man, and his place will be hard to fill. We wish to extend our heartfelt sympathy to his family and friends.

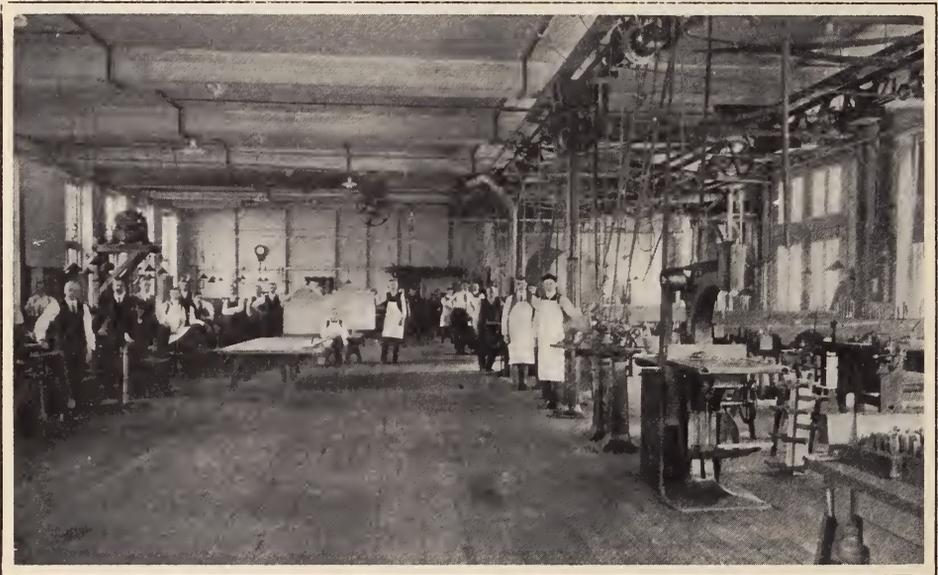
WASHINGTON TERMINAL

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

J. T. Nolan, supervisor of telegraph and telephones, after a severe illness, is back in his old place again as cheerful and happy as ever, much to the gratification of his friends.

There are a number of musicians among the members of the Terminal Railroad Y. M. C. A. and they have organized an orchestra under the direction of C. W. Guest. Mr. Guest will be glad to meet other players at any of the Friday evening rehearsals.

A new catalogue of the Terminal Railroad Y. M. C. A. library has been printed and is an added convenience for readers. The books are listed twice; under the author's name and under the title of the book, the classification being as follows: B., Biography, R., Reference; 100-199 Philosophy; 200-299 Religion; 300-399 Sociology; 400-499 Philology; 500-599 Natural Science; 600-699 Useful Arts; 700-799 Fine Arts, 800-899 Literature; 900-999 History. No class number is fiction. The Dewey Decimal System is used in cataloging.



PATTERN SHOP—MOUNT CLARE

A silver trophy has been given by A. G. Spalding & Bros. to the Terminal Railroad Y. M. C. A., for the team finishing in first place for the season of 1913-1914. It is a full-sized silver basket ball set on an ebonized pedestal and makes a handsome trophy. The men have played excellent basket ball this season both in the league and with outside teams.

The members of the association are to hold an indoor meet consisting of fourteen events in the gymnasium—rope climbing, horizontal bar, horse, buck, flying rings, standing broad jump, running broad jump, hop, skip and jump, 25-yard dash, 50-yard dash, throwing basket ball, medicine ball, obstacle race. The contest will be decided by points and suitable trophies will be given for each event and for the highest number of points.

C. M. Harris, master mechanic, and Miss May B. McCabe were recently married at the Church of the Covenant, and went to New Orleans and other Southern places of interest on their wedding trip. Their many friends wish for them a long, happy and prosperous life.

A very enjoyable evening was spent at the annual mid-winter dinner of the Washington Traffic Club, held at the Raleigh Hotel February 7th. A large number were in attendance. W. W. Bowie was toastmaster and excellent addresses were made by Fairfax Harrison, president of the Southern Railway, Senator H. F. Hollis, Congressman P. L. Campbell, C. P. King, president Washington Railway and Electric Company, O. D. Smith, secretary-treasurer Norfolk & Washington Steamboat Company. A good program of musical numbers was also rendered. Several souvenirs were

presented by the various railroads. The officers of the club are: W. W. Bowie, president; D. M. Fisher, vice-president; W. B. Peckham, secretary-treasurer.

The following have been offered by the committee of management of the Terminal R. R. Y. M. C. A. to the members bringing in new members during 1914:

For fifteen members, R. R. Y. M. C. A. gold medal; for twelve members, R. R. Y. M. C. A. silver medal; for ten members, R. R. Y. M. C. A. bronze medal; for eight members, R. R. Y. M. C. A. gold pin; for six members, R. R. Y. M. C. A. silver pin; for five members, R. R. Y. M. C. A. bronze pin.

The death of yard brakeman J. P. Mills caused regret among the yardmen. He was a popular and efficient man and will be greatly missed.

Owing to the increased patronage of the sleeping rooms for trainmen it has become necessary to add several new beds to the equipment.

C. H. Spencer, who has been engineer of the Washington Terminal Company for the past five and one-half years, resigned February 1st, to accept a position as assistant district engineer, division of railway valuation, eastern division of the Interstate Commerce Commission. The best wishes of his many friends go with him in his new position. He will also be missed by the Terminal Railroad Y. M. C. A. as he has been treasurer of the department since its organization. C. S. Heritage, formerly track supervisor, was appointed engineer to fill the vacancy with the Terminal Company caused by the resignation of Mr. Spencer.

Conductor D. L. Grimes is back again on his old Frederick-Washington run, and his friends along the line are pleased to see him again.

One of the busiest places about the station is the bureau of information, under the direction of ticket agent E. Birch. Many strange and humorous questions are asked the attendants but they are always answered in a polite and accommodating manner. The men are selected for their tact and knowledge of the various railroad lines and are well adapted for the work assigned them.

CUMBERLAND DIVISION

Correspondents

- W. C. MONTIGNANI, Y. M. C. A. Secretary, Cumberland
- H. H. SUMMERS, South Cumberland
- T. F. SHAFFER, North Cumberland
- W. L. STEPHENS, Martinsburg
- E. H. RAVENSCRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

- J. W. KELLY, JR., Chairman
- E. J. LAMPERT, Vice-Chairman

East End

J. W. DeNEEN	Trainmaster
T. F. SHAFFER	Secretary
W. C. MONTIGNANI	Secretary, Y. M. C. A.
I. S. SPONSELLER	General Supervisor
H. E. NORRIS	Engineer
A. R. LINDSAY	Planerman
A. Y. WILSON	Machinist
H. REPENTIAL	Engineer
J. W. MANFORD	Conductor
W. B. TANSILL	Car Inspector
J. E. WELSH	Conductor
J. R. BELL	Division Freight Agent
H. C. McADAMS	Terminal Trainmaster
C. M. GEARHART	Assistant Trainmaster
E. C. GROVE	Assistant Trainmaster
C. J. TURNER	Assistant Trainmaster
E. M. PRICE	Assistant Trainmaster
C. E. RILEY	Assistant Trainmaster
E. G. SHURLEY	Chief Train Dispatcher
L. J. WILMOTH	Road Foreman of Engines
E. W. WIGGINS	Assistant Road Foreman of Engines
H. P. BRANDT	Track Foreman
D. MOORE	Track Foreman
T. R. STEWART	Master Mechanic
F. W. BOARDMAN	Assistant Master Mechanic
W. W. CALDER	General Car Foreman
F. KIRBY	S. O. L.
J. B. MEYER	Division Engineer
A. O. TEDRICK	Supervisor
J. W. RIGGINS	Supervisor
H. H. TEDRICK	Supervisor
W. F. MCBRIDE	Supervisor
E. A. TAYLOR	Supervisor
E. L. DRAWBAUGH	Division Operator
W. J. LAVELLE	D. E.
W. E. YARNALL	Chief Clerk
G. R. BRAMBLE	Agent
M. E. MULLEN	Timekeeper

West End

E. J. LAMPERT	Assistant Superintendent
DR. J. A. DOERNER	Medical Examiner
O. S. W. FAZENBAKER	Secretary to Assistant Superintendent
D. A. NILAND	Machinist
R. G. WAGONER	Fireman
L. A. RIZER	Brakeman
A. N. JEFFRIES	Operator
J. G. LESTER	Signal Supervisor
E. LOWERY	Conductor
E. A. RAPHAEL	Medical Examiner
E. V. DRUGAN	Assistant Division Engineer
W. H. BROOM	Assistant Wreck Master
W. P. WELSHONCE	Trainmaster
C. W. DIXON	Assistant Trainmaster
J. MULLEN	Assistant Trainmaster
M. F. NAUGHTON	Assistant Trainmaster
F. P. GRANAY	Assistant Trainmaster
W. E. MALONEY	Assistant Trainmaster
H. W. GRENOBLE	Chief Dispatcher
M. A. CARNEY	Road Foreman
F. R. BROWNING	Assistant Road Foreman
J. B. MARKS	Traveling Fireman
R. E. FUREY	Traveling Fireman
D. H. MATSON	Assistant Master Mechanic
G. W. HOFFMAN	Supervisor
J. CLAY	Supervisor
J. M. DAVIS	Supervisor

The tenth quarterly convention of the Brotherhood of Locomotive Engineers of the Baltimore & Ohio Railroad was held on February 17th, in Odd Fellows Temple in Cumberland. A large number of delegates were present from all over the System and a very interesting program of recitations, music and speeches was given. Major J. G. Pangborn, chairman of the General Safety Committee, delivered an address on Safety First. Other addresses were given by Warren S. Stone, grand chief engineer of the Brotherhood, city attorney D. Lindley Sloan, F. M. Cuteher, a delegate from Garrett, Indiana, and George M. Sturmer, special representative of the General Manager of the Baltimore & Ohio. Mr. Sturmer's address on

"Fraternalism" closed the program at the evening session.

The Safety Committee meeting of the East and West divisions met at the Baltimore & Ohio Railroad Y. M. C. A. on January 22nd. The General Safety Committee of Baltimore was present. The committees took lunch together and a most profitable day was spent through joint meeting. Major Pangborn, the main speaker, made a decided impression on our men, as one of the conductors was heard to remark after the meeting: "Believe me, Major Pangborn is some speaker, and surely knows what he is talking about."

Engineer S. Dayton has been confined to his home for a considerable time with rheumatism. His many friends wish him a speedy recovery and hope to see him back again on the road soon.

When secretary Montignani came into the Y. M. C. A. building on Sunday evening, the 15th, having attended church services, he noticed about forty or fifty men sitting back in the reading room. He thought how fortunate he was in having had the privilege of attending church and felt sorry for the fellows who on account of duty were debarred from the privilege. With Bible in hand he went into the reading room, and started to tell the boys what he had heard that evening in church. Some of the men asked questions, and before a few minutes had passed all the men present were eagerly listening to his talk. At 10.25, when he closed his remarks by asking if there were not some men present who felt that they ought to cut away from the old way of living, and who knew that they were not enjoying life as they ought to and if they would not that night take a stand for the Christian life, seven of the men stood up and stated that with the help of God they would like to try this experience, and be Christian men. Engineer foreman of the Second Division, who has been letting his light shine out for the past eighteen years, and who was present at the meeting, stood up and gave strong testimony. He stated that the thought is erroneous that a man cannot be a railroad man and a Christian at the same time. In his own words he said: "Boys, I am right here to deny that lie. I can truthfully say that I have been serving Christ for many years, and the fact that I am still running an engine on this division, shows that I am still able to serve the Company as an engineer." Following Mr. Foreman, engineer W. R. Kesecker gave testimony that went home to the hearts of those present. He said: "Boys, you know me. I have been a pretty wild sort of a fellow. Two weeks ago I took a stand to live for Christ, and I want to say to you tonight, as honestly as I can, that the past two weeks of my life have been the happiest two weeks I have spent for years. I have often heard men and ministers speak about the Peace of God which passes all understanding, and I am right here to tell you that I have got it." The meeting was one which will long be remembered by all present.

It was with heartfelt regret that we learned of the death of W. L. Biggs. Mr. Biggs was one of the most popular young railroad men on the Second Division, and the sympathy of all his brother employes goes out to his parents in their bereavement. The Bible class of the Brunswick, Md., Y. M. C. A. passed resolutions upon his sudden death. At the time of his demise he was a member of the class. A copy of the resolutions was sent to his family and another copy filed with the records of the Y. M. C. A.

General manager C. W. Galloway presented the Company Bowling League with a handsome silver vase. This vase will be presented to the winning team at the end of the season. Other presents are a cup from superintendent J. W. Kelly, one from the S. T. Little Jewelry Company, one from the Y. M. C. A. Several local firms have presented prizes for individual scores and highest averages. The standing of the league at the present time is as follows:

	WON	LOST	PERC'TAGE
Imperials.....	12	6	667
B. & O. Y. M. C. A.....	12	6	667
S. T. Little Jewelry Co..	8	7	533
Storekeepers.....	8	10	444
Royal Blues.....	7	11	389
Boilermakers.....	7	14	333

The many friends of W. T. Hughes, assistant division engineer of the Cumberland Division, will be glad to learn that he is back at his desk, after an operation for appendicitis.

Ambrose Martin, stenographer to the chief clerk, has been confined to his bed for about two weeks, but is now expected out soon. He is a conscientious worker and his absence from the office is greatly felt.

E. A. Cosgrove, recently appointed file clerk in the superintendent's office, along with his other heavy duties, now has to devote part of his time to a youngster that arrived recently. He is now rated as a twenty-four man. When he is not among the files, he is nursing the baby.

R. L. Kellar, assistant file clerk, also claims the same distinction, which shows conclusively that we have the right men on the files at least. However, we cannot rely on the newcomers for future file clerks, unless they take up the suffrage cause, as they are both girls.

C. L. Connell, car distributor, was recently awarded second prize, a six hundred dollar player piano, by the Cumberland *Press*, in a voting contest conducted by that paper. Mr. Connell, through the loyal support of his many friends, received a vote of six hundred and fifty-eight thousand, and is very much elated over his success.

A loss and damage meeting was conducted at Cumberland by J. W. Coon, assistant to the general manager, on January 25th, at which were present a large number of train and engine men, and agents from all the important stations on the division.

Effective February 1st, Harry T. Beck was appointed shop clerk to T. E. Miller, master mechanic at Connellsville. Mr. Beck has been assistant shop clerk in the office of master mechanic T. R. Stewart for a number of years and is well fitted for his new position, and while we are sorry to lose him at Cumberland, we are glad to know that his efforts and ability have been recognized. On the day previous to his departure, the boys in the office presented him with a handsome watch fob in remembrance of the days spent here, and we are wishing him the very best of success in his new position.

J. J. Kelly, car report clerk in the master mechanic's office at Cumberland, has tendered his resignation, effective February 15th, and will accept a position with the Edison Electric and Illuminating Company of Cumberland.

G. W. Thomas, car foreman at Cumbo, has been granted a leave of absence for a period of sixty days and will enter a hospital near his old home at Garrett, Indiana. Mr. Thomas has been in poor health for some time and he is going to take a much needed rest. He believes that he cannot regain his strength while continuing work. Mr. Thomas has been with the Company a number of years and has worked at Garrett, Washington, Ind., East St. Louis, Ill., and Cumbo, and has many friends at each point who will be sorry to learn that he has been compelled to give up his work for a time. We are all hoping for a speedy recovery.

W. W. Calder, general car foreman of the Cumberland Division, has been laid up at his home with a spell of sickness for over a week, but is again able to be out.

J. A. Tschour, master mechanic at Washington, Ind., on the Indiana and Illinois Divisions, formerly assistant master mechanic at Keyser, W. Va., was a visitor at Keyser over Sunday, on February 1st, and called up some of his friends in Cumberland on the 'phone to tell them how well he likes his new location.

A. Y. Wilson, the new member of the divisional safety committee on the Cumberland Division, is very much interested in his new duties. He is energetic and is looking out for every point where our "Safety First" motto can be put into use.

Special mention might be made of the weather we had on the Cumberland Division from February 13th to 16th, inclusive. We have certainly had our share of cold weather and snow, and our readers all know of the troubles of the Cumberland Division people under such conditions. To make matters worse, on the night of our severest weather, we had the misfortune to have our turn-table and coal elevator get out of commission.

MARTINSBURG SHOPS

Born to Mr. and Mrs. C. H. Mock, North Queen Street, a daughter. Mr. Mock is a well known employe at Cumbo.

Car repair foreman A. W. Wild is receiving the congratulations of his friends upon the advent of a baby girl in his home on Winchester Avenue.

Miss Laura Ella Fravel and George T. Fravel, both of this city, were married on February 10th at St. John's Lutheran Church parsonage. The groom is employed in the repair department of the Company.

Dorothy May Ridings, aged eleven months daughter of Mr. and Mrs. Charles Ridings, died at their home in this city Saturday, February 7th, after a short illness. Mr. Ridings is an employe of the scale shop and the condolences of his fellow workmen are extended to him and to Mrs. Ridings.

Mrs. Susan Elizabeth Oliver died at the home of her son, S. H. Oliver, Tuesday afternoon, February 10th, at five o'clock, after an illness of one week of pneumonia.

Mrs. Oliver was the widow of John L. Oliver and the mother of John E. Oliver, foreman of the local scale shop, and Samuel H. Oliver, machinist in the Martinsburg shop. Mrs. Oliver, before her marriage to John Oliver, was Miss McDonald and she spent the entire 79 years of her life in Martinsburg and Berkely County. Stricken with pneumonia at such an advanced age there was little hope for her recovery and medical skill and careful nursing could not stay the hand of death.

The funeral services were held at 2.30, Friday, February 13th, from the Methodist Episcopal Church, of which the deceased had long been a member. Rev. B. W. Meek, the pastor, assisted by Rev. Dr. W. F. Gruver, pastor of the First United Brethren Church conducted the services. Interment was in Green Hill cemetery.

A preliminary organization of the Baltimore & Ohio Veteran Employes' Association was formed in this city on Thursday, February 12th. The meeting was held in the medical examiner's office, and about fifty men were in attendance. The following temporary officers were chosen: President, Z. T. Brantner; secretary, W. G. Edwards, and Treasurer, John W. Barker. Seventy veterans are enrolled and the members of the association feel confident that they will perfect an organization of over one hundred. The permanent organization was effected the night of March 3rd. All employes and pensioners of the Company who have been in the service twenty years or more are eligible to membership.

Grover C. Scanlon, for several years chief clerk at the shop, has severed his connection with the Company, and accepted a position with Kefauver and McLavan, contractors, who have one of the contracts at the Magnolia cut-off. Mr. Scanlon is stationed at Hensrote. Amos Irvin of the local office force has assumed the duties of chief clerk and is handling the job like a veteran. All the boys are pulling for Amos and are rooting for him to make good.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE.....	Superintendent, Chairman
Dr. J. F. WARD.....	Medical Examiner
H. F. HOWSER.....	Road Foreman of Engines
S. J. LICHLITER.....	Supervisor
E. D. CALVERT.....	Supervisor
J. L. BOWLER.....	Conductor
W. L. SEIBERT.....	Engineer

The following letter was received from an anonymous contributor:

EDITOR OF THE EMPLOYEES MAGAZINE,

Dear Sir:

Captain Frank Norris, of the Shenandoah Division, rounded out forty-eight years of service on February 2nd. He entered the employ of the Baltimore & Ohio in 1866 and has never been off the pay roll.

I have traveled over the lines of your company a great many years, and have never met a more competent, gentlemanly or obliging man. He holds the regard of the traveling public and has the reputation of being a man of sterling qualities. He talks little, but what he says is to the point, and he attends to his business in such a way as to give others to understand that he would like them to do the same. Thus he is held in the highest esteem by the men with whom he works. The home which he has prepared for the wife who has stood by him for so many years, and for his three grandchildren, is one of comfort and peace. What higher tribute could be paid to a man!

I hope to be riding with him when he wears the gold medal he so richly deserves.

Yours very truly,

ONE WHO TRAVELS.

Mrs. J. E. Glenn and daughter, Miss Esta, wife and daughter of ticket agent J. E. Glenn, at Harrisonburg, are visiting relatives and friends in Florida. Mr. Glenn expects to join them in the near future for a short vacation.

It is noted with satisfaction that the employes on the Shenandoah Division are giving their equipment unusual attention. Extra passenger brakeman Fred Jefferson's hobby seems to be his marker lamps. He has been running on trains 55 and 18 between Harpers Ferry and Winchester. He is constantly watching his lamps and they are kept in the very best condition at all times.

It is also noted that the engine crews on passenger engines on the Valley Railroad, enginemen R. Welsh and L. H. Payne, and firemen J. R. Boyers and T. B. Phalen, are keeping their engines in fine condition at all times and seem to take great pride in doing so.

Conductor R. L. Evans has recently returned from attending the funeral of his father in Edinburg, Va. Mr. Evans attended the reunion at Gettysburg last summer and was taken sick while there. On account of his advanced age he never recovered from this illness.

MONONGAH DIVISION

Correspondent, C. L. FORD, Assistant Shop Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

J. M. SCOTT.....	Superintendent, Chairman
E. T. BROWN.....	Division Engineer
M. H. OAKES.....	Master Mechanic
E. D. GRIFFIN.....	Trainmaster
T. K. FAHERTY.....	Road Foreman of Engines
M. F. GREENE.....	Division Operator
DR. C. A. SINSEL.....	Medical Examiner
W. T. HOPE.....	Master Carpenter
J. D. ANTHONY.....	General Agent
J. O. MARTIN.....	Claim Agent
W. M. MALONE.....	Supervisor
D. F. MCCORD.....	Section Foreman
W. O. BOLIN.....	General Car Foreman
W. BEVERLEY.....	General Yardmaster
G. A. SCHAFFER.....	General Foreman
E. B. HORNER.....	General Foreman
B. THOMPSON.....	Agent
S. H. WELLS.....	Agent
E. J. HOOVER.....	Agent
W. P. CLARK.....	Machinist
R. G. BURNUP.....	Machinist
J. J. LYNCH.....	Car Inspector Foreman
C. M. SHAW.....	Yard Engineer
G. RAMSBURG.....	Engineer
C. R. KNIGHT.....	Fireman
C. A. MICHAEL.....	Yard Fireman
W. R. WILLIAMS.....	Conductor
E. D. RICE.....	Brakeman
T. D. O'CONNOR.....	Warehouse Foreman
J. W. LEITE.....	Foreman Carpenter

Our new Safety Committee held their first meeting January 23rd, 1914. Dr. C. A. Sinsel, our old chairman, took the chair and cleaned up all old business.

Our new chairman, J. M. Scott, took the chair and with well chosen words made it plain to the committee what safety means to the employes of the railroad and the traveling public. He outlined fully the four important subjects: "Injuries to Persons," "Damage to Property," "Train Accidents" and "Sanitation;" the particular object being to prevent deaths, injuries, sickness and other occurrences having a bearing on the welfare and safety of passengers and employes and also to afford protection to the Company's property. With Mr. Scott's determined effort, and with his able staff of committeemen and the hearty support of all employes of the Monongah Division, there should be no reason why, when the General Safety Committee pays our division a visit on April 20th, 1914, they should not see that every one has taken a personal interest in making the Monongah Division stand at the head of the list. It only takes a determined effort on the part of every employe to accomplish this end.

Master Frederick Graham, little son of F. C. Graham, assistant chief clerk, who has been confined to his bed for the past month with typhoid fever, is improving. His many little friends will be glad when Fritz will be able to be among them.

Chief dispatcher J. H. McClung, who is always on the alert in case of emergency, is now resting easy although on February 9th dispatcher C. F. Thies was absent from duty. But the cause was soon cleared up. Mr.

Stork had visited Mr. and Mrs. Thies and left a fine young dispatcher. Congratulations to the couple. As Jim's force is made up of good old bachelors, the prospect looked very slim in the way of a reserve force, previous to the arrival of this hopeful.

Mrs. F. J. Patton and little son Floyd, Jr., have returned from South Carolina where they spent three weeks visiting Mrs. Patton's sister.

Grafton shops were threatened with a serious fire on the night of February 6th, but with the quick action of the shop fire company and the aid of the city fire company, which responded promptly, the fire was put out with small loss to the Company.

Traveling auditor P. H. Glassford has been assigned to territory with headquarters at Grafton, W. Va. Mr. Glassford was formerly located at New Castle.

W. A. Harrison has been appointed agent at Burnsville, vice T. E. Morrow, transferred to telegraph department.

R. L. Wrick has been appointed agent at Wolf Summit, vice J. E. Maxwell, transferred to telegraph department.

G. W. Drainer is now agent at Petroleum, vice L. C. Scott, transferred to telegraph department.

J. C. Carpenter is now ticket agent at Tygart's Junction, vice G. W. Drainer transferred to Petroleum.

W. S. Rafferty, formerly clerk at Johnstown, Pa., has been appointed agent at Lumberport and Haywood, vice G. W. Fleming, transferred to telegraph department.

Traveling auditor A. L. Carney has been assigned to territory with headquarters at Clarksburg in place of W. E. Loose, assigned to Newark Division. Mr. Carney was formerly located at Flora, Ill.

W. F. Compton, agent at Cowen, who has been sick for about six weeks, is on the road to recovery and expects to resume duty in several weeks. He is being relieved by relief agent McCoy.

Mrs. N. C. Little, wife of agent at Centralia, who has been at a hospital in Clarksburg, has returned to Centralia and is improving rapidly.

Miss Sylvia Morgan, stenographer for the past two years in the superintendent's office, resigned February 9th and returned to her home in Buckhannon, on account of ill health.

Assistant yardmaster F. A. Hertsook, who has been off duty on account of illness, is able to be with us again.

Conductor James Corbin has returned from Texas, where he attended the funeral of his brother.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*,
Clover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN.....	Superintendent, Chairman, Wheeling
M. C. SMITH.....	Claim Agent, Wheeling
C. M. CRISWELL.....	Agent, Wheeling
J. H. KELLAR.....	Relief Agent, Wheeling
DR. C. E. PRATT.....	Medical Examiner, Wheeling
DR. J. E. HURLEY.....	Medical Examiner, Benwood
A. G. YOUST.....	Operator, Glover Gap
O. A. VAN FOSSEN.....	Car Inspector, Holloway
E. S. WILLIAMS.....	Machinist, Holloway
W. GANDY.....	Car Repairman, Benwood
W. H. HABERFIELD.....	Air Brake Foreman, Benwood
S. SLOAN.....	Shopman, Cameron
J. COXEN.....	Engineer, Benwood (Main Line)
C. McCANN.....	Engineer, Benwood (O. R. & C. L. & W.)
A. DIXON.....	Engineer, Benwood (Yard)
V. B. GLASGOW.....	Conductor, Fairmont (Road)
T. B. BREWSTER.....	Conductor, Benwood (Yard)
P. McCANN.....	Fireman, Benwood

The accompanying picture shows the residence of conductor George D. Murphy at 11th and Caldwell Streets, McMechen, W. Va., with his three little girls on the ground near the steps. They are Nell, aged 7; Bess, aged 5 and Mildred, aged 2. Bess, who is on the



HOME OF CONDUCTOR GEORGE MURPHY
AND HIS THREE GIRLS

left, was struck by a street car on Christmas morning and after being carried on the fender for quite a distance rolled off and went under car. The car was stopped just in time to save her life as the wheels were very close to her

body when they ceased turning. Mr. and Mrs. Murphy are very proud of their children. They are exceptionally bright and interesting, and are quite as eager to get the Employees Magazine as the older people.

Conductor B. B. Gorsuch, who has been off duty on account of illness, has again returned to his run on trains 16 and 55.

W. M. Queen, dispatcher, who spent some time in Florida, has returned and again taken up his duties.

William Reynolds, who recently returned from a pleasure trip from the west, reports that he was held up in San Francisco and relieved of \$30.00. "The hold up men," Bill says, "were later captured."

Storekeeper R. T. Ravenscroft is able to resume his duties after a serious attack of la grippe.

L. Garvey is wearing a broad smile these days. "It's a boy."

Potsie Morris, hostler, had the misfortune to slip and fall from an engine, necessitating his being off duty for a few days.

The many friends of Geo. Gillingham, engineer, are sympathizing with him in the loss of his daughter, Genevieve, who died at the Glendale Hospital recently.

H. Westinghouse of the Benwood storeroom visited his parents at Baltimore during the past month.

C. Wigner has been promoted to day round-house foreman, vice W. B. Porterfield, who has been transferred to Cincinnati. H. Hearst takes Mr. Wigners place as night foreman.

G. E. Cotton of the Washington, Ind., storeroom, has been calling on friends and relatives here.

It is reported that Harvey Piel recently took unto himself a bride. Congratulations, Harvey.

Lawrence Cunningham has accepted a position as stenographer at the Benwood storehouse.

Conductor C. A. Deitz of the Benwood lay-over local is wearing a broad smile and stepping very high all because the stork has changed the order of things in its visits at his home, and on January 18th left him a bouncing girl baby. This is the first girl baby in the family, and they are all very proud of her.

Agent Clyde Booth of Burton, W. Va., and Miss Bessie Higgins of Denver were married at the bride's home on January 28th. After a delightful Eastern honeymoon they have settled down at Burton, with best wishes for a long and happy life from their many friends.

Brakeman F. H. Goodwin welcomed the stork at his domicile on January 20th, when it left him an heir in the shape of a boy baby.

Agent M. D. Evans started for California about February 20th to look over his alfalfa farm.

Sectionman Brooks F. Powell of Section No. 10, is having a tussel with pneumonia, but seems to be gaining some in the fight now and has a good chance of winning.

The remains of conductor James E. Boyd, who was killed in an accident at Cogley, Monday night, February 9th, were laid to rest in the Mt. Rose cemetery at Moundsville, Thursday, February 12th at 1 p. m. The funeral party consisted of several hundred people, friends and relatives of the deceased, and members of secret orders to which he belonged, from Fairmont, Benwood, Wheeling, and many other points along the line. No. 3 had two special cars from Fairmont which were so crowded that all available standing room was taken before they reached the cemetery. The funeral was in charge of the Masonic fraternity and there were many members of different railroad fraternities present.

Engineer John Cummins is improving after a serious illness.

Thomas Daily, telegraph operator at "HN" tower, now has the upper hand after a hard tussle with the grippe.

Engineer J. M. Garvey and Ed. Murphy have returned to duty after having been slightly indisposed.

Engineer John Gillingham, who has been in the shop for quite a while, expects to be able to resume duty within a week or so.

George Miller, car repairman at Benwood shops, met with a very painful accident. He was tightening up a bolt under a car when the wrench slipped, striking him on the nose, cutting a large gash and fracturing the bone.

Miss Heien Landers, daughter of engineer Landers, recently spent two weeks with friends at New Concord, Ohio.

Brakeman G. M. Smith, who was injured in an accident at Cogley, February 9th, died at his home at Fairmont, Friday, February 13th, and was taken to Wheeling for burial Saturday, February 14th.

Wm. Garvey, a popular brakeman, who was recently injured by being squeezed between two cars, is improving rapidly.

Charles Kincaid has left the stores department at Benwood and moved to Cincinnati.

W. G. Dean, conductor, who was badly injured some time ago, is going to Baltimore for medical treatment.

The fuel meeting held at Bard last month was well attended.

Joseph Korn, car record clerk, has returned from a visit to Oil City, Pa.

Creed Malone, assistant trainmaster, recently enjoyed a two weeks' vacation.

C. H. Bonnesen, assistant trainmaster, is ill at his home on the island.

J. W. Root, trainmaster, is confined to his home on account of a very badly sprained ankle.

The many friends of machinist "Bob" Nolan were sorry to learn of the death of his child, which occurred January 23rd.

An athletic club has been formed at McMechen. Many of the local boys have joined. Several good games of basket ball have been played and more are being arranged. A railway Y. M. C. A. at Benwood certainly would be of great benefit to all the employes there.

E. C. Forsburg, boiler foreman at Benwood, has been ill and unable to attend to his duties. Jess Whalen has been filling his place.

The station of New Martinsville was robbed and the safe blown on January 27th. Considerable damage was done to the interior of the structure. John Powell, a watcher of engines for the C. & N. at New Martinsville advised that two men had blown the safe up in the ticket office at 1.30 a. m., and that he (John Powell) had seen a man about six feet tall, wearing a soft hat, black overcoat and white collar, standing in front of the station on watch while the smaller man inside did the work. After they "pulled the stunt off" they left the station and went up the track towards Wheeling. There were no eastbound trains out of there, 43 and 91 being the only trains west, and these were searched.

The patrolman from Benwood was sent down to New Martinsville on 91 and superintendent C. E. Bryan of Parkersburg sent two of his men up on 704. The matter was taken up with the county authorities at New Martinsville but the deputy could not leave the jail and the sheriff was out of town. All this delay aided the marauders in getting away. The authorities at Bellaire, Ohio, Moundsville, Benwood and Wheeling were notified, but no trace of the men was found.

It was later learned that a gang of river pirates had been operating on the Ohio River and had robbed a large wholesale store at Wellsburg. They were reported as having a small yacht, old type, with a room built over it. It looks as though these were the same men that demolished our station at New Martinsville. Extensive repairs are needed to put the structure in good shape.

James Bleasdale has been appointed division master mechanic, vice J. B. Daugherty, transferred.

N. I. Rodgers, stenographer in the superintendent's office, is in Columbus visiting relatives.

Albert Kress, who for some time has been working in the tonnage office, has accepted a position in the Cleveland offices with Mr. Lechluder.

It is reported that James R. Flynn of the division engineer's office will soon marry.

Will some good soul kindly advise H. E. Sherlock, chief clerk to district engineer M. of W., what the green boxes that so mysteriously entered the different offices of the Wheeling station are for? This contest is open to all.

Frederick Donald Davis, yard clerk at the Benwood Yard offices, was killed January 18 trying to board No. 55 at Benwood. He was buried at New Martinsville, his pallbearers being Baltimore and Ohio clerks from the Wheeling and Benwood offices. They accompanied his body to New Martinsville on a special car given



FREDERICK DONALD DAVIS

by the Company. His colleagues at Benwood gave a most beautiful floral offering, the most elaborate ever seen at Wheeling.

Mr. Davis was an exceptionally bright lad, was making good in the position he held and was well liked by his co-workers and all who knew him.

After his death a number of poems were found in an old ledger of his, and the following, "Winter's Call," was dated October 15th, 1910.

WINTER'S CALL.

The dull, cold, chill, gray morning
 Broke sunless into day;
 The stars that shown so cheerfully
 Suddenly faded away.
 The low-hung gray clouds
 Seemed to wear dark shrouds;
 The passersby walked with downcast heads.
 Wind-tossed tree boughs
 Swinging lightly in the air,
 Wilted flowers on ragged stems,
 Dead leaves scattered everywhere.

The days are getting dark and dreary,

Winter its seeds has sown;

Things take the look of deep despair—

Beautiful summer has flown;

Flown with all that is beautiful,

The flowers, the leaves and the sky—

Nature regretfully sizes things up,

And the wind through the trees heaves a sigh.

Deeper yet deeper,

Grow the gray skies of winter;

Thicker and faster great flakes of snow fall.

Summer has flown with all that is beautiful—

Winter has given a resounding call.

A very beautiful little booklet, called "Treasured Memories of Frederick Donald Davis," containing several photographs of him and a number of his poems, has been issued by his friends.

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
J. E. KENNEDY.....	Claim Agent
J. H. OATE.....	Y. M. C. A.
DR. A. J. BOSSYNS.....	Relief Department

Additional correct solutions of the problem submitted here in the January issue have been received from H. E. Pursell, relief agent, Parkersburg, W. Va.; Loraine Lillian Sherron, Chillicothe, O.; C. E. Craig, agent and operator, Chippewa Lake, O.; P. H. Billeter, fireman, East Chicago, Ind.; H. H. McArtor, operator, Lexington, O., and J. A. Renehan, Mt. Clare, Md.

About February 12th, a special train passed through here going east over the Monongah Division of the System having as passengers over one hundred soldiers from the Jefferson Barracks, south of St. Louis. They were being taken to New York. On February 5th they will be given passage for Panama, where they will enter the United States service. A train load from the same place going to Panama also passed through here a few days previously.

W. A. Morehead, a brakeman on this division, who is known to many people here, is recovering from a paralytic stroke he sustained at his home in Wheeling some days ago. His run is between Wheeling and Parkersburg, and he has a large number of friends in both towns who will be glad to know that he is doing nicely.

W. C. Carder and C. M. Farnsworth, brakemen, have been assigned to the Parkersburg way train.

Harry Osborne, brakeman, is seriously ill at his home in Grafton. He suffered a paralytic stroke.

S. G. Fletcher, conductor on 14 and 15, is taking a vacation and captain Roach is filling his place.

I. P. Crofton, brakeman on 47 and 48, has moved his family to Parkersburg from Grafton.

An article in the recent daily newspapers of Parkersburg, very emphatically indicates to any observer how hard it is to keep down the list of trespassers injured and killed on the railroad, especially among young boys.

Just a few days ago the local officers, Taylor and Chapman of the Company's force, arrested a number of boys in the east end of the city, who have been in the habit of riding the trains, throwing stones at train crews, and smashing windows in the telephone booth in our yards. There were eight of these reckless youths in the crowd. After being placed in jail two other boys in the rear of the jail got into communication with those on the inside. The boys on the inside advised those on the outside to run away and keep out of the way of the police. The parents of two of the boys arrested, said to the justice that they were unable to control them and advised the justice to send them to the reform school.

Safety of morals and safety of life are thus shown to be very closely associated. If the boys mentioned had been trained to seek and find their amusements in healthful ways, they would not run the risk of fatal blemishes either to their bodies or their characters.

It has been said that it doesn't take much brains to criticise, and there seems to be a great deal of truth in the statement. However, we occasionally hear words of merited praise spoken, as illustrated recently by the Board of Commerce of Parkersburg, in connection with the Baltimore & Ohio and its management.

About the first of February the secretary of the Board of Commerce sent out a letter to the large shippers in the city requesting them to report any grievances that they might have of the shipping facilities here. All of the responses so far state that shipping conditions at the present time are as satisfactory as could be desired. Some of those who have replied have in former years had some grievances which now seem to have been adjusted. While all of the shippers have not replied as yet, still it is anticipated that the responses of the remaining few will be much of the same character.

The local officials of the Company have been endeavoring in every way to bring about satisfactory conditions here, and it would seem from this response that their efforts are getting results.

We believe in "taffy" as well as "epitaphy," and this is just a little bouquet that we wish to present while people are alive and able to appreciate it.

W. E. Bryan, who has been off duty for a few days, is again on the job in the superintendent's office.

W. B. Frasure, index clerk in the superintendent's office, has been ill for a period of two weeks on account of blood poisoning, but is

improving rapidly and hopes to be back at work in a few days.

Charles Murray, messenger, spent Sunday, February 15th, in Spencer, W. Va.

F. E. Reeder, train baggageman, expects to leave shortly for Mobile, Ala., to spend about a month's vacation.

Captain W. E. Walker, of the R. & M. C. V. R'y, is now spending his vacation in Florida.

Captain O. H. Woofter has just returned from Key West, Florida, where he spent the past month on his annual vacation.

C. A. Roush, who for several years has been cashier at Parkersburg freight house, has been granted six months leave of absence. C. R. Grimm is acting in this capacity during his absence. This creates quite a few changes in the force at Parkersburg freight house, the seniority rule being applied in each case where promotions are possible.

P. T. Dowell, formerly dispatcher at "RA" office, who was transferred to S. V. & E. at Jenkins, Ky., has again entered service on our division, having been transferred to Letart, W. Va., as agent and operator.

C. E. Satow, engineer, has been granted a furlough and will visit his brother in San Antonio, Texas.

Andy Proffitt, M. of W. timekeeper, is again on the job, having been quite ill with pneumonia fever for the past several weeks.

B. M. Wiggins, clerk in the division engineer's office, is now occupying his recently completed new home.

H. L. Berlin, conductor, and W. H. Hayman, engineer, are each very proud of the arrival of a baby boy in their respective homes.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

A. N. NEIMAN, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER.....	Superintendent, Chairman
A. N. NEIMAN.....	Vice-Chairman
J. E. FAHY.....	Trainmaster
J. A. ANDERSON.....	Master Mechanic
H. H. HARSH.....	Division Engineer
P. C. LOUX.....	A. R. F. & A. T. M.
J. T. McILWAIN.....	Master Carpenter
DR. G. R. GAVER.....	Medical Examiner
F. M. BOND.....	Hostler, Akron Jct., Ohio
E. R. TWING.....	Shop Clerk, Cleveland, Ohio
R. W. BAIR.....	Engineer, Lorain, Ohio
WM. CANFIELD.....	Engineer, Cleveland, Ohio
F. W. HOFFMAN.....	Conductor, Cleveland, Ohio
W. SHAAK.....	Hostler, Canal Dover, Ohio
W. S. BERKMYER.....	Brakeman, Canton, Ohio
C. G. MOINET.....	Fireman, Lorain, Ohio
H. H. BEARD.....	Assistant Yardmaster, Lorain, Ohio
J. H. MILLER.....	Agent, Strasburg, Ohio
J. CLINE.....	Assistant Yardmaster, Cleveland, Ohio
O. P. EICHELBERGER.....	Ass't Yardmaster, Akron Jct., Ohio
F. H. GARRETT.....	Foreman, Akron Freight Station
G. O. EVERHART.....	Supervisor, Massillon, Ohio
E. M. HEATON.....	Division Operator
C. J. MAISCH.....	Division Claim Agent

C. E. PIERCE.....	Terminal Agent, Lorain, Ohio
M. T. HILL.....	Relief Agent
J. J. HERLIHY.....	General Foreman, Cleveland, Ohio
J. A. SUBJECK.....	General Foreman, Lorain, Ohio
A. J. BELL.....	Terminal Agent, Cleveland, Ohio
C. BENDER.....	Foreman Steel Car Dep't, Lorain, Ohio
B. J. WATERSON.....	Yard Foreman, Canton, Ohio

"Hump" Carr is engaged in his bi-yearly stunt of taking train No. 90 to Holloway on time and No. 93 into Cleveland before breakfast.

The many friends of J. A. Richardson, pass clerk at divisional headquarters, will be sorry to hear of his death, which occurred in January. Mr. Richardson served his country during the civil war at many of the more important battles. Although past seventy years of age there was not a more accurate or painstaking clerk in the office.

P. C. Loux, our genial assistant trainmaster and road foreman of engines, has returned from a short vacation spent in the cities of the east.



MR. AND MRS. E. O. LOVE
(See January Issue, Page 60)

In the automobile class we add conductor Burrier, dispatcher O'Leary and assistant trainmaster J. C. Hahn.

Nearly a train of steel per day is moving from New Castle Junction to Canal Dover by way of the New Castle Division to Warwick and the old reliable to Canal Dover. A delivery within fourteen and fifteen hours is being made on these rush loadings.

LORAIN

Chief clerk Seymour has returned to work after a vacation spent on his farm near Medina, Ohio.

Night yardmaster Murphy is again on the job after having enjoyed a late vacation.

Foreman J. A. Subject is ready for another year of hard work. He is in fine trim after spending a couple of weeks resting.

Terminal agent C. E. Pierce is again on the job after being absent a few weeks undergoing an operation at St. Joseph's Hospital.

Assistant trainmaster J. C. Hahn has been succeeded by J. Fitzgerald. Mr. Hahn had to give up his duties on account of ill health and it is with regret that we see him step out of the official family. He has been succeeded, however, by a man of ability and we are glad that J. F. got the place. Our best wishes are with both of them.

Yard conductor E. Ferguson has joined the benedicts, and is now away on his honeymoon. The last time we saw "Fergy" he was very much excited, it being about two hours before the wedding ceremony. We hope he will have regained his old time form when he shows up for work.

The master mechanic received the following resignation from one of his employes recently, which seems to be a new form.

"Dis is my notice I quit. Good Bye Good Bye Good Bye."

Prospects for heavier business out of Lorain, look brighter since the National Tube Company have increased their force to full capacity and ore orders are coming in for shipment from our own docks. A matter of a few more weeks, when the lake coal will be running and the hum of turning wheels will again be welcomed.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

C. W. GORSUCH.....	Superintendent, Chairman
O. J. KELLY.....	Master Mechanic
DR. A. A. CHURCH.....	Medical Examiner
H. B. McDONALD.....	Engineer
R. B. McMAINS.....	Yard Brakeman
H. W. ROBERTS.....	Yard Brakeman
C. L. JOHNSON.....	Agent, Columbus, Ohio
D. B. LUBY.....	Shopman
C. G. MILLER.....	Shopman
A. R. CLAYTON.....	Claim Agent
R. W. LYTLE.....	Yard Brakeman
A. N. GLENNON.....	Road Brakeman
E. C. ZINSMEISTER.....	Master Carpenter
C. C. GRIMM.....	Trainmaster
E. V. SMITH.....	Division Engineer
J. S. LITTLE.....	Road Foreman of Engineer
G. R. KIMBALL.....	Division Operator
W. A. FUNK.....	Medical Examiner
JAMES VANDIVORT.....	Conductor
A. D. PIERSON.....	Assistant Car Foreman
C. R. POTTER.....	Agent
E. DOW BANCROFT.....	Secretary, Y.M.C.A.
J. E. BUSHAN.....	Supervisor
S. FREAS.....	Supervisor
R. E. MCKEA.....	Agent
D. L. HOST.....	Trainmaster

The accompanying pictures show the Company station at Cambridge, O., taken on August 5th, 1881, and at the present time. The Company's revenue in those early days amounted to about \$60,000. In 1903, the revenue had grown to \$197,367 and in 1913 to \$561,752.

Furniture, glass, pottery and glove factories, lumber and planing mills, comprise the principal industries of Cambridge. And it must



CAMBRIDGE (O.), STATION IN 1881

not be forgotten that Cambridge is also the headquarters for most of the coal mines in Eastern Ohio. The Cambridge Boosters Club, or the Board of Trade, both composed of the young men in the city, are always on the lookout for industries seeking new and better locations.

The Company is represented by Mr. Fordyce, who for the past thirty-one years has been our painstaking and affable agent here, and by L. E. White, in charge of the passenger business.

The Veteran Employees' Association held a special meeting on January 30th, at which considerable business was transacted and the following new members were admitted:

Dr. Chas. E. Pratt, Chas. W. Darflinger, Jos. W. Workman, Isaac Denny, Jas. D. Campbell, Harry Starr, Jno. W. Glenn, Jas. Galloway, Jno. P. Henry, Edwin Wood, Allen Evans, Edward Coyne, Lafayette J. Murphy, John Thornberg, John L. Lundy, John Cool, Albert W. Heskett, Stephen C. Lewis, Jno. W. Hughes, Hugh Fitzpatrick, Konrad Klaus, John H. Smallwood, Robt. E. McKee, John Decker, Chas. P. Long, M. J. Cosgrave, C. C. Grimm,

Wm. T. Francis, S. Fuller Moore, Jno. B. Woolson, Wm. C. Butterworth, Robt. W. Moore, Albert H. Ridenour, Alfred B. Wheeler, Jesse W. Vandivoort, Wm. Aug. Johns, E. T. Warner, Geo. L. Cross, David F. Dowden, Chas. M. Lindsay, Elmer E. Moore, James E. Sullivan, Wm. J. Shields, Sr., Chas. N. Markham, G. W. Stringer, Chas. Bageley, Walter G. Harrison, Chas. F. Glenn, Wm. F. Dayton, W. A. Stewart, Custer H. Helsley, Jno. H. Higgins.

Another meeting will be held in a short time, when a new class of members will be admitted. A great deal of interest is being taken by the old veterans and the organization bids fair to be a strong one.

J. A. FLEMING.....Freight Agent
 W. E. WEST.....Locomotive Engineer
 J. T. GRIFFIN.....Agent
 C. A. ALBRIGHT.....Freight Agent
 J. RUSSELL ANDERSON.....Secretary

The largest landslide in recent years occurred at Cut No. 1, just east of Indian Creek, Pa., about 1.30 on the morning of February 10th, depositing a mountain of dirt and rock upon the railroad and blocking both tracks. The eastbound track was opened to traffic on the 17th, but the westbound track will not be cleared for several weeks.

During the day on which the slide came, passenger trains were run over the Western Maryland road from Confluence to West



UNION STATION, CAMBRIDGE, OHIO

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

- O. L. EATON.....Superintendent, Chairman
- S. C. WOLFFSBERGER.....Assistant Superintendent
- P. PETRI.....Division Engineer
- T. E. MILLER.....Master Mechanic
- T. E. JAMISON.....Trainmaster
- G. N. CAGE.....Road Foreman of Engines
- H. B. PIGMAN.....Division Operator
- DR. M. H. KOEHLER.....Medical Examiner
- J. M. CONNORS.....Car Foreman
- H. D. WHIP.....Relief Agent
- JOHN IRWIN.....Repair Track Clerk
- D. N. DUMIRE.....Conductor, F. M. & P. Branch
- J. R. ZEARFOSS.....Conductor, S. & C. Branch
- G. E. BOWMAN.....Locomotive Fireman
- R. W. HOOVER.....Train Dispatcher
- S. M. BITTNER.....Foreman, Maintenance of Way Dep't
- F. BRYNE.....Claim Agent
- E. B. SMALL.....Machinist
- S. W. HUDDLESTON.....Conductor
- W. D. SEATON.....Conductor
- M. E. MARTZ.....Foreman, Motive Power Dep't
- P. J. ADAMS.....Inspector, Maintenance of Way Dep't
- M. P. HEANEY.....Supervisor

Yough. At the latter point, westbound trains were backed to Connellsville station and eastbound trains backed out to that point and then dispatched east. Local service was continued between Connellsville and Indian Creek and also between Confluence and that point, in order to accommodate passengers to intermediate points.

Two steam shovels were rushed from Martinsburg and 200 men from the local maintenance forces were put to work immediately to clear the tracks. However, in order that traffic might be resumed with the least possible delay, it was found necessary to construct a gauntlet about the slide, first installing a runaround track off the eastbound track, which was completed and ready for use at 4.45 p. m. of the 10th, thus permitting the movement of trains Nos. 16 and 15 over our line. Later a connection was made with the westbound, or former eastbound track, and this afforded double track movement on either side of the trouble.

The great mass of earth came down on the west side of the cut, and was caused by expansion due to the extremely cold weather we have been having recently.

Here is a picture of switching engine No. 1523 and the night and day crews engaged in placing empties and removing loads from the various coke works in the Uniontown district. This territory is in charge of assistant trainmaster L. M. Keck. Those in the picture are, front row, reading left to right: Firemen S. Landman, C. W. Dodson, C. I. Miller; brakeman D. Show; conductor J. H. LaClair; assist-

who wish him success in his new undertaking. Mr. and Mrs. Whipkey will make their home in Connellsville.

Caller Chas. Martin of Somerset has again resumed duty after an absence of several weeks on account of an operation.

T. E. Carey, clerk to general foreman M. E. Martz of Somerset, has moved his family from Meyersdale to that point.

We are pleased to announce the marriage of engineer W. E. Alexander to Miss Zimmerman of Somerset. This took place on December 31st.



DAY AND NIGHT CREWS OF SWITCHING ENGINE AT UNIONTOWN

ant trainmaster L. M. Keck; brakeman P. P. Rinehard; engineers E. D. Bailey and C. E. Randall. Top row, reading left to right: brakemen E. C. Strawser, W. H. Myers, J. H. Pope, N. L. Post, L. M. Coffman; conductor W. H. Wilson; engineer J. W. Gray; conductor J. E. Hanley.

Ralph W. Whipkey, a clerk in this office, "slipped one over" on his friends on December 31st, when he went to Cumberland, Md., and was married to Miss Jennie L. Morgan of Adelaide, Pa. Needless to say his marriage came as a complete surprise to his many friends,

We are pleased to announce the marriage of H. Kelly, night weighmaster of the scales at Connellsville, to Miss Margaret Dill of Pittsburgh, Pa. The wedding took place in Pittsburgh on the evening of December 23rd, after which the couple returned to Connellsville where they will make their future home.

Engineer H. Newcomer of Somerset has purchased a red pig. "Bill" claims this pig will weigh 750 pounds by butchering time next fall, and expects to secure four hams from it similar to those sold by operator Lentz of Mukden to dispatcher Walters.

Foreman W. H. Pearson of Adams, has resumed duty after an illness of three weeks. During his absence, the position was filled by former yard clerk J. L. Hausman.

Conductor J. R. Zearfoss of Somerset, in company with several Pennsylvania Railroad employes, recently returned from a two weeks' hunting trip in Cameron County. They report plenty of game in that locality and as evidence, each man exhibited a deer. Conductor Zearfoss presented several employes at Somerset with



some delicious venison. The accompanying photograph is of "Parker Camp," where the party made their headquarters, with two of their prizes.

W. S. Rafferty has been appointed trace clerk at Johnstown, vice Victor Wicks, resigned.

Copying operator T. S. Barner of Connellsville has returned from a two weeks' visit with his parents at Kane, Pa.

Harry Ash, clerk to night chief dispatcher at Connellsville, is the father of a baby boy weighing nine and a half pounds. The little stranger arrived on January 22nd. Mother and child are doing well.

PITTSBURGH DIVISION

Correspondent, T. M. JONES, *Chief Clerk*,
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. B. GORSUCH.....	Superintendent, Chairman
T. W. BARRETT.....	Trainmaster, Vice-Chairman
M. C. THOMPSON.....	Road Foreman of Engines
C. C. COOK.....	Division Engineer
L. FINEGAN.....	Master Mechanic
G. W. C. DAY.....	Division Operator
H. N. LANDYMORE.....	Operator, Pittsburgh, Pa.
E. L. HOPKINS.....	Machinist, Glenwood, Pa.
H. G. WALTOWER.....	Yard Conductor, Demmler, Pa.
S. C. RYLAND.....	Yard Engineer, Glenwood, Pa.
H. J. SPANGLER.....	Yard Brakeman, Pittsburgh, Pa.
C. C. AINSWORTH.....	Yard Brakeman, Glenwood, Pa.
R. H. PATTERSON.....	Passenger Fireman, Glenwood, Pa.
W. E. BURTOFT.....	Car Foreman, Pittsburgh, Pa.
J. W. CLAWSON.....	Signal Supervisor, Pittsburgh, Pa.
FRANK BRYNE.....	Claim Agent, Pittsburgh, Pa.
N. B. STEWART, M. D.....	Ass't Med. Examiner, Glenwood, Pa.
W. H. RALEY.....	Passenger Brakeman, Pittsburgh, Pa.
W. DAVIS.....	Yard Conductor, 36th St., 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.
H. KNOPP.....	Road Conductor, West Newton, Pa.
R. J. MURLAND.....	Road Conductor, Connellsville, Pa.
T. D. MAXWELL.....	Road Engineer, Connellsville, Pa.
J. S. BARTLETT.....	Superintendent's Office, Secretary
W. F. DENECKE.....	Agent, Pittsburgh
P. COLLIGAN.....	Agent, Allegheny
T. J. BRADY.....	Trainmaster
HOUGH ROBEY.....	Traveling Fireman

The reorganized General Safety Committee met with us on February 6th, for the purpose of reviewing the progress of the work and to explain the purpose of the organization and what is desired to be accomplished. A very interesting and instructive address was made by the chairman, Major J. G. Panghorn, and the other members of the General Safety Committee, in which means of conserving the interests of the Company and its employes were set forth in a highly entertaining and forceful manner. It was the consensus of opinion among the members of the division organization present that the strict exercise of the methods suggested must necessarily be productive of very beneficial results.

The deepest interest was manifested and it was the apparent conviction of all present that the enlarged scope of the new General Safety Committee, with the cooperation of the division organizations, as explained in detail by the chairman and the other individual members, and the stimulus which will be given to the movement by the preparation of comparative data showing the results obtained by the various divisions, cannot but result in a greater degree of safety, efficiency and economy.

It is with extreme regret that we record the death of O. E. Farnan, assistant trainmaster, Pittsburgh Terminals, on February 12th, 1914, after a very brief illness.

He was born at Fort Wayne, Ind., December 6th, 1863. He first entered the service as assistant yardmaster at Philadelphia, September 10th, 1888, serving in that position until September 10th, 1889, when he was appointed general yardmaster. On July 1st, 1903, he was promoted to assistant trainmaster at Pittsburgh, and served in that capacity until his demise.

It has been said that the recipe for making friends is being one. Mr. Farnan, by his engaging personality, faithful practice of the Golden Rule and indefatigable attention to duty, made for himself a warm spot in the hearts of his co-employes and associates. His death has not only caused the loss of a dear and helpful friend but a faithful and efficient employe.

Mr. Farnan leaves a wife and daughter, to whom we extend our heartfelt sympathy in their hour of bereavement.

Much interest was manifested by the employes in the religious campaign which was conducted in Pittsburgh by Rev. Wm. A. Sunday. Tuesday evening, February 10th, was set aside as Baltimore & Ohio night at the Sunday Tabernacle, the reservation of one thousand seats for our employes being taxed to capacity. A very clear and forceful

sermon was delivered by Rev. Sunday, the gist of which was to dispel any doubt as to the power of the Divinity. "Bill" much prefers the practical to the theoretical side. During his discourse he stated that some people required proof of the origin of all things, and cited the following example:

Q. Where did the first chicken come from?

A. From the first egg.

Q. Where did the first egg come from?

A. From the first chicken.

There you are—first chicken from the first egg; first egg from the first chicken. Could anything be plainer?

Beautiful floral tributes were presented to Rev. Sunday and choir leader Rhodeheaver in behalf of our employes.

In connection with the "Billy" Sunday meetings, a meeting was held in the Presbyterian Church of Hazelwood, Monday evening, February 9th, and a noon-day meeting at the Glenwood shops, Tuesday, February 10th. These were presided over by Miss Jennie Smith, the well known railroad evangelist, and were largely attended.

L. E. O'Donnell, wire chief "DS" office, Pittsburgh, took a great interest in the "Billy" Sunday meetings, and at the request of Mr. Sunday officiated as an usher at the tabernacle.

P. M. Geer, operator, Pittsburgh relay office, left on February 1st for an extended trip through the West.

Miss C. Smart, second trick operator at Liberty Avenue, is absent from duty on account of illness.

L. O. Roberts, third trick operator at Gilkeson, is absent from duty on account of the death of his aunt at Bradford, Pa.

J. P. Davidson, third trick operator at Reduction, has been transferred to third trick at Schenley tower.

J. B. Morgan has been transferred from third trick operator at Ellrod, to first trick at Vista.

G. W. Smith, third trick operator at Callery, has been visiting his injured brother at Roanoke, Va.

I. C. Halderman has been appointed agent-operator at Bruin, Pa., vice W. H. Painter, who is absent on furlough.

Miss Leona B. Jack, operator, Pittsburgh telephone exchange, has just returned from a visit with friends in New York City.

Miss Rose F. Gribben, chief operator, Pittsburgh telephone exchange, is still absent from duty on account of prolonged illness.

M. L. Sherbondy has been appointed agent at Jacobs Creek, Pa., vice R. S. Pierson, resigned.

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

M. H. CAHILL	Superintendent, Chairman, New Castle, Pa.
J. B. CAMERON	Division Engineer, New Castle, Pa.
J. J. McGUIRE	Master Mechanic, New Castle Junction, Pa.
F. H. KNOX	Agent, New Castle, Pa.
C. P. ANGELL	Train Master, New Castle, Pa.
E. J. LANGHORST	Ass't Road Foreman, Chicago Junction, O.
E. C. BOCK	Division Operator, New Castle, Pa.
R. J. CARRIER	Division Claim Agent, Youngstown, O.
J. G. SHELBY	Medical Examiner, New Castle Junction, Pa.
F. C. GREEN	Track Supervisor, Ravenna, O.
W. L. MADILL	Track Supervisor, Lodi, O.
P. THORNTON	Track Foreman, New Castle Junction, Pa.
F. D. ARBETT	Car Painter Foreman, New Castle Junc., Pa.
ALBERT VOSS	Machinist, New Castle Junc., Pa.
E. L. HANNOON	Air Brake Repairman, Painesville, O.
CHAS. CRAWFORD	Engineer, Chicago Junc., O.
M. L. RANEY	Yard Engineer, New Castle Junc., Pa.
L. A. WAGNER	Conductor, New Castle, Pa.
G. A. PERKEY	Conductor, Chicago Junc., O.
C. B. SMITH	Conductor, Painesville, O.
D. B. McFARRE	Yard Conductor, New Castle Junction, Pa.
W. H. O'MARA	Yard Conductor, Haselton, O.
G. W. RICHARDS	Warehouse Foreman, Youngstown, O.
C. K. SPIELMANN	Relief Agent, New Castle, Pa.
JAS. AIKEN	Agent, Youngstown, O.
G. W. TAYLOR	Agent, Painesville, O.
E. J. RAIDY	Secretary, New Castle, Pa.

Assistant road foreman and Mrs. W. G. Smith wish to express their appreciation for the sympathy tendered them upon the death of their little daughter, and for the floral offerings from the officials, office force, and friends.

Jack Huston, chief dispatcher, is sporting a pair of "specs." Jack thinks they add dignity as well as improve his sight. He sure has lots of dignity.

In connection with the article mentioned in January number of the Magazine, cashier E. E. Post, of Niles, Ohio, took four prizes out of five birds exhibited at Saegertown, Pa., during the last week of December.

Out of 172 white leghorns on exhibit at the Cleveland, Ohio, chicken show, in January. Mr. Post took first prize for his pullet "Lady Charming," which was pronounced by leading judges and poultry men to be the most progressive leghorn female to date. Mr. Post also won third cockerel. There were over 2100 birds exhibited at this show, and Mr. Post is to be congratulated on his success in raising single comb white leghorns. Maybe some employe of the Baltimore & Ohio in another part of the country, would like to put up his chickens against Mr. Post's. How about it? Bet the New Castle Division has you beat.

Arthur B. Harris, M. of W. timekeeper, is the proud father of a fine little girl.

While the ice was good at Cascade Park lake, New Castle, the office force enjoyed themselves each night, gliding over the smooth surface. Miss Raidy, stenographer in the superintendent's office, showed great skill on her skates, while assistant division engineer C. S. Fullerton, time clerk I. A. Wetmore, assistant shop clerk Geo. Lane and yard clerk

M. E. Battley showed that in a short time, and with practice, they will be rather good skaters.

Yardmaster J. D. Daly, in charge of Gardner Avenue Yard, New Castle, Pa., has returned to duty after having been on the sick list for a few days on account of injuries received when the head of a hammer flew off and struck him.

Here is "Eddie" Goehring in his "buzz-wagon." Mr. Goehring is first trick dispatcher at New Castle Junction, and has been in the service of the Company since April 15th, 1887. On April 25th, 1890, he was promoted to dispatcher, and he has made a right good one



E. A. GOEHRING

ever since. Eddie does not look quite natural in this picture because he is not smiling, but he is mortally in fear of cameras and of course was a little scared when he was snapped. We might say in passing, that Ed. is a bachelor, but we all have hopes.

S. G. Watrous, for many years station agent for the Company at Girard, died at his home near McKinley Heights on February 18th, aged seventy-seven years.

Mr. Watrous was for forty years in the employ of the Baltimore & Ohio Road. Seventeen years of that time he had been local station agent of Girard and resided in the West Side of town. Several years ago he retired and had since lived near McKinley Heights. He was a member of the First Christian church and was a highly respected citizen whose death will cause wide-spread regret. He was the last of eight brothers and sisters. He is survived by his widow and one son, H. L. Watrous.

"Dad" as he was commonly called by those who knew him best, was a man of many friends, a faithful employe, and a keen student of all the details of an agent's duties. He could relate many interesting incidents of the pioneer days of the railroads.

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN..... Superintendent, Chairman, Garrett, Ind.
 C. W. VAN HORN..... Trainmaster, Garrett, Ind.
 T. B. BURGESS..... Trainmaster, Garrett, Ind.

JOHN TORDELLAM..... Division Engineer, Garrett, Ind.
 F. W. RHUARK..... Master Mechanic, Garrett, Ind.
 GEO. NOVINGER..... Road Foreman of Engines, Garrett, Ind.
 F. N. SHULTZ..... Division Operator, Garrett, Ind.
 J. D. JACK..... Claim Agent, Garrett, Ind.
 T. E. SPURRIER..... Claim Agent, Tiffin, Ohio
 DR. F. DORSEY..... Medical Examiner, Garrett, Ind.
 A. B. HINKLE..... Supervisor, Walkerton, Ind.
 R. R. JENKINS..... Secretary Y. M. C. A., Chicago Jct., Ohio
 M. J. DRISCOLL..... Shop Committeeman, Garrett, Ind.
 L. J. DAVIS..... Shop Committeeman, Chicago Jct., Ohio
 F. V. KUGLEN..... Shop Committeeman, South Chicago, Ill.
 S. ARCHER..... Yard Committeeman, Chicago Jct., Ohio
 W. E. SARGENT..... Yard Committeeman, Garrett, Ind.
 N. B. BAIR..... Yard Committeeman, South Chicago, Ill.
 C. H. MARTIN..... Engineers' Committeeman, Garrett, Ind.
 D. G. THOMPSON..... Fireman's Committeeman, Chicago Jct., O.
 O. F. BELL..... Conductors' Committeeman, Garrett, Ind.
 H. P. WEIRICH..... Brakemens' Committeeman, Garrett, Ind.
 C. C. GREER..... Agents' Committeeman, Chicago Jct., O.
 JOHN DRAPER..... Agents' Committeeman, Chicago, Ill.
 G. W. SMITH..... Operators' Committeeman, Defiance, Ohio
 JOHN RATHWELL..... Section Foreman, Garrett, Ind.
 H. A. MARTIN..... Relief Agent, Garrett, Ind.

Wm. E. Samuelson, second trick operator at McCool, Ind., was married to Miss Esther A. Johnson, February 1st. Mr. Samuelson is one of the most valued employes in the telegraph service, and his bride is a very popular young lady from Chicago. They have the best wishes of a large circle of friends.

SOUTH CHICAGO

C. W. Burke, general foreman at South Chicago, has been absent from his desk on account of a bad attack of rheumatism, but we are glad to say that he is now able to be about again.

Hammond yard, which has been changed into a grain repair and coopeage yard, to take care of the large grain business that is being done in this locality, has, under the supervision of assistant trainmaster W. F. Booth, been giving excellent satisfaction and results.

It is with pleasure that we learn that John Draper, former assistant agent at South Chicago, has been promoted to freight agent at Chicago.

J. E. Hufton, our chief coal clerk, has been away from his desk for some time on account of illness. We hope for his speedy recovery.

John Staczewski, our manifest clerk at South Chicago, was married on January 23th. We all join in wishing him much happiness. A kitchen shower was tendered to the bridal couple just before their wedding.

Mr. and Mrs. Edward J. Boyle are the proud parents of a baby girl. Mr. Boyle was formerly chief coal clerk but was promoted to chief clerk to Mr. Huggins, assistant agent at South Chicago.

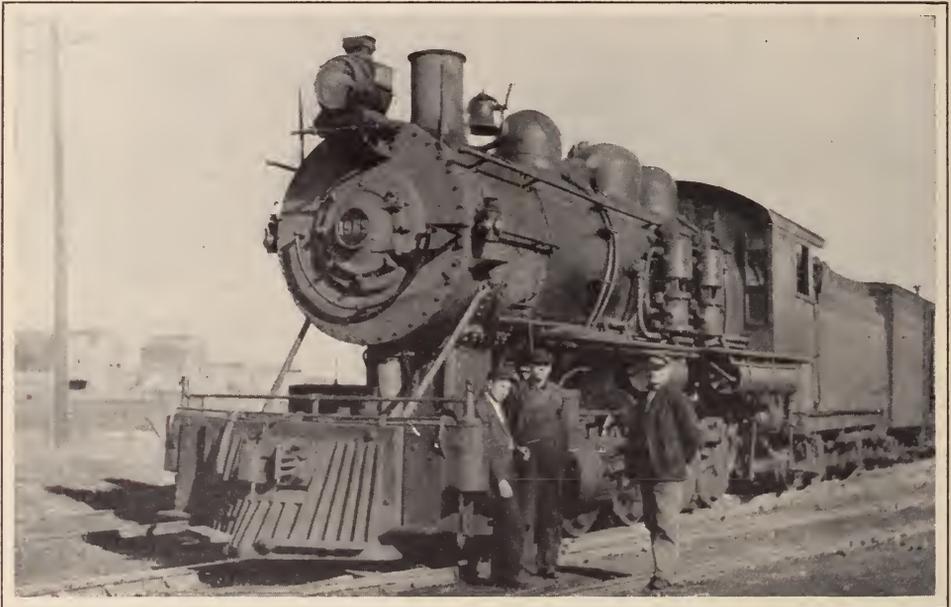
R. R. Huggins, the energetic young man who succeeded John Draper in the capacity of assistant agent at South Chicago last June, is having much success in his position. His magnetic personality has made staunch friends of all his employes as well as of others who come in contact with him; in fact, he is well-liked in all other railroad offices in this locality. We wish him continued success.

We want to thank the management for the recent numbers of the *Employes Magazine*. It surely should be of great interest to all of the employes along the line. We are grateful to a Company that will publish a magazine of this magnitude for us, free of charge.

It was with sincere regret that we heard of the deaths of George W. Booth, comptroller, C. E. Ways, assistant general freight agent, and C. C. Riley, general superintendent of transporta-

JOHN McLEAN.....	Car Repairer
ROBERT SISSONS.....	Engineer
OLIVER JOHNSON.....	Fireman
C. B. BIDDINGER.....	Conductor
E. SNYDER.....	Conductor
WM. GEOTZINGER.....	Machinist
JAS. LANGTON.....	Machinist
T. F. YATES.....	Blacksmith
HARRY MARSHALL.....	Car Inspector

The accompanying photograph is of engineer J. F. Latshaw (right of picture), with Baltimore & Ohio Chicago Terminal engine No. 1969.



ENGINEER LATSHAW (ON RIGHT) WITH BALTIMORE & OHIO CHICAGO TERMINAL ENGINE No. 1969

tion. We feel that the Company has lost valuable employes in the death of men of their caliber.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS.....	Chairman
G. 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
C. I. BENDER.....	General Foreman, Maintenance of Way
JAMES GAUHN.....	Engineer
ARTHUR JENSEN.....	Frieman
THOMAS HASEY.....	Switchman
JOHN HALEY.....	Car Inspector
WM. DAVIS.....	Boilermaker
CHAS. STANGE.....	Engineer

Conductor Simon Bloye has been granted a sixty-day leave of absence. Mr. Bloye has left for Denver, where he will join his wife and family, Mrs. Bloye being in very poor health.

John Goulding, one of our oldest engineers, who has been on the sick list for the past two months, is improving and expects to report for duty within a short time.

Conductor Clyde Biddinger assumed the office of alderman in the second ward, East Chicago, January 1st. The citizens of East Chicago expect many reforms from the new administration.

Archie Ballard, engineer at Robey Street, has recently purchased a beautiful bungalow in Chicago Lawn.

E. J. Campbell, general foreman at East Chicago, resigned from the service on January 1st, 1914. G. Hilfrienk has been appointed acting general foreman.

Joe Lennertz, stenographer in the master mechanic's office, resigned from the service to ac-

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cept a position with the Chicago Telephone Company, at Hammond, Ind.

H. Loveriage, secretary of the advisory committee, has been appointed leading machinist at East Chicago, vice A. Hunt, resigned.

Thomas Yates sprained his wrist while forging steel at the steel hammer, January 8th. Mr. Yates resumed work January 13th.

T. Sweeney, machinist, and tinsmith L. M. Foss, have returned to work after a short period of illness.

August Samlyo, formerly from New York city, is now employed as clerk in the master mechanic's office at East Chicago.

P. E. Iverson, clerk in the accounting department, has returned to work after an attack of diphtheria.

Otto Funk, clerk in the accounting department, has just returned to work after a short absence on account of breaking his arm.

Employes of this Division will be glad to learn that the Carnegie Hero Fund Commission at its annual meeting in January awarded Mrs. Geo. W. Brew, widow of Geo. W. Brew, who was employed as a switchman in the joint arrangement at Empire Slip, a bronze medal and a pension of \$50.00 per month. You will remember that Mr. Brew lost his life on June 19, 1913, while attempting to save Mrs. Herbert, her husband and others who were in a launch which upset at the Taylor Street bridge on the Chicago River.

OHIO DIVISION

Correspondent, H. M. COLE, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

J. D. STACK.....	Superintendent, Chairman
E. N. BROWN.....	Assistant Superintendent
R. R. SCHWARZELL.....	Trainmaster
T. E. BANKS.....	Trainmaster
R. MALLEN.....	Road Foreman of Engines
H. M. HAYWARD.....	Division Engineer
G. W. PLUMLY.....	Division Operator
P. H. REEVES.....	Master Mechanic
P. S. LANSDALE.....	Medical Examiner
W. R. MOORE.....	Agent, Chillicothe, Ohio
J. B. VANCE.....	Relief Agent
L. A. PAUSCH.....	Supervisor
JOHN CLIFFORD.....	Section Foreman
F. MATHIAS.....	Assistant Shop Foreman
H. M. COLE.....	Draughtsman
C. DULLMEYER.....	Foreman Car Shop
S. W. CAIN.....	Road Brakeman
W. I. GICKLER.....	Yard Conductor
G. F. OBERLANDER.....	Claim Agent
C. C. GRAVES.....	Road Fireman
J. I. BOTKIN.....	Warehouse Foreman
W. A. BURNS.....	Road Conductor
E. J. ALLEE.....	Signal Supervisor
C. ARMSTRONG.....	Master Carpenter
W. W. WOODWARD.....	Train Dispatcher
O. C. CAVINS.....	Road Engineer
G. E. WEARF.....	Agent, Portsmouth, Ohio
R. R. KIBLER.....	Agent, Washington Court House, Ohio

On January 1st, engineer W. B. Cravens left the ranks of bachelors on the Ohio Division by quietly marrying Miss Lulu Howell, of McAr-

thur, O. His brother and wife, who is a sister of the bride, acted as best man and bridesmaid.

Engineer Albert Litter is the proud and happy father of a baby girl, who arrived Saturday, the 27th of December.

J. L. Wagner, machinist in the roundhouse, was promoted to night roundhouse foreman. Mr. Wagner has acted as assistant roundhouse foreman and we wish him all success in his new position.

W. R. Chandley, blacksmith, also coon hunter, spent two nights at his favorite sport and came back with four possums, two coons and a skunk. He had a feast on the strength of his success at the Warner House for quite a number of his friends.

Charles Michaels, boiler inspector, spent four days hunting in Pike County and got forty rabbits.

T. E. Banks, conductor, has been appointed to the position of assistant trainmaster.

J. Neff, former trainmaster here at Chillicothe, has taken up an agency at Hamden, and moved there on January 14th.

J. C. Wilkens, tonnage clerk, and W. L. Sperry, timekeeper's assistant, in the superintendent's office, are very much put out because the weather man is sending such poor weather for motorcycle riding. They are very enthusiastic over this sport.

On February 4th, engineer C. O. Longdon was quietly married to Miss Mamie Franklin, daughter of engineer J. Franklin of Loveland. Mr. and Mrs. Longdon are spending their honeymoon in Florida. Mr. Longdon, formerly fired for the bride's father at Loveland, but since being promoted to engineer his duties have kept him working out of Chillicothe. He has never seemed to be perfectly satisfied and of late has made quite frequent trips to Loveland. Of course his dissatisfaction is now thoroughly explained.

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY.....	Superintendent, Chairman
JOHN PAGE.....	Division Operator
P. HORAN.....	Roundhouse Foreman
T. J. EWING.....	Relief Agent
O. E. HENDERSON.....	Conductor
DR. J. P. LAWLER.....	Medical Examiner
J. J. GIVEN.....	Claim Agent
G. S. CAMERON.....	Trainmaster
J. D. FRAZER.....	Fireman
CHARLES FOX.....	Brakeman
H. W. KERBERT.....	Yard Engineer
J. B. ELLIOTT.....	Conductor
CHAS. RICHARDSON.....	Track Foreman
A. HUGHES.....	Car Foreman
C. E. FISH.....	Agent
JOHN GANNON.....	Yard Foreman
W. E. HYATT.....	Yardmaster
S. A. ROGERS.....	Road Foreman
H. A. CASSIL.....	Division Engineer
DR. J. P. SELLMAN.....	Medical Examiner
W. H. HOWE.....	Master Carpenter

On January 13th, S. U. Hooper became terminal trainmaster at Cincinnati terminal. He reports to G. S. Cameron, trainmaster, Indiana Division.

Everett Brown, formerly a Baltimore & Ohio conductor, but now with the M. P., out of Pueblo, Col., as conductor, has returned home after an extended visit here.

Extra conductor James Griffith and wife have returned from a visit with relatives in northern Indiana.

G. S. Cameron has been appointed trainmaster on Indiana Division, succeeding H. S. Smith, who was temporarily transferred to



GEORGE S. CAMERON
Trainmaster, Indiana Division

the position of chief train dispatcher. Mr. Cameron has been with the Southern Pacific but more recently was in the service of the Company on an eastern division.

Machinist H. Burkley has returned from a visit to his old home at Cameron, W. Va.

George Widener, son of engineer John Widener, has gone to Knoxville, Tenn., to visit his grandparents, who reside there.

Mrs. J. D. Frazer, wife of fireman Frazer, died at her home in this city Thursday, December 11th, and her remains were taken to Aurora, Friday, for burial.

Ex-engineer A. White has accepted a position on a road in California and left for his new home January 4th.

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Please mention this magazine

Born to Mr. and Mrs. J. C. Purkhiser, during December, a girl. Both "Purk" and the baby are doing splendidly.

The new "phones" used in dispatching trains on the Louisville Branch are fine, but some second trick operator persists in forcing his musical ability on us all by playing such pieces as "Casey Jones," "Yankee Doodle," etc., on a fife. We admit that he is "some" musician, however.

The accompanying picture shows on the left, T. W. Welch, of Mitchell, Ind., who was roadmaster on the Washington District for twenty-seven years. He is now in the coal business



at that place. On the right is Desco Thompson, yard clerk at Mitchell, Ind. These two boys are great chums and are seen together during all their leisure moments.

Chis Rau, night roundhouse foreman here, and one of the oldest and most trusted employes on the Southwestern, is off duty on account of sickness.

Roundhouse foreman Horn is much pleased to note that a new lathe and other machinery is being put in at Seymour. This will be a great help to his force in making necessary repairs to engines. Since Mr. Horan has been here many changes have been made and several new and up-to-date pieces of machinery have been installed. This shows the interest Mr. Horan takes in the Company's business. Recently Mr. Horan was complimented by third vice-president Thompson and other officials, who were making an inspection trip

over the Road, on the neatness of the grounds in and around the roundhouse.

Engineer Oscar Stevens has taken a yard position, relieving engineers both in Seymour and Mitchell yards.

We have but two records of the stork's visit during the first half of January. Born to night hostler and Mrs. J. Bowman, January 6th, a boy, and to engineer and Mrs. C. H. Creager, January 3rd, a girl. Members of the advisory board of the Relief Department please note that there are no marriages to record. This is a very strange condition for the holidays.

Recently three of our oldest and most reliable section foremen criticised both me and the magazine for not arranging for more notes about the M. of W. department. They stated that all one sees in the magazine is about some engineer, conductor, fireman or brakeman and that the man who maintains the roadway for high speed and fast runs is never mentioned. That, to some extent, is true, but it is because of the fact that news items from their department are never furnished. I made a proposition to these old timers to send me the news along the line and promised to see that it reached the magazine. Now, brother foremen, you must all remember that the Indiana Division consists of 248 miles of roadway and



CHILDREN OF C. M. ERWIN, AGENT
AT RIVERVALE, IND.

that your correspondent may not hear all the news up and down the line. So when you have anything of interest, give me names, dates and places and I will do the rest.

F. J. Kline of Osgood has returned from a visit at Fort Wayne and other northern Indiana points.

Employees at Ivorydale shops are glad to learn of the recovery of Wm. Maus, timekeeper, from his injury in an automobile accident near Riverside. Mr. Maus and Leonard Wirtz were attempting to break all speed records when the racing car turned turtle down an embankment. Their escape was miraculous.

John Quinlin, foreman in the north end of the west yards at Ivorydale, is the father of another switchman.

August Van Weley, clerk and timekeeper to J. H. Weis, general car foreman, has recently surprised the shop employees at Ivorydale by embarking on the voyage of matrimony. We all wish to extend to Mr. Van Weley and his wife, who is the belle of Hartwell, our best wishes. May his troubles be little ones!

A. H. Zinsmeister, timekeeper in the master mechanic's office, has just returned from a short visit to relatives in Shelbyville, Indiana.

Night foreman Fred Liebetau is smiling from ear to ear and all the boys are waiting for cigars on account of the arrival of a twelve pound boy. Mother and son are doing nicely.

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*,
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

- E. W. SCHEER..... Superintendent, Chairman, Flora, Ill.
- J. A. TSCHOUR..... Master Mechanic, Shops, Ind.
- E. A. HUNT..... Shop Inspector, Shops, Ind.
- H. R. GIBSON..... Division Engineer, Flora, Ill.
- W. D. STEVENSON..... Medical Examiner, East St. Louis, Ill.
- C. R. BRADFORD..... Claim Agent Springfield, Ill.
- G. H. SINGER..... Agent, East St. Louis, Ill.
- R. C. MITCHELL..... Relief Agent, Flora, Ill.
- C. V. MOWRY..... Conductor, Flora, Ill.
- W. P. McDONALD..... Engineer, Flora, Ill.
- FRED SCHWAB..... Engineer, Shops, Ind.
- W. GORSAGE..... Yard Foreman, Shops, Ind.
- R. G. LOYD..... Yard Foreman, Vincennes, Ind.
- W. C. SHROYER..... Switchman, Flora, Ind.
- H. E. PRICHETT..... Yard Foreman, Springfield, Ill.
- C. G. STEVENS..... Trainmaster, Flora, Ill.
- H. E. ORR..... Master Carpenter, Flora, Ill.
- C. S. WHITMORE..... Signal Supervisor, Flora, Ill.
- W. G. BURNS..... Supervisor, Vincennes, Ind.
- F. WYATT..... Supervisor, Flora, Ill.
- W. COOK..... Supervisor, Springfield, Ill.
- B. O'BRIEN..... Supervisor, Cone, Ill.
- W. C. KELLEY..... Agent, Vincennes, Ind.
- C. B. KELLER..... Agent, Washington, Ind.
- T. T. LONG..... Agent, Springfield, Ill.
- M. A. RUSH..... Agent, Beardstown, Ill.
- C. D. RUSSELL..... Division Operator, Flora, Ill.
- J. B. HARWARD..... General Foreman, Flora, Ill.
- W. PLATZ..... Brakeman, Flora, Ill.
- W. W. McNALLY..... Fireman, Cone, Ill.
- W. E. ROSS..... Machine Shop Foreman, Washington, Ind.
- H. C. AIKMAN..... Car Foreman, Washington, Ind.
- R. H. MARQUART..... Car Foreman, Cone, Ill.
- H. C. THRASHER..... Machinist, Cone, Ill.
- F. HODAPP..... Road Foreman of Engines, Flora, Ill.
- C. W. POTTER..... Trainmaster, Flora, Ill.

J. A. Tschour arrived at Washington, Ind., from Keyser, W. Va., where he has been assistant master mechanic, to relieve J. J. Carey. Mr. Carey has been master mechanic here for the past two years and now goes to the C. H. & D., at Ivorydale, Ohio, succeeding C. A. Gill, formerly of Washington, who has been

promoted to the position of superintendent motive power, at Wheeling, W. Va.

Since Mr. Carey has been here he has made many friends both among the railroad men and the citizens of the town. His administration of the mechanical department at Washington, which embraces both the Indiana and Illinois Divisions territory, has been successful and he and his friends can point with pride to results that were obtained during his term of office.

The employees in the territory from supervising forces all throughout the ranks had learned to admire Mr. Carey for his manliness and square dealing, and through chief clerk Fowler they caused to be presented to him a solid gold nineteen jeweled Howard watch, with five adjustments, and a solid gold chain, with the inscription on the inside cover "From Indiana & Illinois Division employees to J. J. Carey, January 1st, 1914." When the gift was presented to him, Mr. Carey thanked all those who had helped to make his administration a success and told them that he knew they would give the new master mechanic the same loyal support and cooperation which made his work successful.

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Office of Superintendent, Dayton, Ohio

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- F. J. PARRISH..... Division Engineer
- J. J. CAREY..... Master Mechanic
- W. J. KROGER..... Relief Agent
- G. E. REEL..... Trainmaster
- M. P. HOBAN..... Road Foreman of Engines
- H. W. BRANT..... Division Operator
- J. R. CASSAD..... Division Claim Agent
- DR. WILLIAM RYAN..... Medical Examiner
- DR. F. S. THOMPSON..... Medical Examiner
- E. LEDGER..... Supervisor
- G. W. THOMAS..... Master Carpenter
- L. F. HOCKETT..... Agent, Dayton, Ohio
- J. C. STIPP..... Agent, Lima, Ohio
- R. B. MANN..... General Agent, Toledo, Ohio
- W. H. SITES..... Road Engineer, between Lima and Ivorydale
- FRANK MOORE..... Road Engineer, between Lima and Rossford
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- R. H. BOHANNON..... Yard Conductor, Rossford
- E. L. WAGNER..... Yard Engineer, Lima
- W. M. THOMPSON..... Yard Conductor, Dayton
- M. E. GLEASON..... Shopman, Rossford
- J. N. HOLMES..... Shopman, Lima
- FRANK PROCTOR..... Shopman, East Dayton
- A. C. BUSHAW..... Secretary, Dayton, Ohio
- M. S. KOPP..... Trainmaster
- W. A. IRELAND..... Depot Master
- FRED. KROGER..... Section Foreman
- C. LEHMKUHL..... Extra Gang Foreman

DAYTON FREIGHT HOUSE

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- EDWARD W. MALEY..... Assistant Depot Master, Secretary
- L. F. HOCKETT..... Agent
- T. J. PITTON..... Delivery Clerk
- HARRY DONOVAN..... Receiving Clerk
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Dayton, Ohio

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P. D. FAIRMAN.....	Engineer
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S. M. BAKER.....	Supervisor
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E. B. CHILDS.....	Stationary Engineer
M. ROSEN.....	Secretary

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(C. H. & D.)**

Correspondent, ROY POWELL,
Superintendent's Office

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ADAM STORCH.....	Blacksmith Foreman
E. I. PARTLOW.....	Road Foreman of Engines
E. J. FITZGERALD.....	Engineer
GEO. MATTHEWS.....	Assistant General Car Foreman
E. MCGUIRE.....	Claim Agent
D. J. CURRAN.....	Agent, Indianapolis
J. F. GOOLDY.....	Fireman
PHILIP.....	Switchman
J. H. GRAHAM.....	Passenger Brakeman
GEO. HANRAHAN.....	Machinist

The new station at Milligan, Ind., is now completed and in use. It is the Baltimore & Ohio standard and is a much needed improvement at this point.

The handling of Kansas City meat for eastern points has been resumed between Springfield and Metcalfe, in connection with the C. & A. and the T. St. L. & W. It is anticipated that this movement will be heavier than last year, when it was discontinued. The resumption is welcome to the men on the Springfield Division, as this makes one of the nicest runs in the freight service in this territory.

Work on the new station at College Corner has been started and is to be completed by March 1st, 1914. This will be one of the most complete passenger and freight stations of its size in the State.

The entire division was shocked to hear of the death of engineer J. J. Foley, who was taken suddenly ill while on his engine on December 31st, was removed to a hospital at Liberty, Ind., and died the same day. His death was caused by hemorrhage of the brain. Mr. Foley entered the service of the C. H. & D. as fireman on June 16th, 1890, and was promoted to engineer on May 25th, 1897.

**SANDY VALLEY & ELKHORN
RAILROAD**

Correspondent, GEORGE DIXON, *Chief Clerk,*

DIVISIONAL SAFETY COMMITTEE

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GEORGE DIXON.....	Secretary
H. L. BURPO.....	Engineer
C. C. WOODSON.....	Fireman
A. W. WHITE.....	Maintenance Clerk
W. B. QUINN.....	General Foreman
FRED RUTHERFORD.....	Yard Conductor



CLERICAL FORCE AT LOUISVILLE FREIGHT HOUSE

BALTIMORE AND OHIO EMPLOYEES MAGAZINE



APRIL, 1914

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New Dance Records just issued—as usual recorded under the supervision of G. Hepburn Wilson, M. B., master of the modern dance. Vernon Castle himself dances to Columbia Records in Castle House. He says they're the best he has heard.

Send us 25c in stamps or coin and we will send you one special sample Columbia record which will play on your machine no matter what make it is—until you have heard Columbia Records you have not yet realized the full possibilities of the best music.

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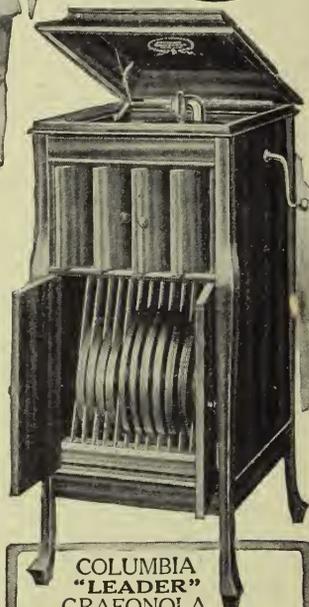
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\$2.50 By insured mail prepaid to any address. Just enclose \$2.50 with this coupon containing your name and address, we will send pen by return mail. *Delivery guaranteed. Fill out coupon and mail today.*

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Gentlemen: Here is \$2.50. Send me pen described in this advertisement. If pen is not satisfactory, you refund the money.
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City.....State.....



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A "Feel" Like
Silk



Soft, strong, built to fit your hand and built to last: these are the unequalled advantages you get in Hansen's Gloves.

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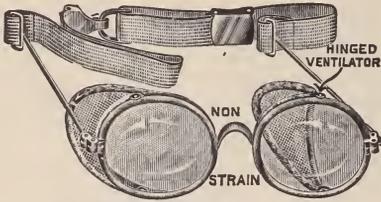
Soft and pliable, yet strong enough to give complete protection against water and steam, heat, weather and hurt. Perfect leather—specially tanned to wear long and look fine to the last. Easily cleaned in gasoline. Write for booklet.

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No. 800

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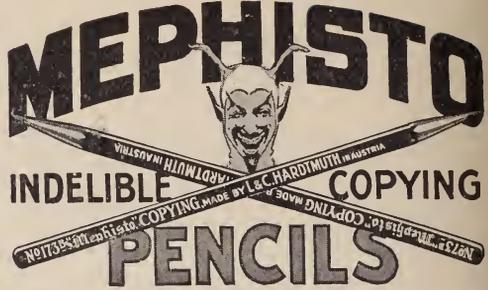


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legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion; so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted

We cordially invite all employees to inspect carefully the advertising now appearing in our Magazine.

It is our purpose to offer only such things as will be of benefit to our readers. All advertising will be rigidly examined before insertion; so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted

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Send sketch or model for search. Highest referenees. Best results. Promptness Assured.

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THE SANITARY ERASER receives, at its open end, a strip of rubber 1/8 inch thick, of a width and length that of the holder.

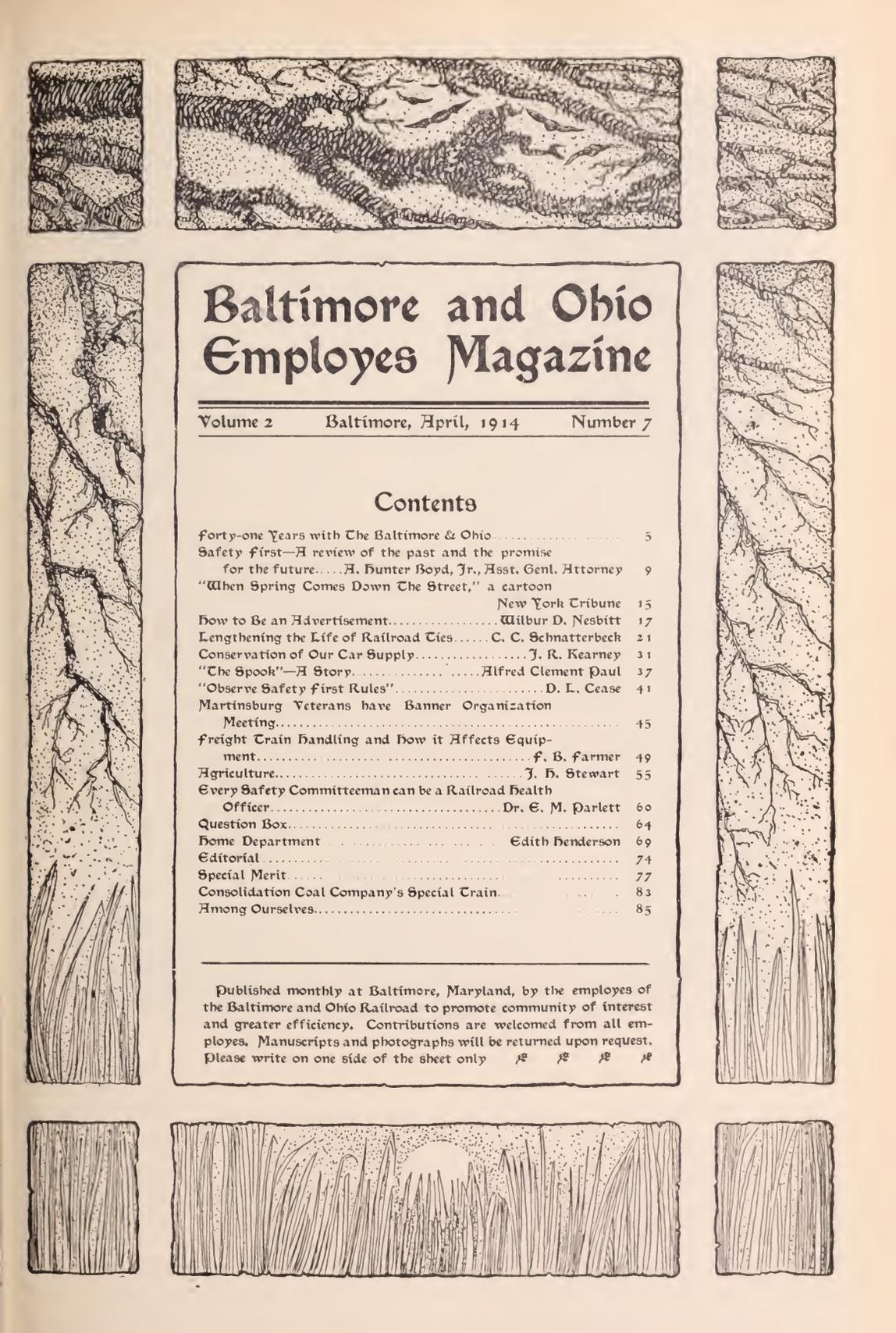
By slight pressure at the loop end, clean rubber is fed down until used; its narrow edge allows a letter or line to be erased without injuring another. Two rubbers of best quality are made; one for typewriter and ink, one for pencil.

Handsomely finished; Easy to Operate and "They Always Work" EVERYBODY should have this NEW ERASER, Price 10¢.

Refills, Typewriter and ink, or Pencil, 5¢ each. Your Stationer.

When ordering by mail, state whether Typewriter and ink, or Pencil, enclose 2¢ extra for postage. Booklet of our 3 "O.K." Office Necessities Free. The O. K. Mfg. Co., Syracuse, N. Y., U.S.A.

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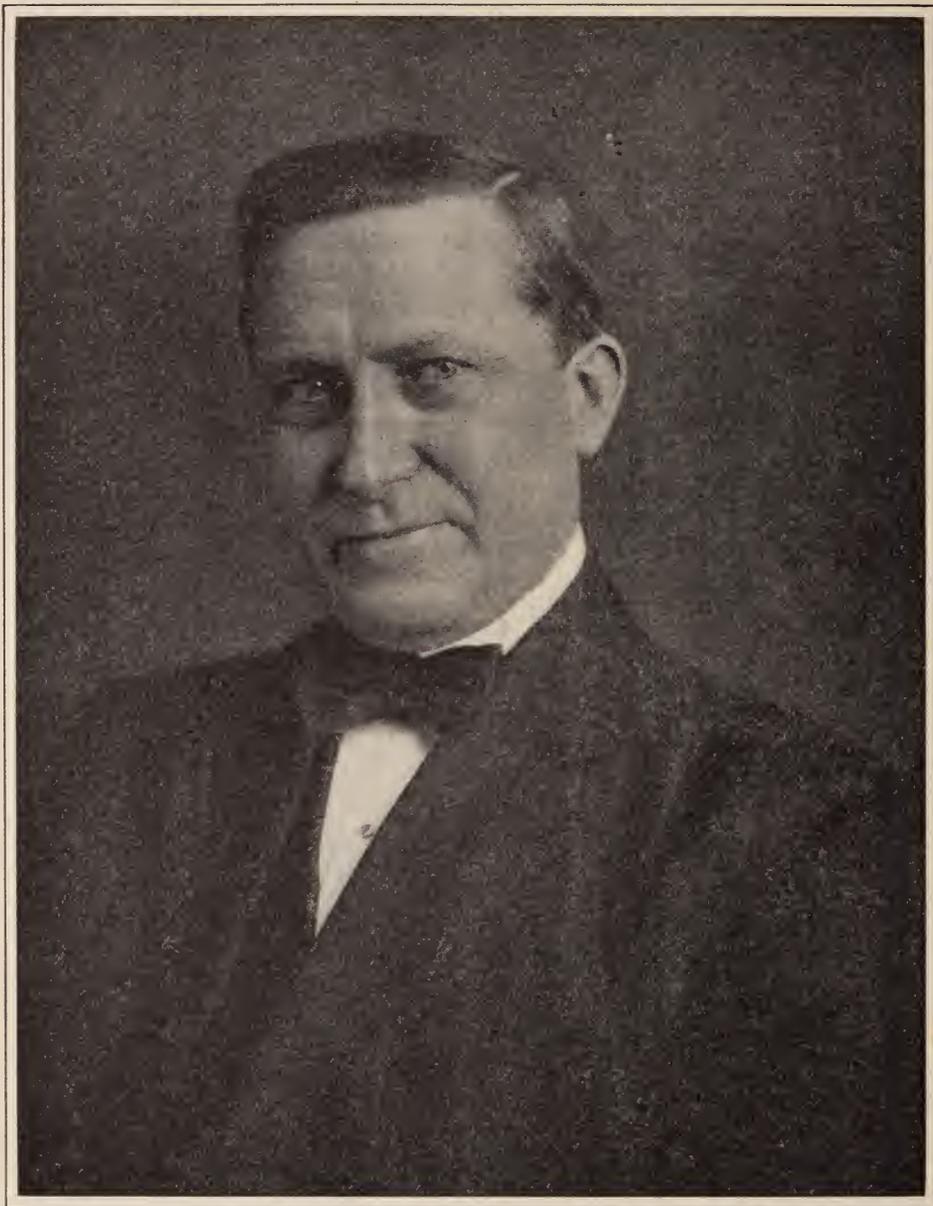
Baltimore and Ohio Employes Magazine

Volume 2 Baltimore, April, 1914 Number 7

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



C. W. Woolford
Secretary

Forty-one Years With the Baltimore and Ohio

Reminiscences From the Career of
C. W. Woolford, Secretary



AY BACK in the summer of 1872, a messenger boy employed in the telegraph department of the Baltimore and Ohio in Baltimore wanted to take a vacation. So he went to a boy friend who had just passed from the grammar school to the City College and was having his summer vacation, and asked him if he did not wish to substitute for him during his ten days' absence. The chance to make some money and learn something about practical business appealed to the young student and he took the job. At the end of the ten day period, Mr. C. W. Clarvoe, the manager of the telegraph office, called the substitute messenger to him and said:

"My boy, I am sorry that you are going to leave us. You have done good work and when we need a boy I shall send for you."

This was the first experience in the long business career of C. W. Woolford, Secretary of the Baltimore & Ohio, and it clearly suggests the reason because of which he holds his present responsible position.

Mr. Woolford was born in Baltimore, October 19th, 1859. In the April following the summer in which the above related experience occurred, and while in his first year at the City College, another call from the world of business came to him. Nor is it strange that it was from the telegraph department of the Baltimore & Ohio. They needed a good messenger, they knew the sort of work the substitute student messenger had done, and they sent for Woolford. Fortunately for him, conditions in his home were such as to make it advisable that he give up his school and assume the greater responsibilities of a workman, and he was soon busy running errands and delivering messages for our telegraph department. But while he was running he was reading and learning, and within a short time he had mastered the art of the key and code, and had become a full fledged operator at the old Bailey's roundhouse.

While he was there, the appalling railroad riots of July, 1877, occurred. At that time there was an unusually distressing financial stringency all over the country, which made it necessary for the railroads to make a horizontal cut of ten per cent.

in the wages of every employe. On the Baltimore & Ohio, the rioting started in Pittsburgh and spread like wildfire down the line to Cumberland. The 6th Maryland regiment had been called out to go there to protect property and human life, but had not yet arrived on the scene.

Mr. Woolford remembers well having received the message which called old engine No. 210 from Bailey's to Camden with either George or James Buckey at the throttle, to take the train with the troops to Cumberland. The fire bells were ringing all over the city to call out the militia, and great gangs of hoodlums and rioters had assembled along the streets through which the troops had to pass. They also swarmed at Camden to wreak whatever vengeance they could upon the militia and the loyal railroaders who stuck to their posts of duty during the disturbance. These gangs, be it said, were not composed of railroad men. They were led by thugs and ne'er-do-wells, and were rioting because of the spirit of unrest which seems to have seized upon many people at that time, and possibly for the sake of getting some loot out of their lawless activities. Shortly after six o'clock of this strenuous day, the crowd stoned the engine, broke the windows in the dispatcher's office on the passenger platform at Lee Street and then set it on fire.

C. J. Hussell, who was master mechanic at Bailey's, saw a negro throw a brick at No. 210 and, in the face of the mob, he placed him in the hands of a policeman and had him lodged at the station house. On his return he met Mr. Woolford and asked him to go to the roundhouse at Bailey's so that he would be within reach in case of emergency. As it grew dark the place was surrounded by a howling crowd who cried out for the master

mechanic. The latter had the reputation of being a strict disciplinarian among his men and the animus against the Railroad took the form of dire threats against his person, and blood curdling calls of "Bring him out," "Hang him," etc. Bricks were being hurled at the building and everything was being attempted upon the property and persons of the Railroad to satisfy the vengeance of the marauders. Across the track from Bailey's at the edge of Spring Gardens, was a place kept by a Mr. Hartmann, who rented boats. A covered wagon was here waiting to pick up a party which had been down the river fishing. Matters became so bad that, with the assistance of a fireman, the master mechanic scaled the back fence, secluded himself in the wagon, was driven off and escaped into the upper part of the city. Mr. Woolford was left with the fireman to watch the roundhouse property.

Those were the days when wood was used to start the fires in the engines. It was conveyed from Mt. Clare in box cars to the roundhouse. After the departure of the master mechanic, Mr. Woolford went under cover of darkness to the office adjoining, telegraphed the appalling conditions about the roundhouse to Camden Station and urged that a police force be sent immediately. While he was sending this message, so sharp was the hail of stones and so dangerous the glass flying from windows, that he was compelled to hide beneath a flower box on the window-sill in the office, while he manipulated the key. On his return to the roundhouse he found that a box car loaded with wood had been set on fire and was being pushed towards the building by the mob. He hurried back to the office and learned there from Camden that the police were

already on their way to protect the property. After they had arrived and the crowd had been dispersed, Mr. Woolford went home. It was then eleven o'clock and he well remembers that every watchman's box from Bailey's to Camden had been fired and rendered useless by the mob.

The next day all roundhouse employes came to work, but when threatened by the mob that gathered early in the morning, they left and but three remained to protect the Company's property at Bailey's—the oil house-keeper, the stationary engineer and Mr. Woolford. They succeeded in keeping the mob out and finally closed up all windows and doors and remained on guard that day and during the following days, until some semblance of order was obtained and the road was opened up for traffic.

At the advent of the telephone, telegraphy between many of the local stations in Baltimore was dispensed with and Mr. Woolford became an operator in the express office at the corner of Howard and Barre Streets. When he had been there fifteen days the additional duties of bill clerk were given to him. Mr. Trego, then superintendent of express, made it his practice to examine all correction sheets which it was necessary to issue in the service. Hence he knew the mistakes made by all bill clerks. With his double duties, the new bill clerk had his hands full during the first Christmas rush he experienced. However, after the strenuous season was over, the general agent in Baltimore one day instructed him to go to the office of Mr. Trego. He went, and was told that because he was the only bill clerk at the warehouse who had not made an error during the rush of Christmas business, he had been promoted to telegraph

operator and "Old Horse clerk" in the main express office of the Company in Baltimore. Mr. Trego further told him that he was desirous of securing a new secretary to handle the more intimate work in his office and that if Mr. Woolford would study stenography and prepare himself for the job, he could have it. Ten months afterward he was filling this position of secretary to the superintendent of express and he continued as such until 1881 when he was offered a larger salary to go into the assistant general passenger agent's office. He remained here until 1889, and was then made ticket supply clerk.

At that time Mr. Anderson was secretary of the Baltimore & Ohio and Mr. Mayer was president. In conversation with Mr. Lord, then third vice-president and former general passenger agent, Mr. Mayer remarked that, on account of advancing years, Mr. Anderson would in all probability soon wish to retire and he asked Mr. Lord who would be a good man to prepare for the responsibilities of the secretaryship. Mr. Lord had been in intimate touch with the work of Mr. Woolford in the passenger department and his recommendation resulted in the appointment of the latter as chief clerk to the secretary in 1893.

In 1896, on account of the illness of Mr. Anderson, he was made acting secretary, and on January 1st, 1897, during the receivership, he was made secretary, and has held this position ever since.

* * * * *

When the writer had about concluded his interview with Mr. Woolford, the latter picked up a pencil, and smiling reminiscently, placed the number 1914 on a sheet of paper and under it 1873.

"Yes," he remarked, "I have been in the Company's service continuously

for over forty-one years, and I can truly say that I love the Baltimore & Ohio."

The speaker's looks did not belie him, for there was an expression of affection on his face as his mind traveled back over the long stretch of years during which his interests have been the Company's and the Company's interests have been his.

"If an outline of my career with the Baltimore & Ohio can be of any help to any employe, I shall be glad to have you print it in the Magazine. From the very outset my duty to the Company has been clear and it has always had my best service. If I could give any specific recommendation for making headway in the business world, gained not only

from my own experience, but also from that of other men who have made a place for themselves in the organization, I should say that it is in doing your own work well and continually endeavoring to fit yourself to handle the work of the position just above yours.

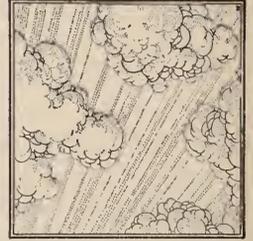
"Influence counts, but it is not the influence we generally mean when we use that word. It is not the influence of some powerful official, who favors you, but it is the influence which you, individually, create by the character of your work. If you can make your personality count, if you can create an individual influence in the Company's service, it is bound to be recognized and just as surely to be rewarded."



Today

By Douglas Malloch

From Monthly Bulletin American Iron and Steel Institute



'Sure, this world is full of trouble—
I ain't said it ain't.
Lord, I've had enough, an' double,
Reason fer complaint.
Rain an' storm have come to fret me,
Skies were often gray;
Thorns an' brambles have beset me
On the road—but, say,
Ain't it fine today!

"What's the use of always weepin',
Makin' trouble last?
What's the use of always keepin'
Thinking of the past?
Each must have his tribulations,
Water with his wine.
Life, it ain't no celebration.
Trouble? I've had mine—
But today is fine.

"It's today that I am livin',
Not a month ago;
Havin', losin', takin', givin',
As time wills it so.
Yesterday a cloud of sorrow
Fell across the way;
It may rain again tomorrow,
It may rain—but, say,
Ain't it fine today!"



“Safety First”—A Review of the Past and the Promise for the Future

Address of Assistant General Attorney A. Hunter
Boyd, Jr., at Deer Park



Gentlemen: This will not be one of our usual safety talks. Instead I will try to explain why we have not made the progress we should have made. It is necessary, first, that you understand just what the personal injury record shows, remembering that the safety committee system was inaugurated in the middle of the fiscal year of 1912. In the fiscal year 1911 there were 178 deaths; in 1912, 173, and in 1913, 179. In that record, I am including the Baltimore & Ohio Railroad and the Baltimore & Ohio Southwestern, and am referring only to employe accidents. In 1911 there were 10,577 injuries; in 1912, 10,996, and in 1913, 11,007. The only really satisfactory showing we have made is in serious injuries, the number of which was reduced. This list includes only such injuries as amputations, dislocations, fractures, lost eyes, etc.; in the year 1911 there were 703; in 1912, 704 and in 1913, 621. That is a twelve per cent. decrease, and that alone more than justified the time and money we have spent in safety committee work.

There are, however, other things we must take into consideration in passing

judgment on our record. The year before we started this work, injuries and deaths had increased thirty per cent. over the preceding year. We have at least held them about even. Furthermore, conditions have been worse during the last year from the safety standpoint. There has been a large increase in traffic, for one thing, and an increased number of employes. On a percentage basis, not so many employes are killed or injured now as heretofore. In 1913, only 179 out of 72,073 employes were killed, while in 1912, 173 out of 64,255 were killed.

The most serious handicap we have had has been the increase in the number of new men. In 1912 the Relief Department examined and accepted for service 45,538 men; in 1913, the number was 62,980. You cannot educate that many men in one year. Of course, most of those men came and went during the year, but they were with us for a while, and undoubtedly many of them were injured and killed. The Relief Department records show that forty per cent. of the men killed last year worked on an average of only six months with the road. This is a striking instance of the

high mortality among new and inexperienced men.

However, looking at it from every standpoint, our record is not what it should have been; not what we had hoped it would be. Compared with the Chicago & Northwestern, which has the same system, it is a very poor record. They have made material decreases in the number of deaths and injuries. We have not.

Now, I want to tell you why I think we have not done better. I do not think the Baltimore & Ohio Railroad Company has carried out the contract it made with the men. In the final analysis this criticism comes down to the division people, for on the divisions alone can the real work be done. I think that our relatively poor showing is largely due to lack of cooperation on the part of division officials. I am not speaking of every division now, because some divisions have done all that could be expected. The majority have not.

In the first place, there has been a lack of personal interest in the work on the part of many divisional officials. Mr. Galloway made reference to instructions not being carried out. The easiest thing we have been able to get in this safety work has been an instruction, and the hardest thing has been to get instructions carried out. The third vice-president, for instance, instructed the division superintendents to act as chairmen of committees, and, together with the other division officers, to attend the monthly meetings. The minutes show that in August only six superintendents, two master mechanics, one division engineer and five assistant division engineers attended the twenty-one or two committee meetings.

Now, under such conditions what is the use of men coming to the meetings

month after month and offering suggestions? We cannot get those suggestions carried out unless the officials are on the ground to hear the suggestions and carry them out or to turn them down if they are impracticable. The majority of suggestions offered are both practicable and inexpensive.

The third vice-president also issued instructions that the minutes of the division committees should be sent to the general committee every month. Except for the first month or two, there has not been a single month for which we have had all the minutes. The absent minutes run up to six or eight—I think, eight, last month. It is very difficult under these conditions to keep in touch with the division committees' work.

The third vice-president also instructed the general committee to attend every investigation of a train accident in which one or more lives were lost, and he instructed the superintendents to notify the general committee of these investigations. We seldom get a notice. I am not sure that we could do much good by attending, but we get very few chances to attend and are prevented from carrying out Mr. Thompson's request.

We have tried without much success to get the division officers to analyze their accident reports monthly. No doctor will give you a prescription without first ascertaining what is wrong, yet on most divisions there is no diagnosis made of the trouble. They attempt to apply remedies without first finding out what is the disease. The result is unsystematic work, and many good opportunities are overlooked.

The magazine is undoubtedly the best medium we have for keeping up interest in our work and keeping Safety First

before the men. I think conditions have improved lately, but on some divisions we have found great numbers of magazines piled up in the offices—magazines which never reached the men.

So much for the personal end of it. If the officials do not take personal interest in the work, they naturally do not carry out the suggestions made by the men, and we are not living up to the promise made by the Company to the men when we started this movement. Mr. Willard and Mr. Thompson told us when we started this work that, while the Company could not do all the big things, it would do all the little things that were necessary at once. This promise has not been kept by the Company.

For example, take the mechanical end. The best work we have done has been in the way of safeguarding machines in the shops. We have received good cooperation from the division people in that respect, and as a result our employes lost only forty-one fingers in the past year as against sixty-six in 1912. Nevertheless, after almost two years, we have a lot of dangerous machines in some of our shops unguarded, and that is a con-

dition that ought not to exist. Most any machine can be guarded at the cost of a very few dollars.

While our local mechanical people have helped us quite a good deal in the shops, they have done less effective work in carrying out safety suggestions with respect to engines and cars. For example, we found some of our men were being killed by falling through the opening of the caboose railings. At our request the Company ordered the openings closed and the railings raised. I understand that in the last year only fifty cabooses have been changed, and that is making very little progress. We did not expect all of that work to be done in a month, or even a year, but fifty in a year



A. HUNTER BOYD, JR., ASSISTANT
GENERAL ATTORNEY

is not very encouraging. Two or three months ago we lost a man whose death was due to his falling through one of those openings.

As another illustration, take the engine bells. The men still complain of the condition of the automatic bell-ringers. Another suggestion was made and we secured an order from the Company to extend the bell cord so that the engineer could ring the bell in case of

emergency. It does not cost very much to make that change on locomotives, and yet in few cases has the order been carried out. A more serious situation was where we found cords entirely missing from the bells so that it was impossible for even the fireman to ring the bell. In one case, one of our committeemen stepped on the engine when it was working around the yard and asked the fireman why he was not ringing his bell, and the fireman said, "How can I, when there is no bell cord here." Had that been a single instance I would not mention it, but at several of our important terminals we found this same trouble. When you realize how dangerous grade crossings are, as Mr. Stuart told us this morning, you will see the importance of these things I am mentioning. Last year we killed forty-five people at grade crossings, as against twenty-eight in 1912. In addition to that, fifty per cent. of all our employes who are killed are killed by being struck by trains. That shows the importance of having the bells in perfect condition. Of course, engineers and firemen will often fail to ring the bell when the appliances are in the best condition, but we ought not to neglect our part of the work under any circumstances.

Another thing we found was that the push poles were dangerous. Many of them were breaking and men were being injured. We secured an order to have stronger poles used and a number of new ones have been furnished, but there are still many weak ones in use. That is a comparatively small matter, and we ought not to wait until the old ones break and wear out before replacing them. Within the last two months we have had two men seriously injured by the breaking of those push poles.

The Maintenance of Way Department

locally is about in the same condition. The yards in some instances are kept much cleaner than they were before this movement was started, but we have entirely too many dirty and dangerous yards where men are injured, particularly at night. We have done a great deal in the way of having walk-ways placed on bridges also, but still we have many small bridges—not the Ohio River bridges, but small ones—that should be guarded, and that matter should be taken up at once. In the way of clearances, there have been some efforts made, and we have cleared a great many obstacles away, but there are still many small structures dangerously near the cars.

That only covers the physical side of the work. Mr. Coon went over our record of deaths and found that less than ten per cent. of the deaths could be avoided by the Company's spending money. Over ninety per cent. were due to causes over which the Company had no control, many being accounted for by the carelessness of employes. That, however, is no reason why we should be inactive. In the first place, we ought to do everything we can to eliminate the ten per cent. which the Company alone can eliminate. But more important than this, the men will not take an active interest in this work unless the Company does its share and does what it promised to do. The Company started this work and any letting up on its part means a serious loss of interest on the part of the men. This is very strikingly illustrated today on some divisions of this road—to the great detriment of the cause.

Furthermore, while the majority of the deaths and injuries are the direct result of carelessness on the part of the men, we cannot put all of the blame on the men for this condition of affairs. The men in the first place may be the primary cause,

but if there is not proper discipline, the men are not the only ones at fault.

I think that, in matters affecting the safety of trains, the discipline is, generally speaking, good. The flagging rule and the more important rules are pretty generally observed, though we have found several very striking instances in the past year of men on several divisions admitting a customary violation of certain important rules affecting the safety of our trains. Nevertheless, these are the exceptions, bad as they are.

However, we are not enforcing rules the violations of which are causing the "little" accidents, the "one-man" accidents, and they are the accidents that kill and injure most of our men. We are losing many men every year because of their failure to clear all running tracks when trains are approaching. Many legs and arms are still being lost because of violations of the rules prohibiting kicking or adjusting couplers as the cars are coming together, or of going in between the cars when trains are moving. It is the duty of the division officers to enforce these rules just as much as any other rules in the Book of Rules, and discipline in this respect undoubtedly would mean many lives and limbs saved each year. We can't stop by telling the men they are being injured through their own carelessness. We have got to do more—we must, so far as we can, prevent them from injuring themselves. More effective safety work can be done right here than in any other way—and at present we are doing little in that direction.

Now, what are the explanations that the division people give for their inaction? This is not new to them, as we have talked this matter over with many of them. The first explanation they give is that they are hampered by lack of money. They say that all the money they get

must be put into the track and engines and cars—into ordinary maintenance work. That may be entirely true. I am not here to dispute it. The fact remains, however, that money must be spent if we are to do effective work and carry out our promises to the men. We have talked of a safety allotment. I don't know whether that feature can be worked out or not, but something must be done to carry out the suggestions that we told the men we would carry out.

Another explanation given to us is that there is lack of time. Now, I believe there are no harder worked men in the world than the division men on this railroad. They may not have sufficient time to give this matter their attention, and if they have not, then we will have to change our system for a better one. I am not criticising any man or set of men, because I know our division officers are doing mighty good railroad work, but if our safety work is not progressing as it should, then we will have to make a change and have it carried on by men who have the time and the money. It has been suggested that there should be a department established to conduct this work, a department which could do things and do them promptly. Whether that should be the plan followed or whether some other plan is more feasible I am not now urging, but we must decide on some more effective way to carry on this most important work.

* * * * *

NOTE—Since the above talk was made at Deer Park in September this Company has more than met the expectations of those of us interested in the safety movement. In the reorganization of the General Safety Committee, effective January 1, 1914, the Baltimore & Ohio

Railroad Company has become the pioneer in establishing the most effective and powerful safety committee organization among the railroads of this country. With seven experienced, capable men, experts in their various lines, giving all of their time and energy to safety work, this Company is now in a position to make a record second to none. The employes should remember that such a record will mean to them not merely a paper record to be pointed to with pride by all loyal Baltimore & Ohio men, but fewer funerals in our homes, fewer invalids in our hospitals and better working and home conditions for all of us.

Much of what was said at Deer Park, however, is still applicable to our new and better safety organization. The general committeemen themselves cannot guard

machines or keep engine bells in good condition or enforce safety rules. The division officials alone can do these things. The general committeemen cannot prevent brakemen from kicking couplers or conductors from stepping off their cabooses in the face of passing trains. Brakemen and conductors alone can eliminate these bad practices. Cooperation on the part of every one on this railroad, or, as Mr. Willard put it, "Every man considering himself a safety committee of one," is the key to the success of the safety committee system.

With the Baltimore & Ohio now doing more than any railroad in this country from the employer's standpoint, will not the men do more than the employes of any other company in keeping up their end of the work?

:: :: Order Your Copy Now! :: ::

THE DEMAND for additional copies of the issues of the *Employes Magazine* containing the addresses made at the Deer Park Convention has been so great that a pamphlet containing all the convention proceedings and addresses is now being prepared by the *Magazine*. Copies may be secured upon application to the Editor.

All employes who wish copies are asked to send in their requests promptly so that an adequate supply can be printed.



When Spring Comes Down the Street

—Courtesy N. Y. Tribune

Advertising Campaign for Passenger Traffic

In history, when great generals have struck decisive blows, it has usually been by marshalling all their strength at the same time and along the same line of attack. The Baltimore & Ohio has been engaged in a big campaign to increase passenger traffic from St. Louis and Chicago east. The battle ground is the great middle west and west and the ammunition is good advertising copy in the newspapers of the principal cities in these sections. Here is a sample advertisement:

"Our passengers are our guests"

EVERY man on every train of ours keeps that thought in mind. We want you to enjoy the Baltimore & Ohio. We do all we can to give you comfort; Nature has provided scenic attractions which give you miles and miles of interest.

Select the Baltimore & Ohio to Washington and New York

Whether your trip is one of business or pleasure, see that your ticket reads via Baltimore & Ohio from Chicago east. Liberal stop-overs permit you to make it a vacation in itself, if you prefer. Write us for interesting booklets covering the historical spots of the route.

Choose one of these splendid trains

No. 8—**The Inter-State Special**—Leaves Chicago 11 a. m. Drawing room and compartment sleeping cars and observation sleeping car.

No. 6—**New York Limited**—Leaves Chicago 5.45 p. m. Drawing room sleeping cars and observation parlor car.

These perfectly appointed trains are electrically equipped, complete in appointments, of strictly modern construction, with exceptionally good dining car service.

Other high-class through trains leave Chicago at 8 a. m. and 9.30 p. m. All trains leave from Baltimore & Ohio Station, Fifth Avenue and Harrison Street.

D. L. MELVILLE, Traveling Passenger Agent,
208 Hinckley Building, Seattle, Wash.

H. C. PICULELL, Pacific Coast Agent, San Francisco, Cal.

Baltimore & Ohio

"Our passengers are our guests"

This is our slogan, and all of us can help substantiate it. Trainmen in particular can substantiate it. I can help by telling about the good points of our service and by asking my acquaintances to give us a trial. So can you.

How each employe can literally be an advertisement for the Company is told on the next page by Wilbur D. Nesbit, the Author-Humorist, and vice-president of the Mahin Advertising Company of Chicago.

Let us get together and work to win all along the line.

How to BE an Advertisement



If I were working for the Baltimore and Ohio I should make it a point to read every Baltimore and Ohio advertisement that is printed.

And I should read every Baltimore and Ohio booklet and folder—whether or not it referred to the department in which I worked.

I should do this, for the reason that it would help me to understand what the Baltimore and Ohio hoped to do with MY work.

I should do this so that I should know how what I was doing, was being brought to the attention of the people who paid my wages—the public.

I should try to see all the Baltimore and Ohio advertising, because knowledge of the advertising in all its forms would help me to make a better and a more efficient Baltimore and Ohio man of myself.

It would give me an understanding and a sympathy which would make me feel myself more and more a definite part of a great institution.

Whether I were office boy or the biggest manager in the organization, I should keep in close touch with the advertising, and I should call it "OUR advertising."

I should say to myself: "This is the REAL way in which our institution speaks to the thousands upon thousands of people whose good favor makes its existence possible. This advertising couldn't make good if I didn't make good in my own work."

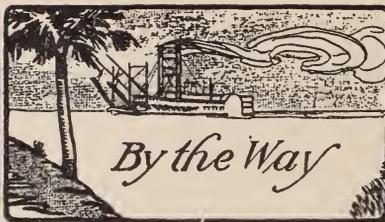
And it might very well be that once in a while I would think of some mighty good point about the work I was doing or the work that was being done in my department—something that would help make the advertising interesting.

Then I would pass that suggestion right along to the advertising department so they could use it or allow it to help them in some way.

I should think every now and then of the statement: "Our passengers are our guests." And then I would say: "That must mean that I help to make patrons of our road feel at home."

And every time I saw a Baltimore and Ohio advertisement I would say: "Shake, partner! I'm in the same line of work with you."

Walter S. Heston



The Only Way

Mrs. Pankhurst, as the *Majestic* sailed from New York, talked to a reporter about the comparative deceitfulness of men and women.

"Women," said the reporter, "are the more deceitful."

"No," said Mrs. Pankhurst. "men are the worse. Look at the way they deceive their wives."

"Do you claim," the reporter asked, "that men should never deceive their wives?"

Mrs. Pankhurst smiled and tossed her head.

"Oh, no," she said. "How could the average man ever get a wife if he didn't deceive her?"—*N. Y. Tribune*.



A Queer Cuss

A friend of mine who is a Presbyterian minister and a great golf enthusiast, told me one day that he had decided to accept my long standing invitation to try out the links of the club of which I am a member, and, being unable to accompany him myself, I gave him a guest card.

He started to play alone and was about to make his first shot, when a well known member of the club, a New York broker and a good fellow, approached him and asked if he had any objections to their doing the course

together. The minister was glad to have company and they started.

The broker soon found that he was pitted against an excellent player, and, not knowing that his companion was a minister, he often lapsed into profanity to ease the chagrin of a bad stroke. The minister had his poor shots also, but the broker noticed that he never swore and asked him why.

"Oh," replied the minister, "it always seemed to me to be sort of a foolish habit and I have never allowed myself to get into it."

The question of veracity in keeping one's score came up a few minutes later and the broker confessed to a weakness for forgetting a stroke now and then in an endeavor to better a previous record. And he was rather surprised to find in his companion a man who said in a pleasant way that he found no satisfaction in claiming a better record than he had actually made.

The match over, and the minister having proved himself an easy winner, the broker remarked that the drinks were on him and they adjourned to the club house veranda, where the minister was asked what he would have. He thanked his companion but declined with the remark that he had never cared for drinking and that he thought he would have nothing that afternoon.

Whether the unusual character of the winner mystified the loser somewhat,

or whether the latter wished to get revenge for the defeat of the afternoon does not appear; at any rate he asked him, still unaware of his calling, to be his guest on the following Sunday. The minister thanked him heartily for the invitation but said he could not conveniently play at the time suggested. And when asked by the broker why he could not, he replied that he had to work.

"Well," replied the broker, "you are a h—l of a man. You don't swear, you don't lie, you don't drink and yet you work on Sunday. Will you tell me what kind of a fellow you are?" The minister then acknowledged his calling and the day for the broker's revenge was set for the following Monday afternoon.

Unwelcome Helpfulness

Just as the train was steaming away from a station one afternoon, a woman came running through the waiting-room and out on the platform toward the moving coaches.

A trainman was standing near; and, sizing up the situation with rare presence of mind, he seized the hurrying dame, assisted her on the car, and then jumped back to the platform.

The next stop was thirty miles up the road, and many of them had been traversed before the conductor came through to mutilate the tickets.

"You hadn't a second to spare, madam," said he on recognizing the belated passenger, who still seemed greatly agitated. "I thought for a moment you would certainly miss it."

"Just wait till I get a chance to speak to that idiotic, bone-headed trainman!" exclaimed the woman with some violence. "What right had he to grab me and throw me on the train like that?"

"Why, madam," returned the surprised conductor, "if it hadn't been for that trainman you couldn't have got aboard."

"I had no intention of getting aboard!" heatedly answered the woman. "I thought it was the down train, and was hurrying out on the platform to meet my sister."—*Christian Endeavor World*.

Words and Money

The following story is told of the late John I. Blair, pioneer railroad builder and promoter. He was invited to be present and speak at a dinner of the board of trustees and the officers of Lafayette College, which is situated on the banks of the Delaware at Easton, Pa. Mr. Blair attended and when the time came for him to speak, rose quickly and said:

"As long as the green grass grows,

As long as the Delaware flows,

May Lafayette College be successful,"

then sat down and wrote out his check for one hundred thousand dollars.

Railroad men of his time, as of today, were preeminently men of action.

A Baltimore and Ohio Fable

The sectionmen were devouring their noonday repast, when the Notorious Liar approached from the East.

When he drew nigh, the foreman exclaimed, with sarcastic inflection:

"Say, Bill, hold on a minute and tell us a big lie."

And Bill, seeing an opportunity to smite an ancient enemy, quickly ejaculated:

"I can't stop a minute, boys; there's a big wreck about a mile east of here and I am on my way for help."

Whereupon the sectionmen in great excitement placed their handcar upon the track, loaded it with heavy tools and proceeded towards the scene of the tragedy at full speed.

When they arrived, hot, tired and anxious, they found, much to their surprise, no signs of a wreck.

The frogs croaked hilariously in the circumambient swamps, but otherwise all was still.

And Bill was gloriously avenged.

—*J. H. Bell, Operator, New Concord, O.*



Superb John D

An efficiency engineer was talking about presence of mind.

"For presence of mind," he said, "nobody can equal John D.

"When John D. lived in Cleveland his next door neighbor said to him one morning:

"Smith's cow got in my garden yesterday and ate a lot of grass and flowers."

"Yes," said John D. "It got into my garden, too. I milked it to the value of the damage done and then drove it out."

—*N. Y. Tribune.*



Origin of "Deadhead"

There is no authentic origin of the word "deadhead," which is so frequently used in connection with the transporta-

tion 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.—*Santa Fe Employes' Magazine.*



Insatiability

President Wilson told a little group of Princeton visitors a Thanksgiving story.

"Those who complain this year," he said, "are as insatiable as the little boy at the Thanksgiving party.

"To this little boy, at the party's end, a lady said:

"Well, did you have a good time?"

"No'm."

"Why, how was that?"

"They told me to eat as much as I wanted, and I—I couldn't."—*N. Y. Tribune.*



Lengthening the Life of Railroad Ties

The Baltimore and Ohio Timber Treating Plant at Green Spring, W. Va.

By C. C. Schnatterbeck

Chief Clerk to Superintendent Timber Preservation

AFTER many years of thoughtful consideration of the problems that influence the erection of a timber treating plant, and after a careful analysis of the opinions of engineers and others recognized as authorities in this industry, on June 27, 1912, it was decided to build a plant of the most modern type with a capacity of about 1,000,000 ties a year at Green Spring, W. Va., on the Cumberland Division.

This enterprise is a monument to advanced technical knowledge, business acumen and practical experience in a field productive of great benefit to all—the conservation of our timber supply. Briefly this is accomplished by injecting chemicals into the timber to lengthen its life in use, and, incidentally, the Baltimore & Ohio Railroad will eventually save in the cost of ties far in excess of the expense incurred in the erection and continuous operation of the plant.

This plant is one of the more important progressive innovations undertaken by the Company during the past three years, and great credit is due to Mr. F. J. Angier, superintendent of timber preservation, who has worked heroically to

attain the success that will prove the wisdom of those who favored the erection of a timber treating plant on our System. A word of commendation should also be said for the officials and other employes in the various departments of the railroad who have cooperated in the effort to build up this meritorious enterprise.

Before the timber treating plant could be erected with any hope of success, the vital problems that had to be solved were:

Relation of the Baltimore & Ohio Railroad to tie areas.

Transportation facilities for handling incoming green ties and outgoing treated ties.

Labor supply peculiar to an infant industry.

Annual tie renewals necessary.

Economical method of preservative treatment.

Water supply.

Location and cost of plant.

Ordinarily these complex problems would have shaken the confidence of men of less ability, energy and foresight than superintendent Angier and those who have been most interested in the erection of the timber treating plant at Green Spring.

The keynote of encouragement to those who are the pioneers in the timber treating industry on the Baltimore & Ohio System is the successful experience of other railroads. One factor above all others perhaps that has given birth to

By the preservative treatment employed at the plant at Green Spring it is practicable to utilize woods that heretofore have been considered inferior for ties. For testimony of the growing favor of treated ties watch the tracks on the



F. J. ANGIER

the new Baltimore & Ohio enterprise is the great economy that will result from the use of treated ties, for the preservatives they contain guarantee that the life of the ties will be from fifteen to twenty years, depending on the kind of wood and mechanical wear.

Chicago, Cumberland, Pittsburgh, Connellsville, New Castle, Cleveland, Wheeling and other divisions of the System. On these divisions will be found treated ties of red oak, pine, beech, gum, maple, birch, elm, ash, chestnut and various other kinds of soft and hard woods. For

many years white oak was supreme as a cross tie timber, but the supply is diminishing rapidly and the price is rising to the point where economy forces us to use less costly and more plentiful woods.

Consequently resort must be had to the artificial means of conserving our timber supply by chemical preservation.

Three months after the construction of the timber treating plant at Green



VIEW OF TIE YARD AT GREEN SPRING

Concrete office building on left. Building for narrow gauge locomotives in center. Hose house on extreme left. Tie piles on right. The loading platform is directly behind the engine house

The question of reforestation by planting trees for railroad use is still debatable, as the experiments made by some railroads with certain kinds of trees have not been entirely successful. Legislation

Spring was authorized, a contract was let for the main building, with concrete slabs and composition roof, coal bin and trestle approaches, and foundations for water tank, a concrete settling tank, engine



PULLING A CHARGE OF TREATED TIES FROM RETORT

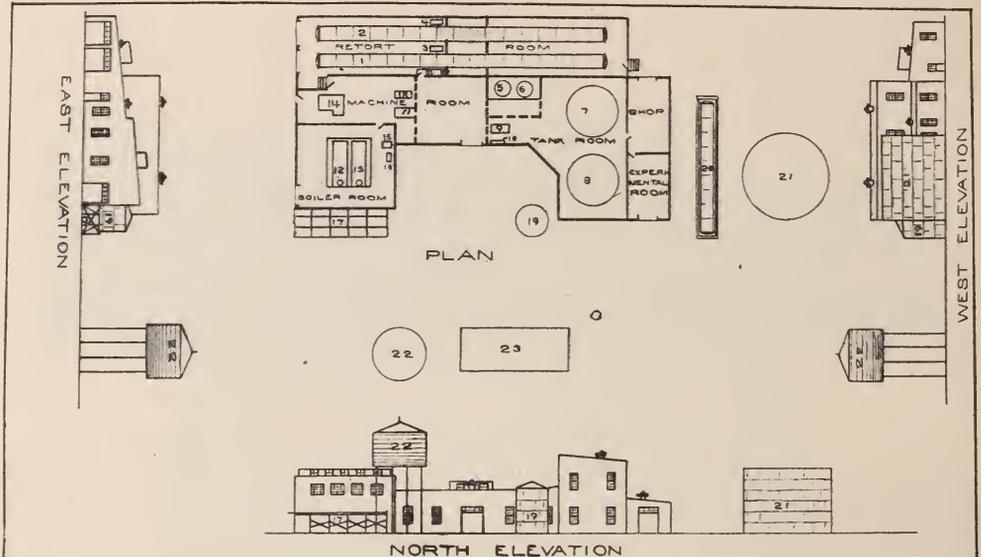
regulating the lumber cutting industry may accomplish some good, but Nature and human indifference to the welfare of our fellowmen may prove a barrier to a new growth of tie timber in this gener-

house, hose house and depressed loading platform. Subsequently contracts were let for the retorts, working tanks, storage tanks, boilers, machinery, etc. By May 1, 1913, the entire plant, including a series

of yard tracks for handling the ties, was ready for operation, and by January 1, 1914, by reason of the skillful management of superintendent Angier, it was possible to attain nearly the maximum capacity.

supply of cars that usually return from the East empty and are destined to those points around Chicago and St. Louis where treated ties are needed.

The Baltimore & Ohio System requires



TIMBER TREATING PLANT FLOOR PLAN, ELEVATIONS AND LEGEND.

- | | | |
|-----------------------------------|-----------------------------|--------------------------------|
| 1-2 Retorts | 11 Low Compressor, Clayton. | 18 Vacuum Pump. |
| 3-4 Centrifugal Pumps. | 12-13 Boilers. | 19 Zinc Chloride Tank. |
| 5 Pressure Tanks. | 14 Engine-Generator. | 20 Underground Unloading Tank. |
| 7-8 Working Tanks. | 15 Feed Water Heater. | 21 Creosote Storage Tank. |
| 9 High Compressor, Clayton. | 16 Feed Water Pump. | 22 Water Tank. |
| 10 High Compressor, Westinghouse. | 17 Elevated Coal Trestle. | 23 Settling Tank. |

The site of the plant—Green Spring—is only fourteen miles from Cumberland, Md., the center of the heaviest train movement on the System. Green Spring is at the foot of one of the largest virgin timber areas in the Alleghany Mountains, and is the junction point between the Main Line and the Romney Branch, which is sixteen miles long. The Romney Branch connects with the Hampshire Southern Railroad, a line thirty-eight miles long which operates between Romney, W. Va., and Petersburg, W. Va., in the very heart of a vast virgin forest. This is one reason why the timber treating plant was erected at Green Spring. Another factor is the plentiful

annually from 2,000,000 to 3,000,000 ties. In the past year there were shipped from the plant at Green Spring a total of 302,558 treated ties in 1490 cars. These shipments are equivalent to nearly 10 per cent of all the treated ties used by all the railroads in the United States in 1913.

The receipts of ties for treatment from July, 1912, to December 31, 1913, aggregated 885,787, carried in 3,354 cars. Deducting from this total the ties that have already been treated and shipped leaves a balance sufficient to keep the plant in operation for six or eight months, but large quantities of green ties are still being received and this replenishes the supply nearly as fast as the ties are treated.

The ties that are being treated at the present time have been cut mostly in Virginia, West Virginia, Maryland, Ohio, Kentucky and North Carolina. Red oak constitutes the bulk of these receipts, although substantial quantities of pine, beech, gum, maple, ash, birch, chestnut, elm and other woods are also shipped to the plant for treatment. These ties are transported chiefly in box cars, some gondolas and stock cars. Box and stock cars are best adapted to the loading of ties. To load treated ties in a refrigerator car would be an unpardonable sin, as the odor of creosote would be most objectionable and temporarily unfit the car for re-use. Yet workers at the plant

economically, they must be seasoned or dried, either in the open air or by steaming and air drying in the retorts. Seasoning in the open air usually takes from three to six months, sometimes longer, and when the moisture has been largely evaporated, the ties more readily absorb the preservatives—zinc chloride and creosote, a combination known as the Card process. These preservatives are produced in the United States, although the present shortage in the supply of creosote has encouraged larger imports from Europe.

To obtain the proper seasoning in the open air the ties are piled in cribs, seven by one, that is, placing one tie one way



TIES BEING SEASONED FOR TREATMENT

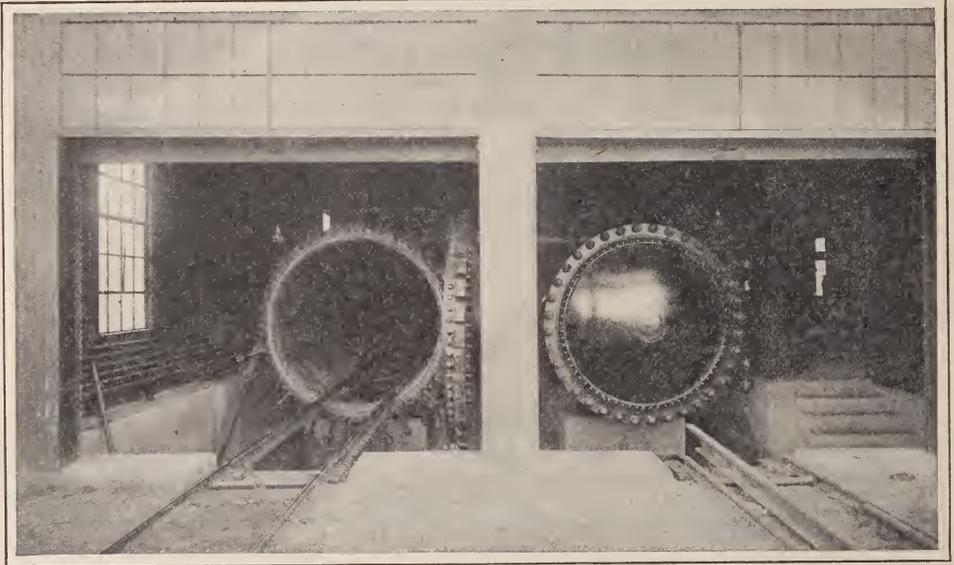
inhale the fumes of creosote as uncomplainingly as would men at a banquet—smoker inhale the fumes of the precious weed which is not always correctly identified by its label.

Before the green ties can be treated

and seven the other way. This method of piling assures the maximum seasoning without too rapid "checking" of the timber. The piles are usually twenty tiers high, or 105 ties to a crib, and as the ties are cribbed back from the track a dis-

tance of forty feet there are approximately 400 ties in each pile. The piles are spaced two and one-half feet apart on both sides of the track; thus in a distance of one hundred feet of track there can be

five-eighth inch wire cable on two drums. This cable is used for pulling the tram cars around the yard. There are fifteen of these tram cars to a charge, and each tram carries an average of about forty-



THE TWO BIG RETORTS

On left retort is open and ready for a charge. On right retort is closed treating charge of ties

piled 7200 ties, or 3600 on each side of the track. The ties used on the Baltimore & Ohio are seven inches by eight inches through and eight and one-half feet long.

The green ties are unloaded from the cars in which they are received by pieceworkers assembled in what is known as the Back Track Gang. They work under an inspector who classifies the ties as hard and soft No. 1, No. 2, and culls or split and checked ties. These culls are not treated.

To facilitate the immediate picking up and loading on trams of ties for treatment a narrow gauge engine operates on a third rail in the standard gauge track. This locomotive on drivers weighs 148,000 pounds, and has a tractive force of 10,080 pounds. To the narrow gauge locomotive is attached a bumper car, made at Mt. Clare shops, which carries 300 feet of

three ties. A charge will afford treatment for about 650 ties. There are in all 130 of these tram cars.

During treatment each tie will absorb about one and one-quarter gallons of creosote and from 1.75 to 1.90 pounds of zinc chloride. These preservatives are introduced as a solution into the retorts from two working tanks which have a capacity of 68,000 gallons each. The preservative solution flows from these working tanks by gravity through a ten inch pipe, and it takes about thirteen minutes completely to fill the retort, and usually from eight to twelve hours to treat a charge of ties, the length of time of treatment depending upon the period of seasoning of the timber. When steaming is necessary it is accomplished in from three to four hours. A 14 x 24 x 24

direct acting pump also furnishes the vacuum to hasten evaporation and aids in the complete recovery of the surplus preservative solution after treatment. The air capacity of this pump is 2500 gallons per minute.

Centrifugal pumps are used to agitate the mixture of creosote and zinc chloride in the retorts. This is done to insure the proper absorption of both chemicals by the timber under treatment. The preservative solution has a temperature of about 190 degrees Fahrenheit, and to effect a complete impregnation air is forced through a pipe which connects from the bottom of the "P-M-D" (pressure, measuring and drain) tank with the retort. The gauge on this tank indi-

back the solution into the working tank, and by creating a vacuum in the retort for about one hour the timber is surface dried and the surplus solution recovered.

The air compressors used for forcing the preservative solution into the timber comprise a noteworthy feature of the plant. The "P-M-D" tank is also a feature which cannot be found at any other timber treating plant in the country. Each retort has a "P-M-D" tank, which is used not only for measuring the solution reentering the wood and that recovered after treatment, but also catches the drainings from the retorts and pipes after treatment, and furnishes the pressure necessary to force the solution into the retort. The "P-M-D" tank is loca-



THE ANGIER TIE LOADER IN OPERATION AT GREEN SPRING

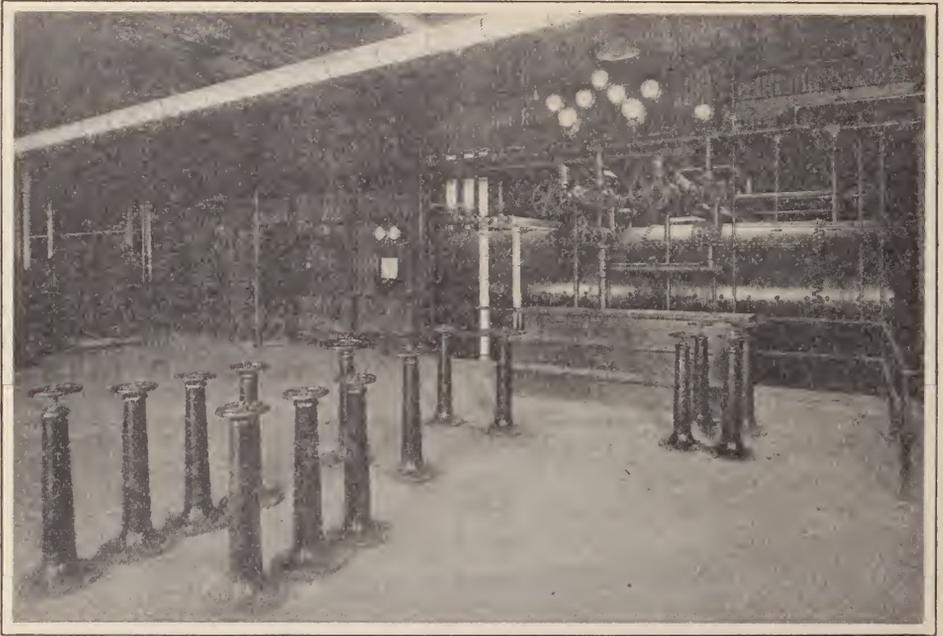
cates when the desired absorption has been obtained, and then the air pump is stopped and the preservative solution returned to the working tank. It takes about twenty minutes for the air to force

ted above the retort, which permits the solution to flow by gravity into the retort in a comparatively short time. The adoption of the principle of the "P-M-D" tank eliminates entirely the use of a pres-

sure pump, which is the common practice, although it is dirty in service and costly.

The facilities for handling the preservatives before and after the timber is treated are good. The zinc chloride is

sions of this tank are 20 x 50 x 10 feet. This tank receives the drainings of the preservatives from the retorts, and the creosote is recovered in the last compartment after passing through the



VIEW IN ENGINE ROOM SHOWING A SECTION OF RETORT AND THE VALVES AND GAUGE BOARD

stored as a fifty per cent. solution in a tank with a capacity of 25,000 gallons erected on a concrete foundation at ground level. The cylindrical unloading tank for creosote is sixty by six feet, inside measurement, and is equipped with heating coils. This tank is used to unload the creosote from the tank cars in which it is received. The creosote is run by gravity into the underground unloading tank and forced by air pressure into the storage tank or the working tanks as desired. The capacity of the storage tank is 280,000 gallons.

Another feature of the plant is the settling tank, constructed of cement, and having four compartments. The dimen-

other three. The creosote that settles in the well at the bottom of the last compartment is picked up and conveyed to the underground tank by a pump. From this underground tank the creosote is forced by compressed air up into the working tanks. The waste solution is used over because it carries a very small percentage of creosote and zinc chloride, and also for the reason that it is warm and results in a saving over cold water.

The two retorts in service in which the ties are impregnated, have inside diameters of seven feet, and the length to the outside door frames is 132 feet one and one-quarter inches. The dome of the retort is three feet by three feet, and each

retort has a track upon which the tram cars containing the ties to be treated rest.

Each retort is erected on nine concrete piers and is securely fastened to the center pier by nine bolts. On the remaining eight piers the retort rests on expansion saddles, each of which contains two nests of steel rollers, and each nest is made of three rollers. Each retort has a steel door at either end which alone weighs 6,441 pounds. The total weight of the door frame attached to the shell, together with the cast steel ring and dished head door, all bolts, nuts, keepers, and hinge pins is 12,840 pounds.

working pressure of 175 pounds to the square inch. An asbestos gasket, interwoven with fine wire, is placed between the rim of the door and flange of the retort.

Heating pipes are located from end to end of the retort, the steam enters and is discharged near the center of the retorts and the condensation passes through a trap to the settling tank. This arrangement aids in easily detecting a leak, and it is also possible to recover any creosote lost during treatment.

The charge of treated timber is withdrawn from the retort by simply hitching the narrow gauge locomotive to the tram cars by means of the cylinder line. The



INTAKE AT POTOMAC RIVER FOR SUPPLYING WATER TO THE TIMBER TREATING PLANT AND MAIN LINE ENGINES PASSING GREEN SPRING

Each retort weighs 168,520 pounds, and has a capacity equivalent to 5,207 cubic feet or 38,954 gallons in solution.

The doors of the retorts swing on steel rollers and are made tight to withstand a cold water pressure of 250 pounds and a

preserved timber is somewhat heavier than the green timber owing to the quantity of solution absorbed during treatment.

The treated ties are loaded from the trams on to the cars by either hand or an ingenious mechanical device invented by

superintendent Angier. This mechanical tie loader is shaped like an "L," is made of steel and operates on the trolley principle. Experience has proved that it can do the work of three men. The standard gauge cars are loaded at the depressed platform which is 550 feet long and twenty-five feet wide, and has a capacity of about twenty-four cars. In order to facilitate the loading of the heavier treated ties into the outgoing cars it was necessary to construct the platform on a dead level with the retorts and the standard gauge tracks.

The labor problem is perhaps the most vexatious that had to be adjusted in order to put the timber treating plant on a commercial footing. Green Spring, although only fourteen miles from Cumberland, is in a valley but little populated, and is not an incorporated town. There are few accommodations, little opportunity for mental relaxation, and its natural, romantic beauty is virtually the only attraction. There is good hunting in the Alleghany Mountains, plenty of fish in the Potomac, and beautiful wild flowers in the surrounding fields and woods during the summer time, but of recreation such as men are accustomed to in the larger towns there is none. The timber treating plant is practically the only center of remunerative occupation outside of the railroad itself. At the plant are employed Austrians, Hungarians, Poles, Russians, Italians, Swedes, French, Germans, Americans, men of varied color and nativity. The common labor is mostly foreign; the skilled labor, American.

The pieceworkers on the Back Track Gang are paid one and one-half cents per tie, and they have averaged from \$1.75 to \$4.00 per ten hour day. Those on the Truck Gang receive from forty-five to fifty cents per tram, and are earning at the rate of \$1.75 to \$2.65 per ten hour day.

The Platform Gang, also pieceworkers, receive forty-five cents per tram for machine loading and fifty cents per tram for hand loading, and are earning an average of \$1.85 to \$3.25 per ten hour day.

The plant has a good commissary; board is cheap and satisfactory. Box car cottages have been built on the original lines and are rented to employes. Commodious quarters for the superintendent and clerks have also been provided.

Fire protection is excellent and superintendent Angier has organized a fire department on modern lines. The fire pump has a capacity of 500 gallons of water per minute and can throw a stream sixty feet vertically. There is a plentiful supply of water obtained from the Potomac. Two pumps, located in a concrete excavation about ten feet below the surface of the ground, supply the water for both the Timber Treating Plant and the Main Line engines, an arrangement which has been put into effect recently for economic reasons. The tenfoot excavation containing the pumps was made necessary by the lift from the Potomac River.

The buildings are of fireproof construction, concrete being used where possible. They are heated with steam and lighted by electricity. A bath house has been erected with spray sprinklers and hot and cold water for the accommodation of the employes.

An experimental plant has also been added, and this is equipped with modern chemical and physical apparatus. The experimental plant will prove of great value in determining the merits of various processes of treatment and the adaptability of certain kinds of wood for ties.

On the whole, the Timber Treating Plant at Green Spring has been constructed on progressive lines, so that its capacity may be added to without unnecessary interruption to present operation.

Conservation of our Car Supply

Address of Superintendent of Transportation
J. R. Kearney at Deer Park

DELAYED cars, directly or indirectly, affect practically every department. Delayed cars affect the car supply and if the car supply is short, the Maintenance of Way Department cannot ship its material; the freight secured by the Traffic Department to pay the charges on the money borrowed to pay for the improvements made during the past few years cannot be moved, etc.

Every year just prior to and during periods of car shortage there is a great deal of discussion as to the necessity for quickening movement of cars in order to take care of traffic offering. At the present time there are a number of articles appearing in railway and other publications, calling attention to prospective car shortage and the necessity for securing the cooperation of shippers and consignees to reduce the shortage. Delay and misuse of cars by the public is referred to and various suggestions made to overcome such delays; such as increasing demurrage rate during periods of car shortage, track storage charge in addition to demurrage rate, etc. Shippers and consignees are written to and solicited to aid in increasing car supply by handling cars promptly. We are writing to consignees each month calling attention to cars of coal delayed by them in unloading. Very many of them reply stating that

they will be only too glad to release cars promptly if the road will deliver them promptly and they call attention to the cars that are delayed in transit, suggesting that the road do its part by giving prompt movement.

It is a tendency of human nature when trouble arises to blame it on the "other fellow." In the case of car shortage the "other fellow" is the public. I am firmly convinced, however, that the trouble in this case does not entirely lie with the public, but that the remedy lies in another direction.

While there is no data regularly compiled to show delay to cars by consignees except at tidewater and lake piers I believe shippers generally are handling cars promptly. The cars that are delayed by the public are pretty well covered by demurrage regulations that are generally enforced.

A number of larger shippers are writing to their consignees urging them to order full carloads, to release cars promptly in order to conserve car supply.

Cars placed for loading coal, coke, ore, limestone, etc., which comprise over half the loading on the Baltimore & Ohio, are all practically loaded out and ready for movement the same day as placed; many of them within a few hours after

being placed. L. C. L. cars, which are also a goodly number, are of necessity loaded promptly.

I do not think much more can be accomplished with the shippers, but that an effort must be made to reduce the railroad detention. Such delays are absolutely under our control. We do not need to go to the Interstate Commerce Commission to secure authority to file tariffs covering such delays. I am firmly convinced that the delays are in our terminals. Perhaps you may say that cars are being moved promptly. How do you know? Who knows what is the average yard delay? Is there a superintendent here who can say what is the average delay to cars in yards on his division?

An audit has been made of the delays in several yards. At one point the average delay to loads in transit, that is, loads passing through the yards, is about twenty-four hours, a per diem tax of forty-five cents per day on every car through that yard. In another yard the average delay is thirty-one hours or a per diem tax of about fifty-five cents per car. It is a significant fact that in another yard where this audit has been made and where the delay has been steadily reduced, during the past two weeks, while the average miles per day on the System generally decreased, the average on the division where that yard is located increased. In another yard a special check was made of the railroad detention; that is, the time between the arrival of the car in the yard and placing it for the consignee to unload. The average was forty hours. In addition to this, there is a delay of which no record is kept covering time between the release of the car and forwarding, which at a low estimate will average eight hours, so that the railroad detention to cars

placed for loading and unloading in that yard is at least forty-eight hours.

At Lorain, the port where we unloaded over 14,000 cars of coal last month, the railroad detention for several months past has been higher than the consignees' detention. In this case the consignees' detention is computed from the time the cars arrive until their vessel reports; the railroad detention is computed from the time the vessel reports for cargo until the cars are dumped into the vessel.

The consignees' average detention on the railroad is not forty-eight hours. If it were there would be a very large amount of demurrage collected.

Last December, when coal was in great demand and consignees were of necessity compelled to release cars promptly on account of the coal being badly needed, the average delay to cars in one of the large transit yards was twenty-four hours; this record being during a period when the movement was normal, no unusual conditions affecting the road or division. The average delay in two other yards through which the cars passed was also twenty-four hours or three days in terminal yards from coal regions to tide.

The average daily car mileage last year, which is an accurate gauge of movement, was 26.2 miles per day. Allowing an average of ten miles per hour for train movement, this means that cars were moving about two hours and thirty-six minutes out of every twenty-four. We should be able to do better than this.

I do not think any of us fully appreciate the effect of slow movement or delay to cars individually. We are apt to think that a delay of twenty-four hours in a yard to a car or cars does not mean much. When this delay occurs to the same cars in two or more yards,

it means considerable. The delayed cars may contain a trial shipment upon the prompt movement of which may depend considerable traffic; they may be needed to complete a cargo for a vessel waiting at a lake or tidewater port, the delay in arrival of which may mean the delay of several days in releasing a hundred cars, as the cargo cannot be completed until they arrive.

What the shippers want and will have is regular movement. They are not particularly anxious for fast movement, but they do want regular movement in order that they may make proper arrangements for releasing their cars and conducting their business promptly. They repeatedly state that if we will give regular movement to

coal in order that they may know it will arrive within a certain period of time, they can then make arrangements to place vessels and release cars promptly.

We frequently bunch cars in transit for consignees, and when they arrive bunched at destination, crowding our yards and delivery tracks, we complain bitterly because the consignees do not release them promptly. If these cars were moved reasonably in their order of

shipment, consignees would release them, there would be no crowding in yards and the car supply would be improved. I have known of a number of cases where shippers in making large shipments have spaced them one or more days apart, with a view of having them arrive

so they could release them promptly on arrival, only to have all of them bunched, their sidings filled and some cars held out on account of lack of room. Consignees had ample facilities for unloading the cars promptly had they arrived somewhat in the order requested; the cars being bunched, however, they could not do this and we lost the use of the cars. On account of bunching them, we cannot charge any demurrage.

I have also

known cases where buildings have been held up on account of large shipments being made, because the car which was shipped first and was most needed was the last to arrive, thus preventing the release of the earlier cars.

Slow movement means an increased number of cars on line to handle traffic. When the movement is particularly slow the increased number is such that yards and terminals are crowded and difficulty



J. R. KEARNEY
SUPERINTENDENT OF TRANSPORTATION

and expense in switching are increased. Expense of maintaining equipment is also increased in that a greater number of foreign cars are used, many of which are of light construction and not suitable for service on this line. Foreign cars require additional switching in order that they may be properly distributed, which of course is expensive.

When freight is delayed, shippers trace and complain; wires are burdened with tracers; division and yard offices are crowded with tracers and requests to locate and hurry forward cars; much time is spent in the handling of tracers and explaining delays by division forces that should be spent in moving freight; extra switching is required in many cases to dig out the delayed cars that are being traced. Delayed cars mean increased expenses and dissatisfied shippers, while those moved promptly reduce expenses and aid in the solicitation of freight.

The president, in his usual clear and convincing manner, showed us yesterday the necessity for reducing expenses. I do not think that any of us fully realize the amount paid for hire of equipment, nor the cost of slow movement. Among the most expensive things on the railroad are delayed and diverted cars. The hire of equipment is not charged against operating expenses, and is therefore possibly not brought so forcibly to the attention of the division officers as it otherwise would be.

Last year there was paid for per diem on foreign cars \$5,293,537; for mileage \$609,352, a total of \$5,902,889. This is exclusive of reclaims.

The total debit charge for hire of equipment account last year was \$627,138.

The average miles per car per day for the past fiscal year were 26.2. If the average were increased to twenty-nine miles per day, or a little less than the

best month's average last year (October, 1912, when we made 29.5 miles per day), we would have saved \$1,358,676. If increased to thirty miles per day, the saving would be \$1,789,175; to thirty-three miles per day, \$2,924,471; to thirty-five miles per day \$3,567,510.

It is a noticeable fact that in October last (1912) the number of cars on line was the lowest, the average miles per car per day, and the percentage of loaded mileage and freight earnings the highest during the year. The earnings went over \$300,000 in excess of May, when we had 18,000 more cars on line than in October.

The October performance is an illustration of what can be done through prompt movement; also that it is possible to handle the traffic with a much smaller number of cars than we now have on line.

The average earnings per loaded car mile were 14.8 cents in October, 1912, and July, 1913. In October, with 77,496 cars, the freight tonnage revenue was \$7,471,501; in July, with 92,769 cars, earnings were \$6,838,746; that is, with a little over 15,000 more cars on line in July than in October the earnings were \$633,000 less. The figures just quoted show the savings that can be made in per diem by quickening the car movement.

This is not the only economy that would result from better car movement; with less congestion in the yards, traffic could be handled at less expense.

Looking at the question from another angle, we find that in quickening car movement the value of the car day increases. The average earnings per car per day last year were \$2.52 or 9.6 cents per mile. If the mileage were increased to thirty-five miles per day the value of the car day would be increased 84 cents, or \$3.36 per day; if increased to a little

over thirty miles per day, the value of a car would be \$3.00 per day. If thirty miles per day had been made last year it would have given us the use of 10,893 more cars daily, which if needed to handle traffic and not sent home to save per diem, would have enabled the road to have increased its earnings very largely.

Among the things that are responsible for increasing expense and reducing average mileage is the delay in repairing bad order cars. Last year the average number of bad order cars was 5,319. If the average had been kept to 4,000, it would have given us the use of 1,319 cars and saved \$216,645 in per diem. At the present time there are about 8,300 bad order cars. The excess of 4,300 is costing us at the rate of \$58,050 per month or nearly \$700,000 per year.

Bad order cars should be repaired promptly, both loaded and empty, system and foreign. The delay to a bad order load means delay in delivery of shipment and possible complaints from shippers; in the case of loaded and empties, a per diem charge of forty-five cents, as when a foreign car is delayed, per diem is paid on it to the owner and when a system car is delayed, a foreign car is usually used to take care of the shipment which could have been handled with the system car.

There is nothing gained by delaying the repair of bad order cars. Repairs must be made sooner or later. In some cases traffic is lost on account of cars being delayed in transit while awaiting repairs. In addition, when bad order cars accumulate so that the repair tracks will not hold them, it is necessary to repair them in other parts of the yard, in many cases congesting yards, interfering with switching and increasing switching expenses, also preventing

movable cars being handled in their turn.

A few words on the subject of handling foreign cars. The American Railway Association has formulated a set of rules for handling foreign cars, which are known as Car Service Rules 1 to 4, inclusive. These rules are very broad, and with the diversified loading on the Baltimore & Ohio Railroad, we should be able to load foreign cars home or to home route junction points. In order to do this, we should solicit the aid of shippers by having them specify destination in ordering cars. Aside from the question of rules, it is good policy on the part of the Baltimore & Ohio Railroad to handle foreign cars properly. It is an originating line and is dependent upon return of its cars from foreign lines in order to handle its traffic. If we do not handle foreign cars properly we are not in a position to demand proper handling of the Baltimore & Ohio cars by other lines.

A home route card, Form 229 M. T., has been provided in order to secure the proper routing of cars, and in order to avoid delay in securing proper routes. A number of yards, however, are not forwarding these cards with cars. This is increasing per diem expense, on account of cars having to be held until routes can be secured. A number of foreign cars have been handled over the road during the past year on bogus or incorrect cards. It is difficult to determine what it has cost the Baltimore & Ohio Railroad, due to this practice.

Many foreign cars are received from connections in switching service on which we receive a reclaim. The reclaim allowance is generally four days, although at some large terminals five days is allowed. This reclaim allowance is fixed by the roads in each terminal. We should

make special efforts to handle the cars delivered to us for switching as quickly as possible, as every car returned in less than the reclaim period means that much per diem saved.

Last year the amount paid for switching reclaims was \$981,585; for special reclaims, mostly on cars not received from connections promptly, \$23,585; a total of \$1,005,170. Amounts received, switching reclaims \$370,434; special reclaims \$22,968; total \$393,402; total debit balance \$611,768.

The balance this year will be heavier on account of increased rate, and the large number of cars that we have not received from connections promptly. Special efforts should be made to accept all cars from connections promptly in order to keep down these reclaims, and cars for consignees on our tracks should be placed under demurrage regulations as promptly as possible.

In order to increase our movement, each division should receive complete reports of cars in each yard daily in order that they may know the cars they have to move and those available to apply on orders. These reports should be checked regularly to avoid delays to cars. No merchant will attempt to do business without knowing exactly what stock he has on hand, or what goods he has for sale.

Sufficient yard power, clerical and other forces should be available to switch cars promptly. The ideal way, or I should say, the economical and efficient

way, would be to have plenty of power, both switching and road, so that engines would be available to move trains when ready.

Mr. Riley made a remark this morning, which let me repeat and emphasize, namely, that it is more expensive to delay a train of freight or a train of cars than it is an engine. Extra per diem paid and loss of revenue on account of a train of cars delayed awaiting power would more than pay for the service of an engine. Frequently a delay of two or three hours to a train of cars means a day's delay in loading or unloading them; furthermore, when cars are handled through the yards promptly, the capacity of the yards is increased. Doubtless a number of the yards that are now badly crowded would be able to handle traffic if cars could be switched into trains and forwarded promptly.

Doubtless many of you will think that in my enthusiasm I have set the mark too high and that I have romanced with figures. We must have enthusiasm if we are to succeed in any undertaking and we must set our mark high. The standard of the Baltimore & Ohio is a high one. Who would have thought three years ago that today the average train load would be seven hundred tons? I am firmly of the opinion that if the same attention is given to increasing the average car miles as has been given to increasing the train load, equally as good results will be obtained from a financial standpoint.

**“The mastery of the ways to do things is the accomplishment
that counts for future work”**



The Spook

The Apparition That The Engineer Pursued

By Alfred Clement Paul

IT was on a night like this," drawled old Captain Woodworth, drawing up his chair a bit closer to the glistening side of the sheet iron stove, fired to its brim with glowing coke.

"Cut the spooks, Cap, old man, we've got to go out on train 87 tonight, and that line of yours always makes me feel creepy," spoke Jimmie Cracraft, fireman of the 87, passenger run, whom the Captain promptly confounded as being one of those upstarts in the railroad game, who knows more than a man who has been on the line for thirty years.

By his appearance, indeed, the Captain might have been on the road for thirty years, and no one at that junction could talk service record with him. He was a product of that far-gone day, when superstition was almost an essential to successful locomotive operation. He seemed to have always been on the road. No one could ever fathom the tangled mass of statistics that the Captain gave to establish his seniority, but everybody admitted it. In fact, one day, one of them "Upstarts" remarked that the old man must have run engines during the

Civil War, and he was promptly nicknamed "Cap."

It did not take the Captain's spooky stories or the hissing of the engines to cause a man to feel creepy that night. Rain, hail, snow, sleet and freeze had been the run of the weather during the preceding week. In the railroad world it kept strong men up and going, it made weak men sick. Gilmar, engineer of the 87, broke down under the tremendous strain, and headquarters were to send a man over to take his run.

The door of the roundhouse rolled up heavily, and after considerable puffing, grinding and slipping, Gillingham came in with engine 1911, seven hours late.

"Hell and damnation's broke loose on the C. N. division," he growled. "Seven hours late! Might just as well have been seventy hours. Why, I'm lucky to get in at all. Every stream's an Amazon. Had to run three bridges through a foot of water, and just got across Whiskey Creek in time to hear the bridge let go."

"Just reminds me of the night," broke in the Captain, "when Bill Powell went out with engine 771 on train 87. Old Bill

had been running 771 on that train for years—yes, it was the same engine which hit old Judge Stevens at Springdale. It was just one year from the night when Bill ran down the old man, when the weather was pretty much like it is tonight. The judge was a man past four-score years, and, although his age had made him feeble-minded, he was much respected in his community. No one could ever explain what the old gentleman was doing near the track at that hour of the night. Bill was "hittin' her up" about forty-five miles an hour, and ran him down before he had time to slow up. They never found his body, and some people say that the engine carried it to Turtle Creek. I guess you know the road down there, past Springdale, through Cresap's woods, Jonathan's Narrows, and over Turtle Creek. The unfortunate accident made Bill heart-sick. He couldn't get it off his mind. Almost every night before he went out, he would retell the story. One year from the night of the accident, the weather was having an anniversary. Bill complained of feeling bad, but he took 771 and went out with his train. He had passed through Springdale, and into the woods, running about forty-five miles an hour, when suddenly he saw the phantom of old Judge Stevens jump on the track, and run wildly in front of his train. He pulled the trottle wide open, and went tearing through the night at sixty-five miles an hour, but still that shadow kept ahead, until when crossing the bridge over Turtle Creek, it suddenly leaped into the air, and was gone.

"Bill finished that run, but it was his last. The experience turned his black hair white. He trembled as with the ague, and went to a hospital, where he lived but a week. The doctors said it was nervous prostration, but I believe it was fright.

"How's the clay-bank at Jonathan's Narrows holding?" inquired Cap after a pause, and directing his remark at Harris, the roundhouse foreman, who had just arrived.

"Last accounts, pretty good," he replied, "but, say, Cap, just got a wire from headquarters, and they killed your run for tonight on train 61. They say they can't get Lucas over to make the run on train 87. You know the road down there; will you go out with Cracraft on train 87?"

"What engine?" superstitiously inquired Woodworth.

"The 771 is regularly assigned to that run, Cap, but, if you're afraid of spooks, guess ther'll be no objection to your taking 61's engine, No. 904, as she'll not run tonight."

"I'll make the run," curtly replied Cap, and going over to 904, he examined it with the eye of an expert.

The wet, soggy snow which had been falling had ceased, and the chill in the air caused the thermometer to crawl down a few degrees closer to zero. The rails leading from the roundhouse were covered with a shiny layer of ice, and in backing 904 from the house, she began to slide. Cap jammed the brakes down hard, and slipped a driving tire on the engine.

"We can't get her fixed up in time for 87's run, and you'll have to take 771, as she's the only available engine," mumbled Harris, uttering imprecations at the cruel irony of fate.

Cap remonstrated vigorously against taking train 87 out with No. 771, but after considerable persuasion from Harris and Cracraft, his superstitious fears subsided, and he got on, determined to make the run.

Everything at the station was in the excited state which portends approaching disaster. The flood was the general topic of conversation, and a large crowd of pas-

sengers was waiting to go out on 87. Every one seemed bent on evading the peril of high waters, and willing to take a chance to get away from the locality.

Finally Cap picked up the conductor's "high-ball" to get under way, and with his hand on the throttle and the thrill of the engine under him, he breathed a deep sigh of relief, and began humming the melody of a popular tune.

An occasional gust of air, finding its way through the cab window, told the engineer that the weather was again warming. The constant drizzle of snow and sleet had changed to a downpour of warm rain.

Apparently, however, bad weather did not lessen the Captain's buoyancy. The only false note noticeable in his superficial

exuberance was an occasional abrupt hiatus in the tune he was humming. At

such times his eyes would stare straight ahead, glued to the rails, as if to discern some irregularity. Or was it that he was

trying to solve the mystery of the forest through which they were now passing, enshrouded in the gloom of this miserable winter's night?

Suddenly the humming ceased altogether and Jimmie felt the train beginning to gather speed. They were on the down-grade into Springdale, and he thought this might be the cause, but, turning, he saw the rigid form of the Captain, massively erect, looking straight forward, and with eyes fairly bulging from their sockets. His right hand was clutching the throttle, pulling it steadily, slowly, but surely open.

"What's the matter, Cap?" queried Jimmie, anxious to break the horrible

tenseness of the situation.

"Great God! Look!" groaned the Cap-

JIMMY LANDED KNEE DEEP IN THE SOFT OOZY MUD



tain, in a hoarse, staccato whisper. "Keep her hot Jimmie, we'll run him down."

* * * * *

The frantic clicking of the instrument at his side awakened the telegraph operator at Springdale, who could not arouse sufficient energy to answer the call. He cursed the inventor and everything connected with telegraphy, and again attempted to doze off. But the call was too persistent to be denied, with the instrument still screaming "SP", the call for Springdale.

"What the hell do you want," clicked off the drowsy operator, "this is SP."

"Stop 87, bridge out over Turtle Creek," came over the wire.

With a sudden start, the operator jumped to his feet, leaped to the cupboard, procured his red lantern, and applied a match to the wick. A sickly spiral of smoke was his reward. The lantern held no oil. Again invading the cupboard, he found a red fusee, which he lighted, and placed securely in the middle of the track.

* * * * *

Working with the strength of a maniac, "Jimmie" ceaselessly piled the coal into the yawning mouth of the firebox. As nearly as he could estimate, they were going sixty-five miles an hour, and he uttered a silent prayer that the train would hold the rails. The glow from the open firebox door revealed the Captain in the same rigid position, his hand still clutching the wideopen throttle desperately.

After the greedy firebox had been momentarily satisfied, Jimmie was able to rest from his rhythmic shoveling long enough to get a glance at the track ahead. He glimpsed the phantom in its sixty-five mile an hour race ahead of the train, and in peering further into the darkness, saw the red glow of the fusee at the Springdale station.

"Do you see it, Cap!" he yelled.

"More speed, keep her hot," was the only response.

The station at Springdale was passed with bullet-like rapidity, and without the least slackening of the demoniacal speed. The only witness of the mad plunge past the station was the telegraph operator, who hurriedly wired for the wreck train.

The dizzy gait was maintained into Cresap's woods, until finally, despairing of catching up with the apparition, the Captain uttered an audible groan, and sank to the floor of the engine cab in a stupor.

Quick to discern the fall of the Captain and heeding the warning of the red fusee, "Jimmie" jumped to the engineer's side of the cab, closed the throttle, and slowly checked their mad flight.

As if unwilling to go further, the train suddenly stopped, although the throttle was still open to the ten-mile notch. Peering into the darkness, Jimmie was able to see that they were in Jonathan's Narrows, but he failed to notice the clay-bank which edged the track. Closing the throttle, he jumped down from the engine, and landed knee-deep in the soft, oozy mud, which quickly brought home to him the fact that the bank had let go, enveloping the track. Looking ahead he still beheld the apparition.

They were close to the bridge over Turtle Creek, and as nearly as he could judge, the phantom must be on the bridge, awaiting the starting of the train. He determined to find out what it might be, and waded through the mud until he came to the edge of where the bridge had gone down. He was in the light reflected by the headlight on the engine, and the phantom was suspended in the air over the swollen waters of the creek.

With a sickening realization of what would have happened had not the track been blocked, Jimmie turned and looked. And there, pasted flat against the glass of the headlight, was a wet, soggy, maple leaf!

“Observe Safety First Rules--Take the Word of Your Company as it is Given to You”

Address of D. L. Cease, Editor of “The Railroad Trainman,”
to General and Divisional Committeemen at
Cleveland, O., March 3rd



FEEL somewhat, not out of place exactly, but that I am going to take time that I am sure can better be devoted to the more useful purpose of practical discussion among yourselves of how best to work out your plans for Safety First.

It is something of an agreeable experience for me to come into a meeting of this kind, after having been out of railway service for nearly twenty-five years, and after ten years' service in yard work to note the difference in the relations between the employers and the men between the time I worked for a railroad company and today. It is an evidence of cooperative progress that the most of you do not appreciate. I have been much impressed by the admonitions of your officers, which have all been to the effect that you must not take chances with life or limb in performing your work; that you must not shove over couplers with your feet, nor hold open coupling knuckles; must not jump on the front ends of moving engines coming toward you; must not go between moving cars for any purpose—in short, that you must not sacrifice

safety for efficiency; that it will be better to take necessary time with the certainty of yard congestion and train delay than to get hurt by taking chances unnecessarily. In my day there were no such instructions given the men and, for the most part, they could not have been given for there were no safety appliances; men had to go between cars and stay between them until they were coupled, and as for not getting on engines according to the safety rule, all we knew about the getting on was that we had to get on—just where, did not matter so much as it did that we were there, on the right end of the engine to couple up without lost time. It wasn't how you did it; it was your business to do it. Then, when a man missed a coupling he was asked why he didn't make it with his foot! Times have surely changed; now our men do try to make them with their feet, as our payments of claims for lost feet bear witness; they exceed the payments for hands and arms. But the insistence of every one of your officers, of every member of your general safety committee, that the Baltimore & Ohio Railroad

does not want you to risk your life or limb and that if you persist in taking unnecessary chances you will be disciplined and if the practice continues it will end in dismissal; must be accepted at its face value and be seriously taken.

We all know that the disposition to take a chance is bred in us; it is the continued habit of other days when it was not thought necessary to save men at the price of efficiency; we know better than any one can tell us that there are occasions when time taken to insure safety will bring censure and the men are afraid of it. I believe this is one time when we can talk plainly to each other, for that, I am advised, is the purpose of this meeting. The men are slow to take the safety rules literally, for until very recently they had good reason to believe that such rules were more for the shaping of public opinion and the defense of the railways in damage suits than for the protection of the employe. The men read the rules but they knew of other rules that prevented their obedience to safety rules without danger of dismissal and they haven't yet come to accept the newer spirit seriously and at its face value. We know there is a tendency to shift responsibility for delays, regardless of the cause. The switchman or brakeman does not take a chance, delay follows and he is censured by his foreman, or conductor, and then "up the line" goes the inquiry, "why?" through the yardmaster, trainmaster, dispatcher, superintendent and as far as the case seems to need to go to fasten the cause on someone for the delay. This practice must be discontinued and due allowance made for obeying safety rules even though it results in loss of time. But it is this habit of censure when delays happen that makes men take chances;

they feel their jobs are at stake if they do not "hit the ball." Every train and yard man works with the idea uppermost in his mind that he must get done in a hurry and he knows that if he delays, everyone else is likely to be delayed and that is not ideal railroading. He believes that he can not take the time to assure his safety if it means a delayed train or yard operation.

Men are no different today than they were when I was in service. But conditions are different and relations between the companies and their men are different. And as evidence of that, here are your safety committees and your declarations, that carry with them every assurance that you mean what you say; that regardless of delays, chances must not be taken and that life and limb must be saved even though time be lost. This has the right ring to it and my advice to you employes is, take your officers' word as you get it from them and do not sacrifice your safety. Accept their statements, not with the notion that you can lose time without good cause; do not unnecessarily delay train or yard movement, but take your time to be safe; do your work properly but do it safely. And, in addition to your own personal safety habits, see to it that your fellow workman observes every safety rule, if not for his own protection, then for yours. If you work with a man who will not quit taking chances, then it is your right and your duty to your family and yourself to see to it that he does. No man has the right to continue to jeopardize your safety by not taking care of his own.

Every experienced railroad man knows what it means to work with the student. And, this happens when the regular man is killed or injured. Every one of you knows that a new man must be taken

care of, he must be shown how to work, how to care for his safety, and you must do a fair share of his work in addition to your own. Briefly, the new man increases hazard and decreases the efficiency of the crew in proportion to his individual inefficiency. Take no chances and you will not have to work with so many green men. The thought I mean to convey to you is that safety observed will be far better for you as employes, better for your organizations through which you carry insurance, better for your company (for experienced men give better service with less damage to equipment), and far better for your families to have you, the natural head of the household and the breadwinner, to care for them, than to have you cut down and them left without support. It is far better for you to prolong your life as a wage earner than to go through life crippled and helpless, a burden upon society through what might have been unnecessary chance taking.

From your president, Mr. Willard, to the last officer or head of department here today, you are advised to take no chances. I believe the Baltimore & Ohio has gone into this safety movement more thoroughly than the greater number of the railroads; it is spending money to insure safety, and I have it from our members on other roads that when Safety First means expense there is a loss of interest in Safety First. As I have just said, from Mr. Willard down the official line there is assurance that men will be given time to work safely and the men should take the Company at its word.

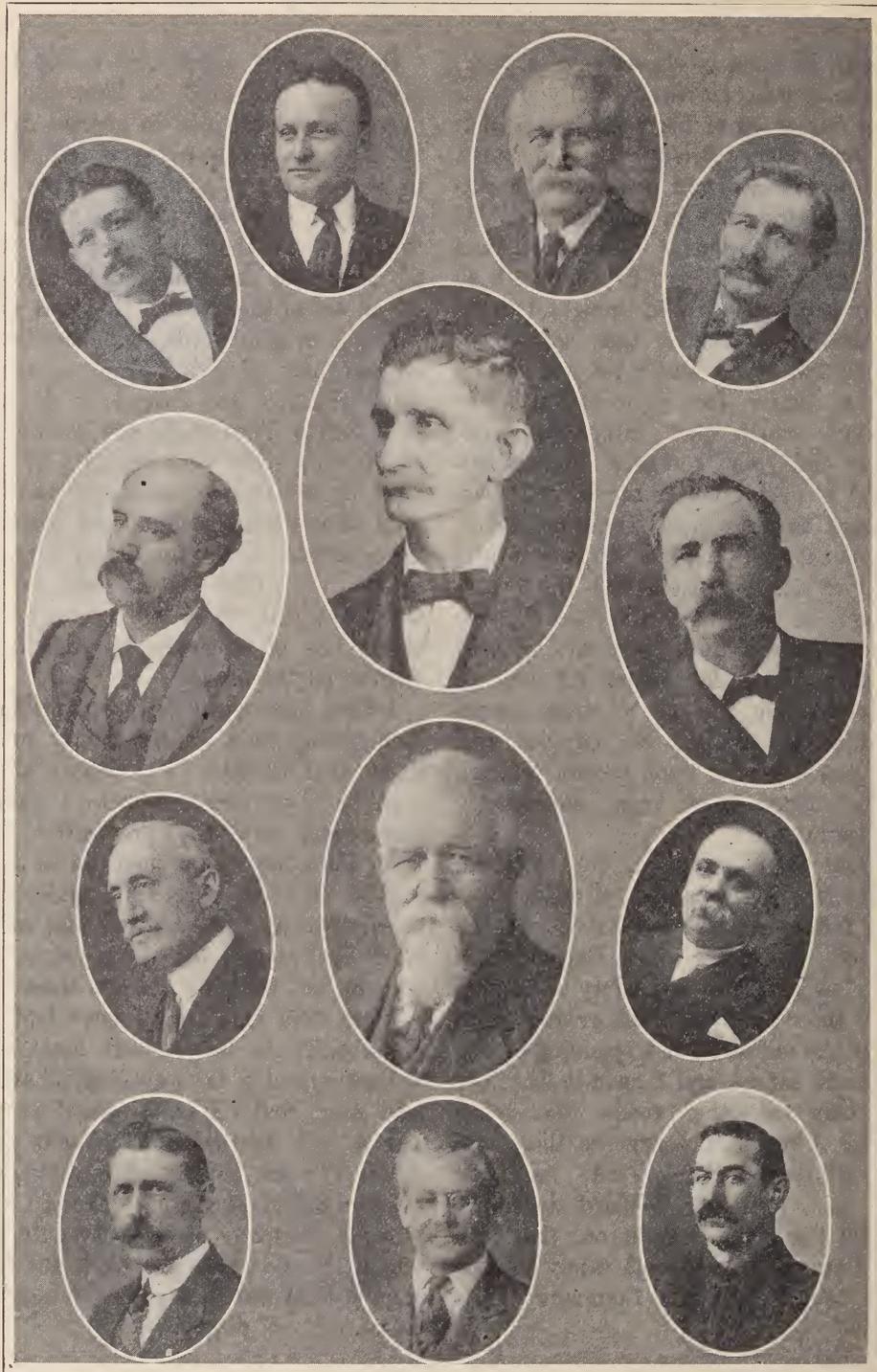
It is a new experience to sit in a meeting of this kind, to have the employer advise his men to observe safety at the possible sacrifice of efficiency, to let the men be the judge of the time needed and not hear a single statement to the effect that the men will take advantage of the situation to the disadvantage of the service. I take it as an evidence of good faith, of honest intent on the part of this Company, to do what you say you intend to do with your Safety First work, and you officers can further show your sincerity of purpose by continuing to insist that not only your employes but your heads of departments work for Safety First; I believe that faith once established in the movement, there will be no appreciable loss of efficiency in your train, yard or engine service.

I have been asked frequently if there is anything back of the safety movement that threatens the welfare of the men or their organizations. I cannot understand how any proposition that is for the safety of the men can be detrimental to them nor can I understand how, when men are assured that safety rules are meant for their protection, they do not willingly observe them.

I am very glad that I have had the opportunity to be at your meeting; I did not expect to say anything, I haven't said much that will be of benefit to you, but I will venture the thought once more: To the men in all departments, observe Safety First rules, take the word of your Company as it is given to you and if the plan does not work out as it should, then will be the time to question its sincerity of purpose.

“A second is lost every time a lazy man looks at a clock.”

N. C. R. Weekly.



OFFICERS AND EXECUTIVE COMMITTEE—MARTINSBURG VETERANS' ASSOCIATION

Top Row: J. A. ZEPF, C. E. AULD, JOHN W. MYERS, J. H. COPENHAVER, Executive Committee
 Second Row: W. H. EDWARDS, Secretary, Z. T. BRANTNER, President, J. W. BARKER, Treasurer
 Third Row: Dr. S. N. MYERS, Executive Committee, P. J. SHRIVER, Vice-President, *J. C. HUTSLER, Executive Committee
 Bottom Row: R. S. BOUC, J. H. ALDRIDGE, H. W. FAUVER, Executive Committee

Martinsburg Veterans Have Banner Organization Meeting

One Hundred and Fifty-three Men Enroll as
Charter Members

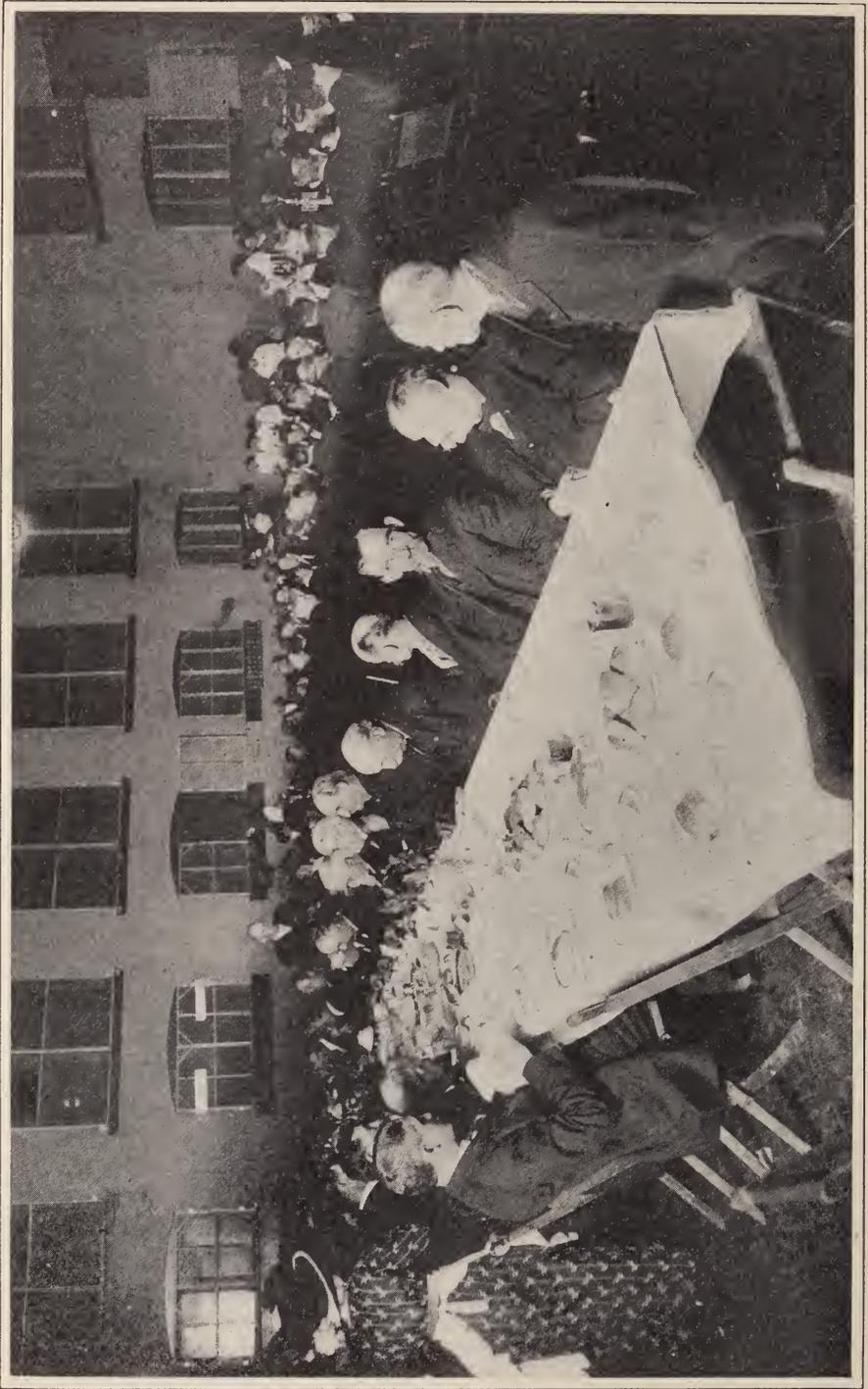
HE Martinsburg, West Virginia, papers for March 4th, printed double column articles on the meeting of the Veterans of the Baltimore & Ohio at Martinsburg, held on the preceding night to perfect the organization of their Veterans' Association. And well they might have given this notable affair such publicity, for it proved to be one of the most significant meetings of its kind ever held on our System.

A reception committee was at the Martinsburg station to meet the large contingent from Brunswick who came up on No. 1 and to greet Mr. George Sturmer, special representative of the general manager, and the editor of the *Employes Magazine*. The latter two were bundled into a motor car by Mr. Bouic, the energetic Martinsburg agent, and in the dusk of the evening were whirled about the flourishing city of Martinsburg, and shown the new developments in the business and residential sections. According to Mr. Bouic, however, the pride of the town is the Martinsburg Hospital, and it is quite certain that all the visitors from out of town quite agreed with him after they had made a thorough inspection of this up-to-date edifice. This hospital seems to have everything which a similar institution in a very large city would possess, and under the efficient management of Doctor T.

K. Oats, who has recently been appointed a Company surgeon, and the care of sixteen nurses under the direction of Miss Maud S. Brantner, it is doing a great work for Martinsburg and the sick and injured who are brought in from surrounding points. The Baltimore & Ohio men were particularly interested in the ward devoted to the care of the Company employes.

The inspection tour over, the visitors were ushered into the hospitable reception hall of the local Y. M. C. A. building and even so early in the proceedings, one could feel that the spirit of good-fellowship was abroad and that we were all in for a good time. Many of the older men were surrounded by their juniors of the Association and held informal receptions for the many who wished to greet them. At about 8.30 the crowd began to file into the spacious gymnasium of the Association building, walking two by two, and there found not only long tables covered with white damask and sparkling with silverware and glass, but also a smiling crowd of pretty women and girls, composing the Women's Auxiliary of the Association, who had kindly consented to prepare the feast and serve it.

And such a feast! At the risk of making the mouths of those who partook of the dainties water, the writer dares recall the delicious Smithfield ham, home-made



AT THE ORGANIZATION MEETING OF THE MARTINSBURG VETERANS, A DELICIOUS SUPPER WAS SERVED BY THE LADIES' AUXILIARY OF THE Y. M. C. A. IN THE ASSOCIATION GYMNASIUM

pickles, potato salad and other delicacies fit to place before a king. (Ye who read this article and tasted that wonderful potato salad will be glad to know that the recipe for it will be published in the May issue of the magazine.) Not the least enjoyable part of the feast was the fact that it was served by those most hospitable Martinsburg ladies, against whom one could only urge the criticism that they persuaded him to continue so long on the trail of the potato salad that spectators might have got the idea that he had not had a bite to eat for a week.

Z. T. Brantner, who had been made temporary president at a previous meeting, took charge of the business proceedings and W. G. Edwards likewise served as secretary, the ladies graciously consenting to wait until after the meeting was over before the tables were cleared. As a matter of fact those of the fair sex present grouped themselves in appropriate places throughout the room and seemed thoroughly to enjoy the proceedings.

Mr. Brantner introduced Mr. George Sturmer, special representative of general manager Galloway, who directed the work of the meeting. Mr. Edwards read the list of men eligible to membership who had already paid in dues.

Following prayer by Dr. F. M. Woods, a short talk was given by Mr. Sturmer after which a quartette of hoary-headed veterans, Z. T. Brantner, Jacob Harman, Charles Lowry and Robert Gregory sang a stirring railroad song entitled, "Keep your Hand upon the Throttle and your Eye upon the Rail." In response to profuse applause they rendered another appropriate musical selection.

Messages of regret because of their inability to participate in the evening's fun were read from C. W. Galloway, general manager, E. Stimson, engineer

maintenance of way, and others. A friend delivered a message from J. W. Kelly, superintendent of the Cumberland Division, in which he said that if Cumberland did not soon form an organization, he would insist on becoming a member at Martinsburg.

Nominations for the various offices were made in regular order and the election resulted viz.:

President Z. T. Brantner, who has been in the active service of the Company since 1867.

Vice-president, Peter J. Shriver, retired engineer, who has served the Baltimore & Ohio for forty-six years.

Secretary, W. G. Edwards, storekeeper at the shops since 1871.

Treasurer, Judge J. W. Barker, who has a record of over fifty years in railroad service, and who, "in that time," as he said, "never was suspended, never missed a pay car nor never lost a penny through the railroad company."

The executive board consists of nine members, H. W. Fauver, John W. Myers, J. H. Aldridge, Dr. S. N. Myers, R. S. Bouic, J. A. Zepp, J. C. Hutsler, Charles E. Arnold, J. H. Copenhagen. They will hold office until January first, next.

Mr. Sturmer here took occasion to make further remarks on the organization in general. He said the whole System would soon be organized and would be the means of drawing the veterans closer together in a bond of good fellowship and brotherly love.

William C. Montignani, secretary of the Cumberland Railroad Y. M. C. A., who is a very clever after dinner speaker, entertained the audience with many bright flashes of wit and sang with beautiful Scotch accent "Roaming in the Gloaming." He suggested living the text, "I have Fought a Good Fight and have Kept the Faith."

Rev. Hutsler read a very pleasing poem of his own composition, "The Man at the Throttle," which had as its closing line, "He was true to his trust."

The committee on by-laws, as appointed to act later, consisted of R. S. Bouic, chairman, captain Burkhart and F. W. Trout.

A committee to prepare plans looking to the organization of a ladies' auxiliary was also named and consists of Messrs. Oliver, Gates, Westrater, Baker and Hutsler.

Rev. W. F. Gruver talked for a few minutes and mentioned how he had been associated with railroad employes and that he knew something of their needs.

The address which Mr. Brantner made immediately after he had been elected president of the organization will never be forgotten by those who heard it. It was a masterpiece of real eloquence, meaty, logical, inspired and delivered in the manner of a polished orator. Under the enthusiastic direction of Mr. Brantner and his able corps of assistants,

the Martinsburg Association bids fair to be one of the most flourishing on the entire System.

H. W. Fauver thrilled those in attendance by the impassioned plea he made for a larger interest in the spiritual life. Mr. Fauver is a splendid example of what religion can work in a man's character and career, for as he himself said, until he was converted he was in a rut from which he had no desire to extricate himself, and is now happy and prosperous in his new life, a credit to himself, his community and employers, and a comfort and help to his family and friends.

The charter membership of the Martinsburg Association was 153, and we understand that since the organization meetings, other men have signified their desire to avail themselves of the privileges and pleasures of this new fraternalism. The night of the organization will go down in the memory of all those present as a most pleasant, profitable and inspiring occasion.

Loyalty

There is no success without loyalty. The man who is disloyal to his superior, to his profession, or to his country, is disloyal to himself and to all that is good in him.

Colonel George W. Goethals

Chief Engineer, Panama Canal

Freight Train Handling and How it Affects Equipment

By F. B. Farmer

Westinghouse Air Brake Company

This is the first of a short series of articles on Freight Train Handling which will appear in the *Employes Magazine*. The author, F. B. Farmer, is one of the leading air brake specialists of the country, and every operating man can increase his efficiency by a careful study of these articles. They contain the most authoritative and recent information on this important subject.

DRAFT rigging in fair to good condition is not *pushed in* nor *pulled out*. It is either *driven in* or *jerked out*, both implying a severe blow. The severity cannot be judged by any shock *felt* by those riding trains, particularly the engineer of a heavy locomotive. For a shock to be felt, the speed must change suddenly and considerably. The amount of the instant reduction in speed of a modern freight locomotive that is necessary to cause a break-in-two is too little to be *felt* as the severe shock that it is to draft rigging. Engineers who do not understand this are prone to attribute resulting failures to the condition of the draft rigging instead of to their handling.

A train composed of empties behind loads is not an excuse for breaking-in-two; neither, as a rule, is an "old defect." Many of such defects should be called ancient as not infrequently they are *original* in old couplers. While allowance will be made for an old defect, yet the fact that its evident age did not result in failure before, asks whether it would have occurred then with proper

handling; or, if the draft rigging was plainly defective, why it had not been noted in season and the car switched to the rear, or, if necessary set out? Every "old defect" not original with the part that failed was once a new defect, and the man who breaks many of the "old defects" is one who is contributing to the new ones. Therefore, this bald statement cannot alone be accepted as a sufficient explanation.

The secret of smooth train handling lies in ability to control the slack, in how to prevent it from running in or out harshly. *Where so controlled no draft gear in fair to good condition will be damaged.* Slack action cannot be prevented, but by engineers acquiring knowledge of the various causes of it and exercising forethought in the use of steam, train brakes, independent engine brakes and sand, it can generally be controlled, even to the extent of avoiding further injury to damaged draft gear. The heavier the locomotive and the longer the train, the greater is the care required. In train handling harsh running out of slack is the usual trouble, proven

by about forty per cent. of the break-in-twos occurring within ten cars of the engine. Slack is run out by the use of steam as well as of brakes.

Comparative records of engineers and conductors in the same class of service, where all must at times have trains requiring more than usual care to avoid draft gear damage, prove that much of the damage with some experience can be avoided. To effect and maintain an improvement, the cooperation of all concerned, including switchmen and car men, is requested. Intelligent observance of the following will aid greatly:

TIME.

Slack cannot be changed both *gently* and *quickly*; therefore, "make haste slowly" is imperative when steam, grade or brake action is changing the slack, either stopping or starting trains. That is, where any one of these is changing the slack, allow ample time for the change to be completed before doing anything that would hasten it. Also, do not endeavor to start until the gauge indicates sufficient brake pipe pressure to give reasonable assurance that all brakes are released.

As one illustration, when releasing the train brakes while running, do not commence to use steam until certain the slack has had ample time to run out, and even then, start its use gradually. Another is where, when running forward, steam is shut off and brakes are applied; allow ample time for the slack to run in before applying the brakes. Even then, make a slight reduction if the speed is low. The following is an example of insufficient time and results: Where a long train has just been started, and while the engine is working heavily, if steam is shut off suddenly and a heavy service application is made at once there is liability of

driving in couplers or even of "jack-knifing" any weak car near or ahead of the middle of the train.

SLACK CONTROL.

There are two kinds of slack, loose slack and spring slack. They work together. Loose slack is that which can be run in or out without compressing the draft gear springs. It merely *permits* of shocks. Spring slack is the *additional* amount that can be had, in or out, when these springs are compressed, and which helps to drive the slack in the opposite direction and thereby increase the shocks. The first of the following illustrations gives an example of this draft gear spring action. These springs are compressed with slack either *in* or *out* heavily, and at such times their action must be considered as well as that of steam, the brakes or the track.

With no slack and good draft rigging, trains could not be broken in two. The same can be said with slack either all in or all out and held so. The damage arises from its sudden change. When slack runs in or out rapidly, one part of the train gradually attains a lower speed than the other, and the shock is the result of the draft rigging having to suddenly make the speed uniform on the instant the slack is all in or out. How heavy the shock will be depends mainly on the difference in speed that must instantly be made uniform and on the weight that must suddenly be altered in speed. Weight is important, as with a heavy locomotive or loaded cars, but change in speed is more so as changing it suddenly three miles per hour will cause nine times the shock than will a similar quick change of one mile per hour.

To illustrate, suppose that on an ascending grade, steep enough to alone start the cars back, a long train were

stopped with the engine brakes only, fully applied as the speed became low and held on after stopping. The compressed draft gear springs would help the grade to start the rear end back, and when all slack had run out the rear half of the train could easily be moving at three or four miles per hour. If the engine brakes could be released on the instant all slack had run out, the jerk necessary to instantly bring the standing engine to three or four miles per hour would be more than draft rigging could stand, yet it would be worse if the engine brakes were applied.

Had the engine braking power been gradually reduced as speed became low and entirely released shortly before the stop was completed, the compressed draft gear springs would have gradually run out the slack. Then the grade would have started the entire train back with little or no slack action, and a *light* application of either the train or engine brakes would have stopped it without damage.

Again, assume a long train, having empties behind loads, being stopped with the train brakes, on a level grade and from twenty-five miles per hour; that the first reduction and leakage had reduced the speed to six miles per hour; that at this time, when the brakes on the empties had the slack pulled out heavily, a further reduction of, say, seven pounds were made. The head brakes would feel it first and *start* the slack in. Just as this would stop the loads from pulling on the empties the latter would feel the reduction. At low speed, brake shoe friction is high. Hence, the empties would "anchor," and by the time they had run out the slack the majority of the train would be three or four miles per hour lower in speed than the engine, meaning that the latter must instantly be reduced in speed that much. Draft rig-

ging could not stand this and a break-in-two would follow.

Had no reduction been made at six miles per hour, the slack would not have changed except to draw out a little more. It could not *run* out as the only additional possible would require more compression of the draft gear springs. These are compressed with slack pulled out as well as when it is pushed in. Hence there could be no bad jerk, merely a hard pull and, possibly, a light jerk. But even this would be avoided if, when within forty feet of stopped, an additional reduction of six to seven pounds were made. The forward brakes would feel it first and start the slack in, but the train would be stopped before the rear brakes could respond to this reduction and run the slack out again.

Yet another illustration: Assume the same train being backed at slow speed, engine working heavily, draft gear springs thereby compressed; then, that steam were shut off and, say, a service reduction of eight pounds were made. The brakes on and near the engine would feel it first and start the slack out, the coupler spring would help to run it out faster, and by the time it was all out there would be a similar difference of three or four miles per hour in speed between the ends of the train. While the shock would be severe, possibly enough to cause damage, it would be less than with the loads at the rear end, and even then much below that in the fore part of the previous illustration because of the lesser weight to be suddenly reduced in speed.

If, when backing, steam had been used somewhat lighter at first, then heavier from the time the brake application was begun, the reduction had been but six pounds, and if the engine had been prevented from applying, no serious shock would have occurred at the rear end

because the lighter reduction would have had less effect, and the heavier use of steam then and preventing the engine brakes from applying would have largely offset the effect of the earlier response of the head than of the rear brakes.

With sufficient time, another method would produce equally good results. That is, shutting off steam, waiting for the compressed coupler springs to drift out the slack, applying the engine brakes lightly to stretch it farther, then making the reduction of six pounds and at the same time releasing the engine brakes. However, this would take more time than is generally had, is more complicated, and therefore the other method is better.

The foregoing illustrations of the wrong and right methods are to demonstrate that the main cause for damaging shocks in train handling is slack action, and that it can be controlled. While showing that the use of steam can help to prevent harsh slack action, by opposing the tendency of the brake action to change it, it is plain that if used in the

same direction as the brakes tend to run it the slack will be increased. Bear in mind, though, that if the slack is either in or out heavily any brake action that tends to run it in the *same* direction cannot cause any severe shock; therefore, that when running ahead, slack *in* is generally more favorable for applying, as slack *out* is for releasing. While it would make the instructions too long to cover every condition of train, of brakes, of track, speed, etc., by illustrations and specific directions, the foregoing and the following instructions will almost invariably enable any engineer, who has the knowledge he is supposed to have and who exercises judgment and forethought, to avoid damaging shocks from slack action.

Don't assume that the slack action cannot be controlled, for it can, with a few exceptions. It is merely a question of suiting the available means to the conditions to be met. If you find any such problems that you cannot solve alone, take them up with the traveling engineer.

(To be Continued.)

The "Why" of Safety First

Locomotive Engineer E. E. Stilgenbauer

Cleveland Division



PROBABLY few Baltimore & Ohio employes have ever stopped to consider the Safety First movement as seriously as they should, and if it has had a more rapid growth than any other known campaign in recent years it is due to nothing more than the fact that it was badly needed in this country.

It is useless to wink at the facts. Far too many people have lost their lives in accidents which could and should have been avoided. Human life has been held

too cheap. Too many employes and passengers have suffered injuries through carelessness, but it is unprofitable to try to fix the responsibility for what has occurred. The important thing is to see that there is a decrease in the future in fatalities and injuries and the Safety First movement is the most effective weapon to secure this result.

There are skeptical employes and newspapers that say that the movement is nothing more than a plan to cut down the

damage claims of railroad companies. But what do damage claims represent? Deaths and injuries, do they not! Every decrease in the number of claims means a smaller number of persons killed and injured. Will not the employes be very well satisfied to cut down the damage claims of their respective companies if lives are saved and injuries avoided? Ask some employe who has been injured or some mother or widow who has been bereaved and you will readily get the answer. And if it were true that this Company in supporting the Safety First movement were selfish and mercenary,

there still remains no logical argument from the public viewpoint for the employes to work against the campaign. Any sane man would rather be alive and enjoying good health than to be the victim of an accident which would net a certain stipulated sum of money to his estate after his death. Nor have I ever met the individual who courted injury simply that he might have a damage action against our Company.

Just a last word. If Safety First were not a movement beneficial to ourselves and to the general public, it would not last a week.

Who Wrote This Article on Fuel Accounting?

When this article was received it was referred to W. L. Robinson, Supervisor of Fuel Consumption. He read it and said:

"If we could get all fuel clerks to do as this man suggests, we would save the Company a lot of money."

We wish the man who wrote this article would send in his name.—*Editor.*

THE fuel clerk is intrusted the accounting of one of the most expensive and important items in the operation of a railroad.

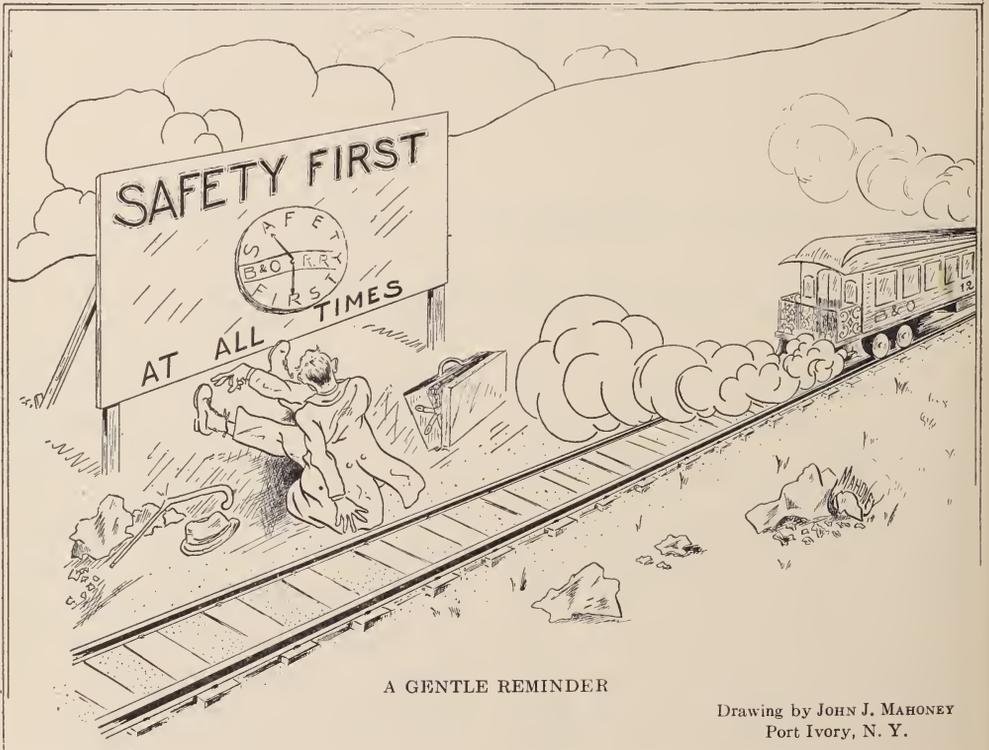
Fuel accounts may be kept in two ways. One fuel clerk will content himself with accurately copying forms 2347 and 228-O in his fuel book and making his accounts balance. His records may be a marvel of mathematical correctness and neatness and good to look upon. But the successful fuel clerk does not let his work end here or let his interest cease with the compiling on 2347-O.

A successful fuel clerk knows the class, type and condition of the locomotive power on his division. He is acquainted

with the amount of coal which engines of different types will consume hauling their assigned ratings. When he notices that a locomotive is consuming more than its average, he calls the attention of the road foreman or master mechanic to the increase in order that a saving may be effected. He is familiar with the various freight and passenger runs and knows the amount of fuel each run should consume. He should know the various engine crews. When he observes "Bill" Smith using on an average of from three to five tons more coal this week than ordinarily, he calls the road foreman's attention to the increase to find out the reason for it. It may be that "Bill's"

engine has worn packing, bad blows or other fuel consuming defects which need attention. He keeps in touch with the train sheets (forms 2520 and 1598s) to see and know whether or not engines are running over the division short of regular rating, how many engines are in non-revenue service, whether or not they are hauling regular rating, whether or not "gross ton miles" is increasing or decreasing with fuel consumption. He keeps in touch with these conditions so that he may be in position to give intelligent information as to why fuel consumption shows an increase in different classes of service. He does not satisfy himself with simply charging out the fuel, but watches forms 2520 and 1598 to see that fuel account receives proper credit for tonnage hauled.

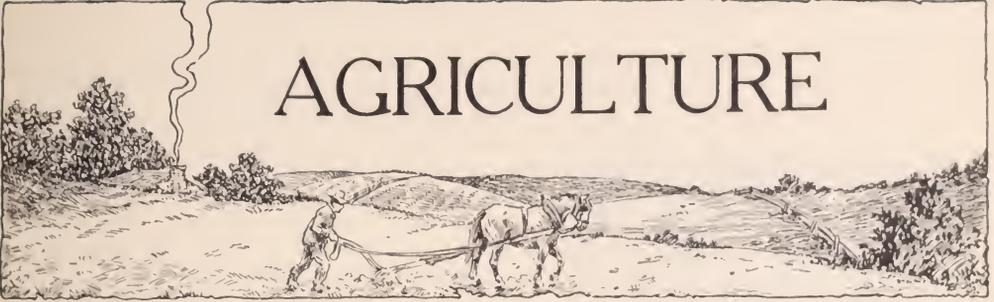
He is on the lookout for credit for waste fuel picked up at different coaling stations. He carefully checks the weights on card manifest for fuel placed on tipplers, to note and see that the weights are correctly reported from the scale. Coal checks for coal delivered at mines are carefully checked against form 2347, to prevent overcharges. These items are followed up daily. When increases are noted, the attention of the proper officials is called to them then and there in order that checks may be applied. It is of little value to tell the officials at the end of the month that our fuel consumption shows an increase of a thousand tons over last month or the same month of the past year. This information comes too late. We cannot save the coal that has been burned.



A GENTLE REMINDER

Drawing by JOHN J. MAHONEY
Port Ivory, N. Y.

AGRICULTURE



A Letter to all Employes from our Agricultural Agent, J. H. Stewart

J. H. Stewart was born June 20th, 1859, at Spring Grove, Putnam County, West Virginia. He was reared on a farm at this place where agriculture was carried on very extensively. He graduated at West Virginia University in 1882, and from this institution he earned the degrees of A. B., M. A., and L. L. B. Since that time he has been engaged continuously and extensively in general agriculture and orcharding in West Virginia. He has served a number of times as Regent of his State's University and as a member of the State Senate. In 1897 he was elected Director of the Agricultural Experiment Station, which position he filled with great success until he resigned in 1912 to accept his present position of Agricultural Agent of the Baltimore and Ohio Railroad Company.

MORGANTOWN, W. VA., April 1st, 1914.

Dear Mr. Editor:

It is a pleasure to me to learn that you have decided to establish an agricultural department in our splendid magazine. If it is well conducted, I believe it will prove of much interest and of great value to many employes of the Company.

The fact that the Baltimore & Ohio, the oldest and most conservative railroad, thought it proper to establish a bureau of agriculture, thus recognizing the significance of that great industry, was a decided step forward in the consideration of many. It shows the appreciation of the Company for those all along its lines who are engaged in this business and is regarded as a friendly recognition of them and their interests and as an indication of willingness on the part of our organization to cooperate with them in every way possible for the betterment and increase of their products. In the end, this will make business and friends worth while for the Company. Now that you have decided to give consideration to the broad subject of agriculture in our Magazine, which is devoted to the interests of our employes, I believe that a great impetus will be given to the whole industry through the influence of many of those of us who reside along the line of the System. And I hope and believe that they may be stimulated to much greater interest by the operation of this department, which, to be

successful, must be conducted very largely in a cooperative way between them and their Magazine. And the writer assures you that he will do his best in the editing of this department.

It might appear that the giving of space to the discussion of any phase of agriculture, whether it be the care of a lawn, the management of a garden, field, or orchard in a publication such as ours would be useless because of the fact that the National and State Governments are publishing so much in regard to the subject. Some investigation, however, indicates that such a view is erroneous, for notwithstanding the great amount of data on these subjects now available, we find that there are more books being published on agriculture than ever before and that there are more and better current publications being issued on all phases of the subject; to mention just a few: Farm and Fireside, The Country Gentleman, Rural New Yorker, Breeders' Gazette, National Farmer and Stockman, Practical Farmer, The Ohio Farmer, American Fruit, Better Fruit, Mehen's Monthly, Country Life, etc., etc. And almost every magazine, though apparently intended for wholly



THESE TOMATOES GROWN BY AN EMPLOYEE
RAN 1800 BUSHELS TO THE ACRE

different and distinctive subjects, frequently finds ample space for splendid articles, beautifully illustrated and bearing upon some agricultural topic. So that it would seem that this is a subject about which too much cannot be said and of which a great number of people in all the walks of life never tire. The writer knows of some railroad men who have learned and done some important things in agriculture. Doubtless there are many more of this sort. Your Agricultural Department should serve to bring all this out and to enable those who have made great successes in some thing or other to tell all of us how they did it. Furthermore, much can be gained through an exchange of ideas by questions being asked and answered through this department. Some of the questions and answers may not be sufficiently wide in their application to be worthy of publication and can be dealt with by correspondence, but the



FRONT YARD OF EMPLOYEE'S HOME WITH
FAMOUS KUDZU VINE WHICH GREW
FORTY FEET IN A YEAR

writer will agree, as far as he is able, to answer any pertinent questions through the columns of this department by correspondence or otherwise. As the months go by, doubtless it will appear to you and the readers that space can profitably be given to timely articles appropriate to the season, such, for example, as well prepared and illustrated articles upon the management of a lawn, the proper laying out, preparation, fertilization and management of a kitchen garden, the successful growing of berries, the selection and management of an orchard, how to find out about and successfully manage soils, etc., etc.

The story of what some employe has done in agriculture will often be a great stimulus to effort among others, and from this source much good will follow.



AN OLD RAILROAD MAN NETTED \$1500 ON A "POOR YEAR'S CROP"
FROM SIX ACRES OF THESE TREES

The picture of the tomatoes herewith, for example, was taken in the garden of a Company employe in the engineering department who devoted a considerable part of his home garden, about a sixth of an acre, to tomatoes, and produced a yield at the rate of over 1800 bushels of perfect fruit to the acre. After supplying his family he sold enough from this patch to pay his house rent nine months of the year. Some day we will get him to tell us how he did it.

The orchard in the accompanying picture is the property of an old railroad man, who reports for last year (which was a very bad fruit year) that from six acres of twelve year old summer apples he received net \$1500 for his crop on the trees.

It has been demonstrated that alfalfa is a successful and profitable crop in every state traversed by the Baltimore & Ohio Railroad. The accompanying picture is an illustration of what an old railroader, who saved enough to buy a little farm, is now doing. Last year he cut four



FINE HEAD OF C. E. POST'S
PRIZE WINNING WHITE
LEGHORN COCKEREL

crops giving an average yield of over six tons per acre. What he is doing many others can do.

The other picture is of a little cottage home of a Baltimore & Ohio employe where can be seen a well arranged pretty lawn, well selected shrubbery and beautiful vines. Note the luxuriant Kudzu vine, which is hardy, and one of the handsomest adornments in its class. The gentleman who owns the home says that this vine grew over forty feet in length in a single year.

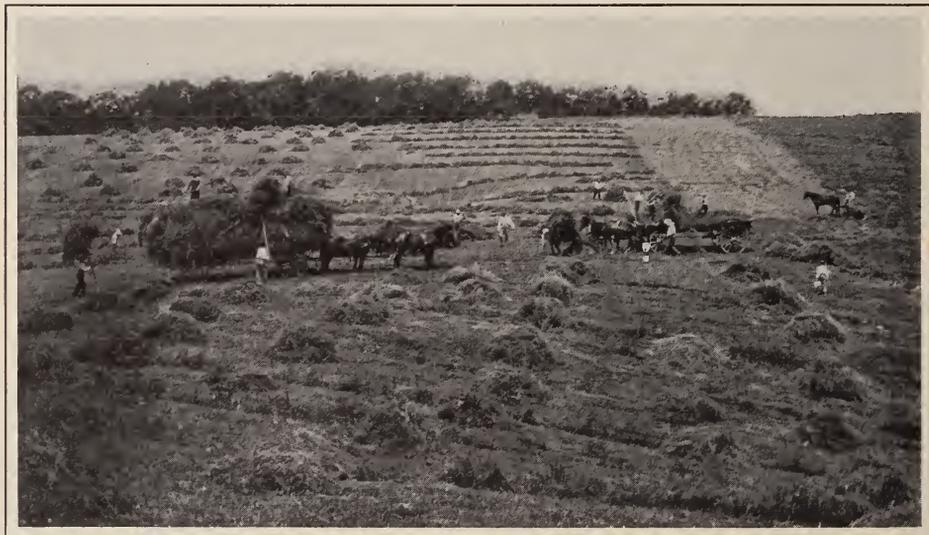


PRIZE WINNING COCKEREL BELONGING TO
C. E. POST, CASHIER AT NILES, OHIO

These examples are submitted, not because they are extraordinarily fine or unusual, but because they are at hand and serve to illustrate the idea of the writer that many excellent pictures of such subjects could be obtained from employes. All employes are cordially invited to send such pictures to the writer, who will greatly appreciate them.

The writer wants to be of some use and service to the employes of the Company, and also confesses that he hopes the employes will be of service to him in his work.

I bespeak the consideration, the interest and the cordial cooperation of every employe of the railroad in an effort to make this department of the Magazine a decided success. I want them to ask me questions and to give



THIS ALFALFA ON THE BALTIMORE AND OHIO LOOKS LIKE MONEY
FOUR CROPS A YEAR—SIX TONS AN ACRE—TWENTY DOLLARS A TON

me information and to supply materials and thought for us to use. If they will do this they can make the department exceedingly interesting and profitable to us all and of great good to the Company.

Very respectfully,

(Signed) J. H. STEWART.

Thanking Mr. Stewart

BALTIMORE, April 3 1914

MR. J. H. STEWART,
Agricultural Agent,
Morgantown, W. Va.

My Dear Mr. Stewart:

After the very thorough presentation of the subject of an agricultural department for our Magazine contained in your letter of April 1st, we feel that little more can be said to make this department of interest to our employes. For your information, however, let me say that every one to whom I have spoken of this new feature of our Magazine, has approved of it heartily and we believe that you will have splendid cooperation from our readers.

You get so many chances to see the phenomenal results gained by, and often, the splendid profit accruing to railroad employes who devote a part of their leisure time to gardening or farming on a small scale, that perhaps nothing which we could say would make you any more enthusiastic than you are now over the possibilities of such activities on the part of our men. But it may interest you to know that one of our men here at Camden Station has in the last few years cleared over \$2,000.00 on just such garden trifles as lettuce, parsley, etc., which he raises on his small place a few miles outside of Baltimore and disposes of in this city. We will probably be able to have him give us a good article on how he did this a little later on in the year.

In conclusion let me thank you heartily on behalf of the readers of the Magazine for your proffered assistance. We will try to make good use of it. Your suggestion that all questions on agricultural subjects be referred to you is entirely agreeable to us, and we hope that it will not be long before you are made to feel that there are many men on the System who are anxious to take advantage of the benefits they can get from a practical interest in this department.

Yours very truly,

EDITOR MAGAZINE.



Every Safety Committeeman can be a Railroad Health Officer

By Dr. E. M. Parlett

Dr. Parlett delivered the following address at the March meeting of the Ohio River Division and General Safety Committees at Parkersburg. It is full of sensible suggestions which, if adopted, will promote the health and happiness of every Baltimore and Ohio employe. All of us can help put these suggestions into successful operation.

Mr. Chairman and Gentlemen: I feel it my duty to call your attention again to the necessity for maintaining the property of the Ohio River Division in a sanitary condition. This movement for better sanitation is for the welfare of our employes and unless we have the full and hearty cooperation of every member of the Local Safety Committee we will not be able to accomplish what we want. This is a campaign in which the officials are dead in earnest, and your interests alone is the incentive which stimulates this splendid movement.

Each man is requested to carry his note book, to make notes of every unsanitary condition observed during the month, and to report all such conditions at our regular monthly meeting. You are requested to have these matters attended to promptly, and, if possible, corrected. With proper interest and the cooperation with your divisional officials you can do much. There are a good many unsanitary conditions that can be corrected without the expenditure of money. There are others that will necessitate the expenditure of some money, but no matter what they happen to be, we want them reported.

The menace from unsanitary conditions to the health and longevity of the men is just as great as is the menace from acts and conditions that bring about accidents. There are more men who become sick as the result of conditions under which they work, and live, than are injured. Our death rate in the United States last year from preventable degenerative diseases, was 350,000. A great many of them were brought about by unsanitary living and working conditions. There were nearly half a million cases of typhoid fever. Certainly sixty per cent. of these deaths were preventable. There were 100,000 cases of consumption that could have been prevented had the populace been alive to the fact that every time a consumptive expectorates he becomes a source of infection for some feeble man, woman or child. During the year 1913 there were 18,000 cases of sickness among our employes, as against 13,000 injured. Does this not impress you?

It is easy to contract disease when one is in a run down condition. Take for instance the man whose rest has been broken, or who has been unduly exposed to the elements, or whose digestive

apparatus is not in good working condition, or who dissipates, or whose work is of an exceptionally exhaustive nature, or who it maybe has only a slight cold. Such a man, when exposed to germ-laden dust or other media of contagion or infection, is more liable to be brought down with a severe illness such as pneumonia, diphtheria, typhoid fever, influenza, rheumatism or some other disease than one whose resistance is not impaired by such unusual physical drains.

This local committee should constitute itself a vigilance committee, a protecting body against ill practices, disgusting habits among offending employes and existing unsanitary conditions, if only as a matter of self-preservation. A good field for your best efforts is in educating and controlling the boomer, who has little intelligent interest in himself, the property, or his fellow employes. He should be told that such offensive practices as he is customarily guilty of will not be tolerated. Such a man is just as much a menace to your health and life as a careless employe who disregards the rules, or who from mental abstraction, negligence or carelessness jeopardizes your lives and his own.

To help you gentlemen in detecting and reporting unsanitary conditions to be corrected, I will ask you to study conditions as you find them. Take the shops, for instance. Watch the ventilation there. See if the forge fires are properly protected with hoods to carry off the fumes and gases. Examine the conditions of entrances and exits which, when left open, permit cold drafts of air to blow in upon the men who may be overheated while at work. Study the dust producing machines, and plan for the proper illumination of all the machines, particularly as regards the position of the operator while doing his work.

Electric illumination should be so placed that the light will come from the rear and to the side, or from above, rather than from in front of the operator's eye. This latter condition only throws his work in most instances in a shadow, but the glare from the light itself, impinging directly upon the retina of the eye, more or less obscures his work, and in time injures the eyesight. Whenever possible, lathes should be so placed as to avoid the necessity of the operator facing the window light when at work. This also throws his work partly in shadow. One of the most important things in connection with a work shop is to have the windows clean, to allow all the light possible to enter. Sunlight itself is one of the best disinfectants known, and is the ideal illuminant. Depressions in the flooring where quantities of water collect, and in which the men may stand or walk, should be eliminated. Dry floors minimize the sources and the chances of contracting pneumonia and allied diseases.

Roller towels and public drinking cups should not be tolerated, as they are a fruitful source of spreading disease. They are prohibited by law in West Virginia.

The rest houses and camp cars should always be kept in a condition of the greatest cleanliness. Vermin-infested bunks and beds are not only a source of great annoyance and loss of rest, which in itself may become a potential source of accident, for no man can be painstaking, careful and alert in his work, if he has not had proper rest, but in addition, these vermin are transmitters of disease germs. The bed-bug transmits small-pox; the flea, bubonic plague; the body louse, typhus fever, the mosquito, malaria and yellow fever; the fly, typhoid fever, infantile paralysis and sleeping

sickness, and even the ant has been known to carry the germs of typhoid from polluted soil to the food in the pantry, and thence to the table. Whenever it comes to your notice that the cars or rest houses are infested with vermin, report the condition promptly to your superior, who will in turn advise the medical examiner, who will see that they are properly fumigated.

In all earnestness and seriousness I would ask you gentlemen to inaugurate an anti-spitting campaign. I cannot emphasize too forcibly the dire results in the spread of disease, especially among the feeble of us, the infants, the aged and those vitally depressed. Besides, no more disgusting condition can possibly exist than a room befouled with expectorations and tobacco juice.

Toilets all over the system, I regret to say, have been sadly neglected. Rarely are they screened and a great many of them are foul and overflowing. Such a condition as the latter should not be tolerated under any circumstances, and I would ask you to report all such so that the condition may be remedied.

Now, just a word about nails. Mr. Hair will doubtless speak to you about the number of accidents occurring on

our System from men injuring themselves by stepping on nails protruding from upturned planks and boards. Such an injury usually is looked upon in the light of a minor accident. To prove that this is far from true, let me explain that nearly all the cases of lock-jaw come from just this sort of injury. The germs of lock-jaw thrive only after the wound has closed, when they throw out their toxins, which get into the blood stream and thence to the nerve centers and cause this most horrible, convulsive and usually fatal disease. A punctured wound of this sort should be thoroughly opened up and washed out with peroxide of hydrogen or cauterized. If you gentlemen will take enough interest in this matter to talk about it and set the example to others, and will turn every nail down or remove it whenever you happen to notice such a menace to the life of any who may be so unfortunate as to be put in danger of treading upon it, you will be doing a great deal for the Safety movement.

Let us clean up our Railroad and keep it in a sanitary condition. As our third vice-president, Mr. Thompson, suggests, let us make it on a par with the Panama Canal.

**“The doing of things nearly all the time right,
instead of much of the time wrong, will have a very
great influence upon our results”—Daniel Willard**

Do You Know!

Mr. Superintendent, Stenographer, Clerk:

That every time you lose a lead pencil costing the Company one cent, you lose the entire revenue gained by hauling one ton of freight 2.7 miles?

Mr. Mail Clerk:

That every time you affix to a letter or package a two-cent stamp more than is required, you force us to haul a ton of freight almost 5.5 miles to make up for the waste?

Mr. Trackman:

That every time a shovel disappears the revenue for carrying a ton of freight over 112 miles goes with it?

Mr. Engine-wiper, Box-packer or Oil House Attendant:

That the saving of a pound of wool waste is equivalent in revenue to hauling a ton of freight almost 25 miles?

Mr. Brakeman or Conductor:

That every lost lantern means a consequent loss of 157 revenue ton miles?

Mr. Station Agent or Operator:

That the saving of a broom is the saving of the equivalent of the revenue on 61 ton miles?

Mr. Every Man on the Baltimore & Ohio:

That each one of us can save somehow, somewhere, by just using a little extra care and being a little more watchful over the Company's property?

Will You Help?

QUESTION BOX



Did You Solve the Problem in Train Operation Correctly?

The large number of solutions received to the problem in train operation printed in the March issue, was a very gratifying sign of the interest which practical questions of this sort will stimulate among the readers of the Magazine. Men from all over the System answered this question, and although a very few said that they found the solution easy, we believe that the majority of those sending in correct answers spent a considerable amount of time on their solutions.

Only about one-fifth of the answers received were incorrect. But several men wrote in and said that though they spent considerable time endeavoring to solve the problem correctly, they were unable to do so, and we have no doubt but that there were many such. It will be noted that not only Baltimore & Ohio employes, but other persons not connected with the System sent in correct solutions. The writer also knows of other outsiders who were unable to solve the problem, in particular a man who is in charge of the largest automatic telephone experimental station in the United States. When such mechanical geniuses fail, it should be a matter of some pride to the men who succeeded.

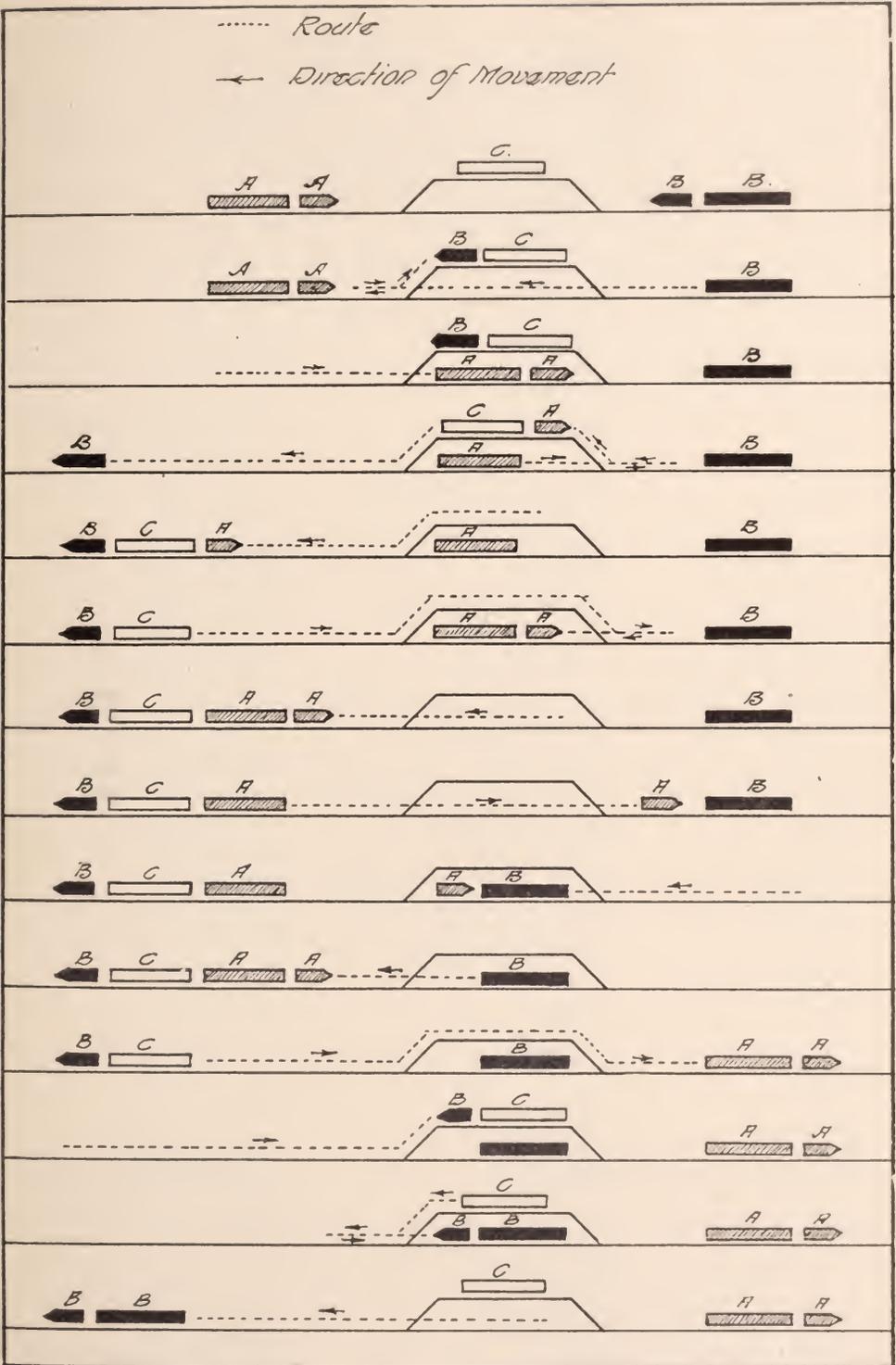
The simplest solution of the problem (and there were several ways in which it could be worked out, but none as short as this) is printed on the following page in diagrammatic form. We are indebted to A. B. Hinckle, supervisor on the Chicago Division, for this fine diagrammatic solution, and are sure that this will be clear to every reader who has given the problem any thought.

Correct Answers were Received from the Following:

J. S. Shiland.....	Proposer of problem.....	Painesville, Ohio.
A. B. Hinckle.....	Supervisor.....	Chicago Division.
W. V. Feather.....	Conductor—S. & M.....	Smithfield, Pa.
E. L. Harrington.....	Traveling Freight Agent.....	Dallas, Texas.
E. W. Witcraft.....	.....	Cleveland, Ohio.
J. Peter Boyle.....	Assistant Painter Foreman.....	Glenwood, Pa.
Dan Wible.....	Air Brake Inspector.....	Glenwood, Pa.
Morrell Smith.....	Stenog'er, Car Foreman's Office.....	Glenwood, Pa.
J. F. Walter.....	Agent.....	Hoytville, Ohio.
E. S. Spiken.....	Brakeman, Shenandoah Division.....	Hagerstown, Md.

..... Route

← Direction of Movement



DIAGRAMMATIC SOLUTION OF PROBLEM IN TRAIN OPERATION
BY A. B. HINCKLE, SUPERVISOR CHICAGO DIVISION

Max Dietrich	Train Caller	Chicago Junction, Ohio.
J. E. Shuttleworth	Engineer—M. R. Division	Fairmont, W. Va.
Z. C. Brownlee	Fireman	Glenwood, Pa.
R. J. Wood	Conductor—Yard	Cincinnati, Ohio.
W. E. Stanton	Telegraph Operator	Hamden, Ohio.
Charles Laub	Ex-Yard Conductor	Connellsville, Pa.
H. G. Hammond	Operator—Monongah Division	Smithton, W. Va.
Roscoe W. Speer	Tonnage Clerk—Indiana Division	Seymour, Ind.
John Walter Penn	Foreman B Yard Repair Track, Locust Point	Baltimore, Md.
J. G. Bohn	Chief Rate Clerk	Parkersburg, W. Va.
S. S. Horning	City Passenger Agent	St. Louis, Mo.
G. W. Smith	Telegraph Operator—Chicago Div.	Defiance, Ohio.
A. L. Mehrling	Station Service Bureau	Mt. Royal Sta., Baltimore, Md.
J. E. Crill	Conductor—New Castle Junction	New Castle, Pa.
C. S. Gray	Draftsman—Glenwood Shops	Glenwood, Pittsburgh, Pa.
F. L. White	Yardmaster	Washington, D. C.
Franklin Connors		Garrett, Ind.
E. Arthur Hurd	Clerk, No. 2 Machine Shop	Mt. Clare, Md.
J. W. Petry	Brakeman	Bridgeport, Ohio.
F. E. Book	Passenger Brakeman	Chicago Junction, Ohio.
W. S. Baber		Parkersburg, W. Va.
J. E. Sullivan	Brakeman—West End	Cumberland Division.
J. D. Newham	Retired Train Despatcher	Newark, Ohio.
M. D. Reese	Chicago Division	Garrett, Ind.
Wm. D. White	Office Auditor Coal and Coke	Baltimore, Md.
Lee Fleming	Fireman, Toledo Div.—C. H. & D.	Dayton, Ohio.
N. A. Hammond	Switchman	Baltimore, 1700 Light Street.
R. J. Doyle	Loss and Damage Bureau	Baltimore, Md.
Paul L. Faustman	Car Service Department	Baltimore, Md.
W. R. Mackin	Central Building	Baltimore, Md.
T. W. Lafferty	Curtis Bay Yard	Baltimore, Md.
C. I. Lowe	Mt. Clare	Baltimore, Md.
George C. Schildwachter	Clerk—Car Service Department	Baltimore, Md.
J. W. Jennings	General Yardmaster	Hartzel, W. Va.
G. M. Drager	Office Supt. Car Service Dept.	Baltimore, Md.
C. H. Harvey	Operator—KN Tower	Walkerton, Ind.
Frank Wahl	Yard Clerk	Washington, D. C.
G. H. Wiman	Yard Brakeman—New Castle Jct.	New Castle, Pa.
C. W. Secrest	Operator—Wheeling Division	Captina, W. Va.
P. G. Ervin	M. of W. Timekeeper	Garrett, Ind.
J. H. McGillivray	Chicago Terminal	Chicago, Ill.
W. O. Trigg	Auditor Disbursements Office	Baltimore, Md.
J. A. Hughes, Jr.	Secretary, Valuation Engineer	Baltimore, Md.
R. B. Daugherty	Operator—Wheeling Division	Littleton, W. Va.
A. T. Rinker	Cumberland Yard	Cumberland, Md.
J. A. Phelps	Telegraph Operator—DE Office	Akron, Ohio.
D. W. Cronin	Inspector M. of W.	Cumberland, Md.
R. R. Barnes	Agent	Homer, Ohio.
E. C. Forney	Lampman	Homer, Ohio.
L. Cloud	Section Foreman	Cumbo Yard, W. Va.
H. S. Barnes	Operator	Glover Gap, W. Va.
John M. Turrel	3rd Trick Operator	Vincennes, Ind.
C. G. Malott	Agent	Bedford, Ind.
W. P. Newkirk	Yard Conductor	Portsmouth, Ohio.
Frank H. Rolfes	Stenographer	Cincinnati, Ohio.
J. J. Marlow	Agent	Aultman, Ohio.
D. L. Ross	Ticket Clerk	Mannington, W. Va.
J. S. Wetherall	Yardmaster	Bridgeport, Ohio.
"Single Tracker"		Baltimore, Md.
A. R. Zink	Chief Engineer, C. H. & D. Dock	Toledo, Ohio.
W. B. Brooks	2nd Division Brakeman	Cumberland, Md.
Frank H. Evans	Shops—Clerk to General Foreman, C. H. & D.	Ivorydale, Ohio.
Henry E. Kloss	Relief Yardmaster	Cumberland, Md.
R. E. Seymour	Track Foreman	Hereford, Ohio.
F. J. Swartz	Operator	Relay Tower, Md.
J. E. Jones	Yard Conductor	Chicago Junction, Ohio.
E. L. Kelley	Yard Conductor, C. H. & D.	Toledo, Ohio.

R. S. Mitchell	Assistant Supervisor, Philadelphia Division	Havre de Grace, Md.
Prosper V. Robards	Crossing Watchman, Whittle Ave.	Olney, Ill.
G. C. White	Engineer	Garrett, Ind.
J. E. Stutzman	Clerk	Chicago Junction, Ohio.
W. E. Johnson	Yard Clerk	Chicago Junction, Ohio.
Henry W. Aro	Road Brakeman, Philadelphia Division	Riverside.
J. W. Pledge	Conductor, Baltimore Division	Riverside.
M. J. Sanbower		Boys, Md.
H. F. Howard	Dispatcher	Cincinnati, Ohio.
Brighton Station, C. H. & D.		Cincinnati, Ohio.
R. A. Morgan	Operator	Buckhannon, W. Va.

Several new, interesting problems were submitted, but on account of lack of time and some question as to whether they are sufficiently difficult for publication, we will postpone printing them until the May issue. In the meantime, here is a simple little problem, submitted by H. E. Pursell, Relief Agent, Parkersburg, W. Va., which we hope will interest our readers:

“The trucks of a flat car weigh 900 pounds.

The wheels weigh as much as the trucks and half the body of the car.

The body of the car weighs as much as the wheels and the trucks.

What is the weight of the car?”

It is hoped that we will have a large response to this question, and we shall be glad to give credit in the next issue of the Magazine to all men sending in correct solutions. Whenever possible please write in ink, clearly and on one side of sheet only.

When the Question Box department was started, we hoped that the readers of the Magazine would make it peculiarly their own, for the discussion of all pertinent questions, the asking of information on subjects of common interest to us all, etc. It can really be made the most interesting and probably the most profitable department in the whole Magazine, if we would manifest as much interest in it as we have in the train operation problem, printed in the March issue. We will try to answer all sensible questions submitted, and will endeavor to have discussed by competent authorities all subjects on which our readers wish information. Now it is up to the readers of the Magazine to bring out the possibilities of the “Question Box.”

Have I Failed?

S. E. Kiser, in Leslie's

I have worked and I have won
 Certain pleasing victories;
 If the things that I have done
 Be not heard of overseas,
 Or their merits be denied
 Or unnoticed by the crowd,
 Still, to me they have supplied
 Moments when my heart was proud.

I have loved and I have heard
 Her who seemed angelic say
 Tenderly the golden word
 That swept all my doubts away;

Though the world may never look
 For such worth as I have had
 Or perceive my little nook
 I have filled it and been glad.

I have seen her child and mine
 Sleeping in her proud embrace;
 If my gifts be not divine
 Nor my place a lofty place,
 I have worked and hoped and won
 All the love a man may claim.
 Have I failed if I have done
 Naught to bring me wealth or fame?

"Cy" Warman's Last Poem

THE DEATH of "Cy" Warman, on April 7th, kindled genuine regret and sorrow in the hearts of railroad men and others who knew his homely character and kindly disposition through the many poems of his which appeared in railroad publications. Few of us who are over twenty-five years old can forget the great popularity of "Sweet Marie," the simple, sentimental ballad which everybody was singing between fifteen and twenty years ago. This was probably the railroad poet's best known composition.

¶ Millions of Americans have heard and sung and whistled and played "Sweet Marie" who would not know Beethoven's "Adelaide" if they heard it, and who are ever so much more familiar with "Tales of an Engineer" than with the "Comedie Humaine." To such the death of Cyrus Warman will be a loss and a grief.

¶ Cy, as he was known, was born in Greenup, Ill., June 22, 1855, and was educated in the public schools. He was brought up on a farm, and pursued that life until 1880. Then, largely at the urging of Ida Blanche Hays, whom he had married the year before, he went to Denver and began work as a railroad man, at first in the shops and then as fireman and engineer. His wife and the railroad developed the gift of poesy which had first cropped out in the little schoolhouse, where he had astonished the natives on commencement day by reading an original poem on "The Last Day of School."

¶ After working for eight years on the Denver & Rio Grande he settled at Denver as editor of "The Western Railway," and four years later, in 1892, went to Creede, Col., and took charge of "The Chronicle." A year later he visited New York and was greeted as the "Poet of the Rockies." Later he spent years in travel, in Europe and the Orient. He lived for a couple of years in Washington, and then established himself at London, Ontario.

¶ His first wife died in 1887, and in 1892 he married Miss Myrtle Marie Jones, of Denver, who was the original of the "Sweet Marie" of his song. Until his coming to New York he wrote only poems, but here he was moved to try his hand at short stories. He rode from New York to Chicago on a locomotive, and the next day wrote "A Thousand Miles in a Night," his first story, which was published in "McClure's Magazine." Thereafter his rise as

a story writer was rapid. He published a number of volumes—"Tales of an Engineer," "The Express Messenger," "Frontier Stories," "The Story of the Railroad," "The White Mail," "Snow on the Headlight," "Short Rails," "The Last Spike," and "Weiga of Temagami."

¶ The last poem of the "Poet of the Rockies" was written in Philadelphia about a month ago and in it the poet seemed to prophesy his death. Mr. Warman wrote the verse at the Bellevue-Stratford Hotel and it was read by him before the Bureau of Commercial Economics of the Philadelphia West Branch Y. M. C. A. It is entitled "Will the Lights be White?" and is as follows:

Oft, when I feel my engine swirl,
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there.

When swift and free she carries me
Through yards unknown at night,
I look along the line to see
If all the lamps are white.

The blue light marks the crippled car,
The green light signals "Slow,"
The red light is a danger light,
The white light, "Let her go."

Again the open fields we roam,
And when the night is fair
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.

Swift toward life's terminal I trend,
The run seems short tonight;
God only knows what's at the end—
I hope the lights are white.



HOME DEPARTMENT

Edited by Edith Henderson

Convictions or Conventions—Which?

ARE we awake to the spirit of the age in which we live? Are we participants in the great movements which are spreading over our land and which should mean closer relations and better feeling between all men? Surely they mean a fuller recognition of the brotherhood of man.

While our railroads are insisting on "Safety First" and our new women are demanding "Votes," many a plain little woman pauses in the midst of the innumerable cares of her busy household with its boys and girls whose appetites and noise proclaim their healthy, glorious youth. And as she mentally surveys the "mess" she wonders "What ails everybody nowadays, and what is this old world coming to?"

This same woman has doubtless practiced, quite as a matter of course, all sorts of self-sacrifice for her family and her home. She has accepted willingly, cheerfully, the work which she and she only can do. To this mother and homemaker come disturbing doubts and rumors. Among the young people she hears an

amazing lot about professions, careers, good form, dress and society. Doubtless her own wardrobe has suffered much through sacrifice to her household gods, her personal beauty and youthful vigor are both depleted in the performance of those homely but exacting duties which used to be considered a woman's privilege and she quails before the onslaught of social uplift among her neighbors. More and more troubled she becomes as the old-time neighborly kindness is gradually succeeded by a conservatism which looks dangerously like snobbishness, and it is small wonder that she gives up in despair, concluding that she is old-fashioned and behind the times.

But is she? Are courtesy and good manners old-fashioned? Is simple kindness out of style? In our remarkable industrial and commercial growth as a nation have we lost our hold on the real things of life, the sure, unchanging principles which form the foundation on which every nation must rest if it is to perpetuate itself? Have we heedlessly

changed the channel of that splendid spirit of enterprise which is our national inheritance, and turned its sweeping tide back upon ourselves in a strenuous effort to "get into society," outdo our fellows and "be somebody"?

A casual glance would seem to bear out these dismal facts, but if we can once get a better viewpoint we shall doubtless see that, after all, "society" is composed of human beings like ourselves, whose happiness or unhappiness is just as real as our own; that the really worth while people are not twaddling their time away within the dazzling circle of any exclusive "set" or clique, but are live wires in the world of folks, just "folks."

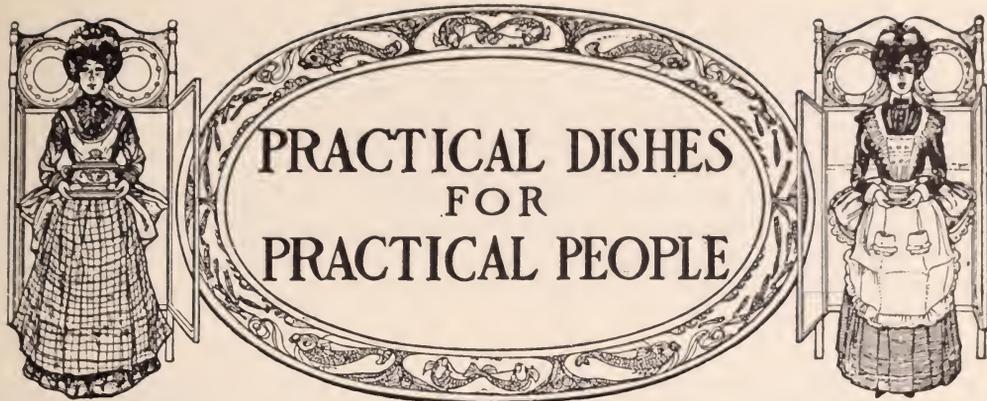
It is well to remember that all "forms" and conventions owe their origin to a spirit of kindness and consideration for others whose feelings they are supposed to protect. Any form or convention that fails to do this has ceased to have an excuse for its existence.

It is not my purpose to make light of or to withhold from the polite usages of general society the importance which is rightly theirs—quite the contrary; but it is a depressing thing to observe intelligent American people descending into mediocrity, desperately imitating somebody else, subverting their own personality while adhering fanatically to the letter, but

completely ignoring the spirit of the laws of politeness.

Surely right-minded, self-respecting people need not feel that to work honorably, though ever so humbly, keeps them or their children from "being somebody." There is only one way to be "somebody" and that is to be it. What a joke for democratic America to be bowing and kowtowing before the inflated boggy of foolish formalities. Did you ever notice the people who can be informal successfully without becoming rude, familiar or vulgar? Are they not the brightest, most intelligent and delightfully human people you know? Of course they are, and the secret of it all is that they are sensible enough to be themselves instead of trying to be somebody else. They are too keenly intellectual to be tricked or hoodwinked into dethroning the goddess of Reason (whose everyday name is "Common Sense") to give place to some Billiken of form or convention. Their simplicity of faith and sincerity of purpose make for a well-rounded personality which stands out from a background of imitation and towers head and shoulders above that of their poor stupid fellow creatures, who, for a time, have forgotten that true greatness is true worth and that the real key to politeness and "good form," if you will, is B natural.

The Mother in her office holds the key of the Soul; and she it is who stamps the coin of character, and makes the being who would be a savage, but for her gentle cares, a Christian man—then crown her Queen of the World.—*Old Play.*



Oatmeal Bread

Over one pint of raw oatmeal pour four cups of boiling water and let stand until cool. Dissolve one yeastcake in one-half cup lukewarm water and add these to oatmeal and water, then stir in one cup molasses and a generous pinch of salt. Work in enough wheat flour to make dough as stiff as for ordinary white bread, using a little lard, and set to rise over night. In the morning knead well, make into loaves and put in pan to

rise again. When light, bake in slow oven.



Orange Salad—Italian Style

Wash carefully tender lettuce (one good-sized head is usually enough for four persons).

Cut in round slices four sweet, juicy oranges; pour on small quantity of olive oil (about two teaspoonsful to each person), sprinkle juice of one lemon and shake a little salt over all.

Spring Hats

This is to be a blessed season of convertibility in gowns, we are told. A season when everything left over and passed by as out of style from last year, the year before and as far back as grandmother's "dolman" wrap and bustle polonaise may be incorporated in the present day models and lend themselves most graciously to the mode of the hour.

In view of the above it would seem that the season's hats may include many revivals of the styles of other days, and indeed this seems to be the case, for when, if ever, have we seen such saucy, daring

little hats as are shown in the spring models this year? Hats of every material, bent, folded and rolled endways, sideways and all ways—tipped and tip-tilted at most unheard of angles—very chic and full of dash.

Small, well-fitting, thoroughly comfortable hats are much in favor, and if grace of shape be lacking it can be easily supplied by proper management of the trimming. Thus, height is added by wired loops, tall plaitings and high fancies of various kinds. Velvet or chiffon veiling silk is much used for crowns in

combination with hemp or other soft straw brims and the sharp angles of colonial or continental shapes are softened by little curling coque feathers. Some of the hats are round, flat on top and tipped at a becoming angle by a bandeau arrangement underneath. Such a hat is very piquant and lends itself well to graceful and attractive trimming.

There is another heavier crowned model with a soft feather pompom set front and back or on either side, but the front and back trimming seems to predominate. As the season advances we shall probably see hats of broader brims with soft loopings of lace, velvet and ribbon, as well as all the flower and feather favorites in old and new style arrangement.



Diet Hints for Children

AN intelligent mother can accomplish a lot by giving her family the food their physical peculiarities require.

Constipation has long been recognized as a disturbance which can be corrected by special feeding. Infants, either fed from the breast or bottle, when so affected indicate to you that there is a low per cent of cream or richness in the milk. Correct this by increasing the proportion of cream in each bottle, or mixing a teaspoonful of cream with a teaspoonful of water and feeding before each nursing. Should this not have the desired effect, oatmeal gruel should be used. Prune juice, given in small quantities, is recommended for children over a year old. It should be given carefully, however, as it has been known to upset the stomach. Strained orange juice has excellent laxative qualities and if given the first thing in the morning on an empty stomach,

thirty minutes to an hour before eating, its effect can be relied upon. It is a stimulant to digestion, too. Not more than a teaspoonful should be given children between six and twelve months old, the amount of course being increased in proportion to the child's age. For children over a year and a half old, apples, stewed or baked, can be used. Peaches, in moderation, are good for a child over three years old, but care should be taken to see that they are thoroughly ripe. Dates and figs are effective. In obstinate cases, the juice of fresh pineapple is invaluable. Cut in small pieces, sprinkle with sugar and allow to stand twelve hours or more. Feed this juice to the child, on an empty stomach, three or four times a day. It will not interfere with the child's digestion. Fresh vegetables have a laxative effect. Bananas are the only fruit having a tendency to constipate.



Safety First in The Home



The accompanying picture might be called "Safety First as applied at Home."

The owner of the cosy house, and father of the child, W. H. Chilcoat, passenger brakeman on the Newark

top on a framework. When not in use the entire device cannot be seen from the street, the long side pieces being behind posts and the lower part being behind the railing on the porch.



Division, is a genius who is always working to make his abode just as attractive as can be. The gate on the porch is arranged on wheels similar to a large door, and is suspended from the

In justice to Mr. Chilcoat it should be stated that he did not know, when requested by the photographer to stand for a snapshot, that it was to be used as "Exhibit A" in a Safety First article.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Keeping up to Date

ONE OF our fastest passenger trains was recently bowling along at a sixty-mile-per-hour clip through the farming section of southern Pennsylvania. Just above Aikin, close by the track, was a farmhouse, and as the engine shrieked along, a magnificent Russian wolf hound darted away from the front door and ran madly across the field, paralleling the line of the track in his flight. A three-bar wooden fence fifty yards from the house offered no stay to his speed and his every movement indicated what a splendid ground covering machine he was. But the train pulled away from him with the same inevitable certainty that it did from the farmhouse itself.

A hundred years ago the sires of that dog were probably the fastest land travelers in existence. Today their records have been eclipsed by many engines of speed.

Success lies not altogether in keeping the human machine in a perfect state of efficiency, but also in seeing that it adjusts itself to the conditions of the day in which it lives. The typewriter, the dictaphone, the slide rule, the adding machine, the fountain pen—these and many other inventions which are now in accepted use, cost the men who brought

them into being years of study and labor. And unless we in our work adopt the facilities offered by these labor-saving machines, we are as obsolete from the standpoint of present day efficiency as is the wolf hound when compared with the locomotive as an engine of speed.



Spring Fever

About this time of the year spring fever attacks the unoffending citizen and reduces him to temporary junk.

Spring fever is more terrible than other fevers because it cannot be cured by swallowing a clinical thermometer and running out a few yards of tongue in the presence of a doctor. When a man has spring fever he has to suffer along with the knowledge that nothing is the matter with him and that there isn't sympathy enough in the wide world to spare him one little tear.

Spring fever is so called because it removes the spring from man and leaves him a mass of helpless woe. It begins by attacking the victim's feet. These rapidly increase in weight until they weigh half a ton apiece. It then dissolves the backbone into a thin jelly, removes the muscles from the arms, and hangs lead sinkers on the eyelids.

When the fever has completed this job it sits back and watches its victim trying to work with fiendish glee.

The efforts of said victim to do a day's work look like the efforts of a slim young man to throw an elephant over a trolley wire by the tail.

When he begins to work in this condition he has an ache for every bone. A little later he has only one ache, but he has not improved in health. His one ache is merely all of his former aches run together.

We laugh at spring fever because it is only a temporary, though an acute, affliction. We also laugh at certain moist and fervent portions of this and other countries because of the general disposition of the inhabitants to start on yesterday's work tomorrow. But in these climates spring fever is often chronic and the starch in the human system remains permanently melted, causing a pathetic flabbiness of muscle and will. There are in addition many people who are "born tired." With them it is always spring and their desire to work cannot be detected by the most delicate reaction.

The Government is kind to these afflicted folk, giving vast numbers of them life positions in the bureaus at Washington. But this is at best a makeshift, and is besides too hard on the bureaus. Medical science should focus its attention on chronic spring fever and

devise some means of relieving its victims and their victims.—*George Fitch, in Collier's.*



Handicapped

Indistinct in the darkness, a figure ugly and misshapen, struggling up the hill. Head sunken on chest, big hands hanging inert as lifeless pendula, knees bent with seeming paralysis,—a cripple, perhaps.

No—not a cripple. It emerges from the friendly shadow and lurches into the searching glare of the arc light. A heavy hand moves upwards and passes slowly over the eyes. For an instant the figure straightens up, then crumples and stumbles blindly into the night—a victim of self-imposed slavery.

Don't worry about the handicaps you cannot help. Shake off those that are self-imposed, and the others will take care of themselves.

Can a Trainman be a Christian?

By J. E. Goodwin

Conductor, Wheeling Division

Can I work and be a Christian, on a Railroad
with its cares,

While a thousand frets and worries daily face
me with their snares,

Can I work and be a Christian, can I keep my
spirit glad,

Will my heart remain uncalloused, with no
Sabbath to be had?

Yes—although there be temptations, turn
whatever way I may,

I can live and be a Christian, working on the
seventh day,

If my purpose is to follow Jesus who was
crucified,

I can work and still be faithful, though I may
be sorely tried.

Yes, it's hard to have no Sabbath, God's ap-
pointed day of rest,

But He put me on the Railroad, and He knoweth
what is best.

I can tell you why He did it, He'll ne'er let me
suffer loss

If I follow in His footsteps and lead comrades
to the cross.

Mayhap in an awful moment some stout-hearted
engineer

Or a worthy fireman dying, I can give a word
of cheer.

It may be a brave conductor; or a hero at the
brake,

That will need my hurried whisper, "Father,
save for Jesus' sake."

So I'll work upon the Railroad, taking all
things as they come,

Serving Christ, and hoping daily, I may be a
help to some.

Till the day when He shall call me, to that
glorious land of rest,

Then if I have done but little God, will know
I've done my best.

**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 FEBRUARY**

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Wellston.....	\$12,258	\$6,980	*\$11,736	.....
Indiana.....	5,565	.....	15,205	.....
Connellsville..	5,460	7,028	.....	12,238
New Castle...	4,583	.....	.....	22,364
Illinois.....	4,095	6,729	.....	.....
Cleveland.....	.....	5,659	.....	18,665
Pittsburgh.....	.....	4,849	.....	16,993
Toledo.....	.....	.....	5,016	.....
Wheeling.....	.....	.....	4,553	.....
Indianapolis...	.....	.....	3,682	.....
Ohio.....	.....	.....	.....	12,104

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

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." Heretofore, we have 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,
FEBRUARY, 1914**

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$3,400.00	\$ 1,233.00	\$2,629.00	\$ 2,394.00
Baltimore...	4,232.00	1,047.00	3,263.00	2,568.00
Cumberland..	3,065.00	2,626.00	1,764.00	2,660.00
Shenandoah..	3,130.00	640.00	2,910.00	2,905.00
Monongah...	3,683.00	2,215.00	5,981.00	3,248.00
Wheeling....	3,778.00	4,553.00	4,512.00	4,077.00
Ohio River...	4,161.00	2,279.00	9,538.00	3,556.00
Cleveland....	5,659.00	1,560.00	18,665.00	3,379.00
Newark.....	3,457.00	1,855.00	3,631.00	2,674.00
Connellsville.	7,028.00	2,441.00	12,238.00	5,460.00
Pittsburgh...	4,849.00	3,246.00	16,993.00	4,033.00
New Castle..	4,646.00	2,881.00	22,364.00	4,583.00
Chicago....	4,017.00	1,485.00	4,734.00	2,515.00
Chicago Ter'l.	3,383.00	1,707.00	4,266.00	2,958.00
Ohio.....	2,962.00	1,351.00	12,104.00	2,614.00
Indiana.....	4,151.00	15,205.00	6,677.00	5,565.00
Illinois.....	6,729.00	3,430.00	2,904.00	4,095.00
Toledo.....	2,955.00	5,016.00	10,138.00	4,072.00
Wellston....	6,980.00	*11,736.00	11,076.00	12,258.00
Indianapolis..	3,837.00	3,682.00	3,167.00	3,618.00
Average.....	3,917.00	2,274.00	4,671.00	3,281.00

* Indicates no accidents.

THE SAFETY POOL

Of all the Safety First devices being adopted by railroads and manufacturers to reduce the number of accidents on their property, the queerest was operated in Thayer, Missouri, last summer. It consists of a swimming pool with a springboard raft and dressing room.

The railroad at that point had been a great attraction for boys, and many accidents resulted from youngsters "hopping" freight trains. The railroad superintendent fitted up the swimming conveniences on a pool owned by the company and notified the boys that any of them reported to have been seen on a train or on the tracks would be barred from the swimming pool. There have been no boys injured on the railroad since that notice was given out.—*Saturday Evening Post.*



SPECIAL MERIT ROLL

NEW YORK DIVISION

Friday the thirteenth of February proved a very unlucky day for brakeman William Hagen, who is stationed in yards at St. George, Staten Island, New York. Toward nightfall of that day while working at the float bridges, Hagen accidentally fell overboard. Marine clerk William McRoberts was tending bridge lights for westbound floats dispatched from New York, and hearing Hagen's cry for assistance, unhesitatingly responded. A heavy snow was falling and the slips were jammed with ice at the time, but this did not phase McRoberts, for, aided by floatman L. Quillen, he succeeded in rescuing his man.

STATEN ISLAND

On Monday morning, March 2nd, 1914, at 12 30 a. m., the train of engine No. 21, engineer Philip Carroll and fireman Carl White, was discharging passengers at Stapleton station. Engineer Carroll noticed something on eastbound track, got down from engine and found it was a large barrel of garbage, which had blown on track during the severe snow storm then in progress. He and the fireman removed the obstruction, which was fortunate, since an eastbound train was due at that time.

On arrival at South Beach with train No. 762, engine No. 13, March 8th, 1914, at 9.25 p. m., engineer Charles Wynans, Jr., felt an unusual jar. He made examination of track and found the rail was broken about two and one-half feet from joint and was very loose. He procured spikes and fastened rail so as to avoid any derailment, then notified all crews using track, and immediately on his arrival at St. George advised dispatcher. There were no wires at South Beach at that time.

BALTIMORE DIVISION

On February 20th, 1914, C. L. Todd, assistant trainmaster, found broken switch point at

Hollofields passing siding at 1.10 a. m. He held train No. 83, engine No. 4092 and No. 29. As this is a facing point switch, it is probable that a serious accident would have occurred, had not this prompt action been taken.

On March 2nd, we had one of the severest wind storms ever felt in this vicinity. One of the trackmen, T. H. Hill, who lives at Knoxville but works at Brunswick, on Section No. 62, was not working that day but felt it his duty to go to the railroad and see if he could be of any service. On reaching the track at Knoxville, he discovered that the roof of a box car, which was standing on the siding, had been blown off and landed on the eastbound passenger track. His first thought was, "Is No. 8 gone?" and on asking the crossing watchman this he was given a negative answer. Mr. Hill then started through the storm to flag No. 8. He reached Weverton before No. 8, and notified the telegraph office. Then he notified the foreman to get his men and with their help removed the roof from the track. His thoughtfulness and prompt action saved what might have been a terrible accident. This shows that our men are on the alert and always working for "Safety First."

At 6.40 one morning recently operator Spurrier, Watersville Junction, found brake rigging wedged in switches on old line so that No. 24 could not get over safely.

Fireman Elmer Wyant, while working on engine in the yard at Mt. Clare, discovered broken rail on ladder leading to "A" yard.

On March 2nd, train No. 159, W. H. Livesey and P. W. Norris reported iron bar lying across the eastbound passenger track west of Lansdowne. No. 154 was notified to look out for it and trackmen were advised and found pieces of car wood and removed same.

On Friday, January 9th, about 4 p. m., John Keller of Buckeystown, Md., connected with

the O. J. Keller Lime Co., whose kilns are near our tracks at Kellers crossover, found a broken rail on eastbound track near Buckeystown. Mr. Keller notified trackwalker Victor Cook, who was near. At this time there were no trackmen available because they were all working at wrecks at Gaither and Washington Junction. Mr. Keller offered his services and with trackwalker Cook removed the broken rail and laid new rail in its place. It is pleasant to have good and kind neighbors.

As extra west engine No. 4014, C. G. Bastain and G. D. Coleman, passed Barnesville at 8.41 one morning recently, operator Warfel at this point reported the bottom of hopper of Baltimore & Ohio car 131457 dragging. The train was stopped at Dickerson and car secured before any damage was done.

On February 6th, Wesley Day, track foreman on Section 47, at Henryton, Md., on the old main line, noticed a brake beam down under C. & O. car 2955. train No. 94, engine No. 4278. He signaled to train crew, had train stopped, and a steel brake rigging beam removed, probably saving a derailment.

CUMBERLAND DIVISION

On February 11th, J. M. Wyndham, regular second trick operator at Fawvers, W. Va., while No. 94, engine No. 4232, with twenty-four cars was passing, observed something dragging under the eleventh car from engine. Arrangements were made to examine it at Martinsburg, where it developed that truss rod had broken on the front end of W. S. L. E. No. 42102, due to one-quarter old defect allowing rod to come down on the track, catch in a tie and bend back.



J. M. WYNDHAM

The rod was replaced by the crew, secured with a wire and train proceeded. Operator Wyndham entered the service June 6th, 1881, and has worked at various important offices on this division since that time.

While switching repair tracks at Cumberland, conductor W. J. Cale discovered bent axle on Baltimore & Ohio car 27657. He deserves

credit for being on the lookout for defects, which, if not discovered, might result in the loss of life and property.

On February 11th, section foreman G. W. Dunbar was on his way to coal tippel at M. & K. Junction, and noticed a defective wheel in train of extra east No. 2422, on Baltimore and Ohio No. 127538. He had the car switched out, and is to be commended for his watchfulness and interest in the Company's welfare.



G. W. DUNBAR

That conductor Crummett of caboose No. 916 has his mind on his work and is on the lookout was demonstrated a few nights ago. While running an extra engine out of Keyser, when Pinto tunnel was reached, it was found that a train ahead had stalled in the tunnel. Conductor Crummitt sent his engine to the rescue and when examining the stalled train, found a car with a broken wheel which had been sliding. The car was cut off and placed on a siding, and a possible wreck thus averted.

On February 2nd, section foreman M. A. Faherty, who first entered the service of the Company as a laborer at Amblersburg, April 10th, 1877, and is now employed as section foreman at Amblersburg, noticed that extra east No. 4312, which was passing, had a brake rigging down on a steel hopper, and that it was dragging on the rail. He notified the conductor and had the train stopped, preventing what might have been a serious accident. The division engineer has commended Mr. Faherty for his close observation.

MARTINSBURG

It is not generally known that a possible wreck was averted Sunday, March 15th, when president Willard's train went west through Martinsburg, by the watchfulness of freight conductor J. W. Hipsley and his flagman, Jos. H. Baker. They had been instructed to watch for any obstructions along the line as they went west from town. On the hill at North Mountain, Mr. Hipsley felt the caboose jolt in a manner that indicated something was wrong and when his train reached the tower, he sent flagman Baker back to investigate. A badly broken

rail was discovered and other westbound trains were warned. Until the broken rail was replaced succeeding trains were crossed over, one of these being the president's special.

Special mention is due section foreman S. W. Thomas of Kearneysville for constant vigilance.

On the night of March 5th, at Kearneysville, the loaded express trucks were pulled between the eastbound freight track and the eastbound main, as is customary at this point. A number of passengers were crowded along the eastbound



S. W. THOMAS

freight track waiting for eastbound local No. 18. On this particular evening No. 18 was using the freight track, thus setting the stage for a possible loss of life and destruction of property. Mr. Thomas came to the station when he heard No. 18 coming and quickly noticed that the train was using the freight track. By some hustling he cleared the tracks and the danger was averted.

On March 7th at the Leetown Pike crossing, Mr. Thomas saw train No. 2 bearing down on a horseman about to cross the track. The crossing bell was ringing, but the advancing horseman seemed to pay little heed to its warning. Mr. Thomas was working close by and at once sensing the gentleman's danger, quickly called to him, thus preventing what might have been a fatal accident.

MONONGAH DIVISION

On February 28th, J. V. Sandy, a glass worker residing at Webster, discovered a broken rail on the main track just east of Webster, five inches being entirely gone. He hurried to Webster, secured a key to the telephone booth and got into communication with the operator at "DK" Tower. Train No. 47 was out of Grafton at the time and reached "DK" Tower about five minutes after the trouble was reported.

On March 5th, C. W. Friend discovered a broken rail west of S1 A bridge near Defoe Siding. He made the necessary arrangements in conjunction with another party to protect the broken rail in both directions and im-

mediately flagged train No. 26 and notified engineer Malone. The latter in turn notified the crews of extra west No. 1205 and No. 1203. Arrangements were made to have repairs made immediately, thus preventing a possible serious accident.

WHEELING DIVISION

On February 21st, as train No. 98 was passing section foreman G. E. Phillips, west of Glover Gap, he noticed a wheel wobbling on T. N. O. No. 10847. He notified the rear brakeman who advised his conductor, G. E. Gatewood. The latter examined the train at Glover Gap and found a bent axle, one and one-half inches out. Mr. Phillips is to be commended for his alertness.

On February 23rd, track foreman G. E. Phillips and the track walker on the opposite side of the track simultaneously noticed brake rigging dragging in train No. 21 as it was passing them. They flagged train and notified crew, who adjusted the derangement. Good work, boys, the little breaks remedied save the big ones.

At 9.20 p. m. on February 19th, James Fletcher of Underwood, W. Va., notified the operator there that a large rock was on the track at westbound distant signal at Underwood. This rock, 10 x 6 x 6, weighing twenty-five tons, had come from the hillside across a country road and mine track of Jamison No. 9, and blocked both the north siding and main track. The engines of No. 97 and No. 98 got the rock clear enough to pass trains on main track at midnight.

Supervisor Murtaugh, with light engine and dynamite, went to the scene at 12.30 a. m., put a charge of dynamite on at 4.30 a. m., but only broke off about one-third of the rock. He later put on another charge of dynamite, which cleared the north siding. Had not this obstruction been discovered before No. 97 came to it the result would have been disastrous as it was on a curve and the engineer could not have seen it in time to avoid a collision. Mr. Fletcher has our hearty thanks for his discovery. His interest is greatly appreciated.

OHIO RIVER DIVISION

On February 16th, 1914, John Snyder, section-man, was examining track and found about

five inches of rail broken at Ripley Landing, one mile east of Millwood, W. Va. He immediately notified his foreman. When they arrived at the broken rail they could not find the piece rail and had to flag train No. 709 to run over the break very slowly. Had not he found the break and flagged train No. 709 the rock might have caused bad accident or wreck.

CLEVELAND DIVISION

On March 16th, all wires and one telegraph pole were knocked down at Piedmont by the ditcher. R. K. Hughes, agent at that point, secured a twisted pair of wires from the Telephone Company at Piedmont, ran them under the track and connected up the train wire, giving communication with Holloway and avoiding a great amount of delay to trains. Mr. Hughes is to be commended for his action, and has been written an appropriate letter.



R. K. HUGHES

On the morning of March 7th, conductor J. B. Willoughby, while switching over No. 3 switch at Canal Dover, found a switch point which opened up about an inch, when wheels ran on joint about three feet ahead of point. He immediately notified all concerned.

On March 6th conductor Q. B. Gatchell found some broken angle bars in three different places on the C. L. & W. and immediately notified all concerned by wire.

On Sunday, March 15th, C. W. Francis of Strongsville, Ohio, discovered bridge No. 90 at Strongsville on fire and immediately put the fire out without any damage to the bridge. Mr. Francis is to be commended for his interest and action in this instance.



S. C. LOGAN

(See March issue, page 58)

On March 11th, engineers E. F. Herimerdinger and J. Miles, while running extra No. 2224 and No. 2374, discovered bridge 92 east of Strongsville on fire. They stopped the train and put the fire out. They are to be commended for their watchfulness and action in this instance.

On March 4th while conductor R. F. Stauffer, engineer V. Bailey, brakeman Geo. Faul, brakeman H. Kerr and fireman J. Lisisky were on engine on their way to the coal tipple at Lorain, they observed smoke coming from the roof of the hump yard office. They immediately ran engine to the office and by using water from the tank were able to put out the fire and save the building. They are to be commended for their action in this instance, and superintendent Lechluder has written them an appropriate letter.



D. F. MORRISON
(See March issue, page 58)

On or about January 3rd, flagman C. E. Russell at Massillon, while on local east at the sand spur at Beach City, went out to flag, and just around the curve at Beach City, discovered a bad joint and broken rail, which caused both rails to jump. He remained at that point to flag Nos. 11 and 12 and also notified the sectionmen, who had the track fixed.

On March 20th, while conductor L. Pekarek and flagman J. W. Hileman were on their train passing over bridge No. 9, the first west of Freeport, O., Mr. Pekarek discovered that the bridge was on fire in three different places. In order not to delay the train, he directed Mr. Hileman to get off and put the fire out, and this was done without any damage to the bridge. They are to be commended for their action in this instance.

NEWARK DIVISION

Flagman J. Steen, on train 1st 89, March 18th, while at Glencoe on siding, discovered a broken flange on engine No. 2574. Proper action was taken and possibility of accident prevented. Mr. Steen is to be commended for his alertness, and the manner in which he handled the situation.

About 3.15 p. m., on December 31st, while operator Foust, of New Haven, was going home, train No. 27 passed him, near Plymouth, where he lives. He discovered a broken wheel in the train and ran down to the telegraph office at Plymouth to get New Haven to stop it, but it had passed New Haven before he could get word to the operator.

On February 24th, as train No. 34 with engines Nos. 2880 and 2685 was pulling out of the eastbound siding at Butler, the pilot on the lead engine dropped down on the track. F. M. Willson, signal repairman, saw the pilot fall and immediately signaled the engineers to stop. This was done and the pilot removed. Mr. Willson's keen observation possibly averted an accident and we appreciate his watchfulness.



F. M. WILLSON

Foreman H. E. Bitcher was working on the hill between New Haven and Chicago Junction, and as train went by him he too saw the broken wheel and as he could not get the attention of the crew as they went past him, he ran behind the caboose, turned the angle cock and stopped the train.

Both the operator and foreman were commended for their actions.

On February 2nd, C. A. Blaney, trackman, on the C. & N. Division, found a broken rail in Weber joint near Summit, O. The broken rail was very hard to see, as the Weber joint completely covered the break. This shows that Mr. Blaney was paying strict attention to his work and made a close examination for any defects in track.



C. A. BLANEY

CONNELLSVILLE DIVISION

On March 9th, while train 2nd 94, east, engine No. 2538, was pulling into Connellsville yard, brakeman J. J. Harper of switching engine No. 1109 noticed brake rigging down on L. & N. car No. 101791 in 94's train, and flagged the train. He succeeded in having it stopped before any serious damage was done.

On March 6th, engineer H. F. McLalen, in charge of train 2nd 94, engine No. 4119, while looking back over his train just east of Cooks Mills, noticed fire flying from under one of the cars in the train and sent front brakeman back to ascertain the trouble. It was discovered that a brake rigging had come down under P. &

L. E. car No. 31367. The train was stopped and the brake rigging removed, possibly averting a serious accident.

On March 16th, agent B. S. Rush of Garrett, Pa., noticed a brake rigging down on a car in train of extra east engine No. 4026 which was pulling by the station. He immediately telephoned the operator, who stopped the train and had repairs made.

On February 24th, brakeman Geo. W. Ashman of switching engine No. 2219 found a car replacer on the main track at the west end of Oliver Siding. He stopped his train and flagged train No. 83 which was following, until the replacer could be removed from the track.

On March 16th, brakeman C. F. Herring of switching engines Nos. 2898 and 2808, discovered six inches broken out of rail at the east end of Mukden No. 1 Siding, and notified the track foreman, who made the necessary repairs.

PITTSBURGH DIVISION

On January 10th, brakeman William Craig, working with extra east, engine No. 2638, discovered a piece of car wheel about five inches long lying along the track east of Wildwood. This was just after train No. 158 had passed. He immediately called operator on telephone and had him stop No. 158 and have it examined.



WILLIAM CRAIG

NEW CASTLE DIVISION

On March 8th, yard brakeman M. Kenney at Haselton noticed that the brake beam was down on the tank of engine No. 4054, train 2nd 97, passing Haselton, and that the beam had dropped under the wheel and raised the tank wheel off the rail. He notified the engineer who disconnected the beam and thus prevented a possible accident.

Train 2nd 94 on March 24th stopped at east end of Niles Junction to pack a hot box on the engine and back in for No. 10 after this work was done. When conductor Heinbaugh reported clear to operator W. W. Nichols, the latter stated that he noticed fire flying from

the train when they passed the office. Investigation developed that they had S. R. L. No. 7971 in the train with a broken arch bar. We wish to commend these men of the New Castle Division for their watchfulness.

On the morning of February 25th, the temperature on the New Castle Division was about eighteen degrees below zero, and the only telegraph wire that could be kept up was the train wire.

A division operator, with engine No. 1373, started west from New Castle Junction to repair wires, picking up the lineman enroute, and they worked their way to Newton Falls, finding breaks and crossed wires at a number of places.



O. C. BEDELL

On arrival at Newton Falls, the division operator was surprised to find a lineman already on the job, for sitting astride the top cross arm of a high pole was second trick operator O. C. Bedell, with a regular lineman's equipment.

Mr. Bedell was not due for duty for about five hours, but with the interest of the Company at heart, he was willing to forego the comforts of his home and climb poles in zero weather to repair wires and get the lines straightened out, to avoid delays to business.

This is the spirit that wins, and we are highly gratified to find it exhibited by the employes of the New Castle Division. We wish to thank Mr. Bedell through the columns of the Magazine for his interest and willingness to work beyond what his position calls for.

On March 6th, conductor J. L. Dull, on train 2nd No. 10, reported a broken rail in the east-bound main track west of Wayland. Arrangements were made to protect this track, and the trackmen found six inches broken out. Conductor Dull is deserving of credit for his observance of conditions along the line, as his discovery of this broken rail and prompt report of same averted a possible accident.

On March 8th, conductor J. A. Moore notified the dispatcher that there was a plank lying across the westbound track just east of Sterling

station. It was removed by operator Adams. Conductor Moore is right in line with the other employes of the New Castle Division in noting conditions liable to cause trouble, and promptly reporting same. We thank the employes for their interest in these matters.

OHIO DIVISION

Agent-operator A. J. Saunier at Pleasant Plain, on March 25th, reported something dragging on train No. 199, a double-header. The dispatcher stopped the train at Cozaddale and the conductor examined it and found a brake beam dragging on one of the cars.

If this had not been discovered by Saunier it might have resulted in a serious derailment and he has been commended for his watchfulness.

On the morning of March 9th, while conductor J. P. McDonald was in the caboose of an extra west No. 2684-2515 and was passing Highland station, he felt the caboose jump, immediately got off to investigate the case and found about six inches broken out of a rail in main track. He flagged train No. 98 and made report by telephone from Highland to the operator at Leesburg. A five mile per hour order was immediately put out and sectionmen were called to put in a new rail. The alertness of conductor McDonald perhaps prevented a serious accident, and he has been formally commended by the proper authorities.

At 3.10 p. m., on March 14th, Chas. Boylan, baggagemaster at Washington C. H., while checking the yard, found broken rail in main track. He immediately notified the operator, who in turn notified the dispatcher, so that break could be protected by an order. He also went after the sectionmen in the east end of the yard with speeder car and the rail was replaced in a short time.

ILLINOIS DIVISION

Yard foreman W. E. Catt, at Washington, Ind., distinguished himself on the night of February 6th, when the cross-arms of a telegraph pole near the Relay telegraph office caught on fire, it is presumed from the sparks of a passing locomotive. There was a brisk wind blowing at the time, and it was fanning the flames fiercely. This would have resulted in considerable damage to poles, cross-arms and

wires, to say nothing of cutting off telegraphic communication with Indiana Division wires. With the temperature ten degrees above zero, Mr. Catt, carrying a pail of water, climbed the pole and put out the fire before any serious damage resulted.

Superintendent Scheer received the following letter from superintendent J. E. Stumpp of the Wabash R. R., at Decatur, Ill., under date of February 26th:

"On February 22nd, Glen Ballard, freight clerk at your station, at Taylorville, discovered a broken rail in our southbound track at that station, and promptly reported same to our agent, enabling us to have track repaired

before accident resulted. The interest displayed by him is highly appreciated."

INDIANAPOLIS DIVISION

On March 10th, Sanford Taylor, a resident of Dana, Ind., discovered a broken rail in the main track at road crossing, just west of Dana, and notified the agent, who in turn got the sectionmen to the point and had repairs made before an accident occurred.

On March 12th, superintendent White wrote Mr. Taylor, thanking him for his prompt and efficient action, and stating that his act was highly appreciated by both the division and general officials.

Consolidation Coal Company's Special Train

Probably the finest train ever run over our lines left Camden Station at nine-thirty on the night of Friday, March 27th. It was the special train chartered by Mr. Jere H. Wheelwright to take over one hundred prominent bankers and railroad officials on a tour of inspection of the wonderful natural resources of the Monongahela Valley in northern West Virginia, and the properties of the Consolidation Coal Company, Fairmont Gas Co. and the Monongahela Valley Traction Company. The train was made up as follows:

- One combination car;
- One twelve-section D. R. sleeper;
- One dining car;
- One twelve-section D. R. sleeper;
- One dining car;
- One twelve-section D. R. sleeper;
- One twelve-section D. R. sleeper;
- One dining car;
- One twelve-section D. R. sleeper;
- One dining car;
- One twelve-section D. R. sleeper;
- One C. & P. private car.

Mr. Graeme Turnbull, secretary to Mr. Wheelwright, was in charge of the arrangements, and to his efficient management a great deal of the success of the trip was due. The party, consisting of 110 persons, arrived at Weston, W. Va., at eight o'clock Saturday morning, and the special train was then dead-headed to Fairmont, where it was in readiness to receive the guests of Mr. Wheelwright on their arrival Saturday evening. It departed from Fairmont at one o'clock p.m. Sunday and reached Camden Station a little after ten the same evening.

Accommodations were so arranged that the entire party could take their meals at the same time. Two Pullman porters were provided for each sleeper, and the dining car service was the very best that could possibly be provided. Mr. E. A. Walton, our district passenger agent, was in charge of the train, and everybody on the trip, particularly Mr. Wheelwright, and ex-senator Watson of West Virginia, were delighted with the accommodations provided.

Cleveland Division Campaigning for Efficiency

How an Engineer Found \$15.95 on One Day's Run

THE BALTIMORE AND OHIO RAILROAD COMPANY
CLEVELAND DIVISION
OFFICE OF SUPERINTENDENT

CLEVELAND, OHIO, March 21, 1914.

To All Employes:

Each employe on this Division is appointed a member of the **Cleveland Division Efficiency Committee**.

The objects of this Committee are good service, economical operation and performance in all branches.

The rewards we will derive are those which come from pleasing the public and shippers, increasing our revenue and decreasing our cost, subjects in which we are all vitally interested. Results will be made a part of each man's record.

How this plan can be made a success will be seen from the following experience of locomotive engineer Harrison Lynch. He overheard a conversation between officials in regard to economy and remarked that he had never thought how economy could be promoted by the picking up of air hose fittings. He further said that he knew where there were quite a number of such fittings which had the hose cut off and that he would bring them in. When he returned from his next trip he had with him five good angle cocks with hose nipples still in them and nine hose clutches. This action on the part of Mr. Lynch saved the Company \$15.95.

Any suggestions made by employes for the betterment of conditions which are adopted, will be credited on their records. Address all communications to the Chairman.

The slogan of the campaign is "**Enthusiasm**," the essence of prosperity.

Yours truly,

W. T. LECHLIDER, *Chairman.*



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, *Chairman*

E. R. SCOVILLE, Transportation Department

JOHN HAIR, Motive Power Department

W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic

Dr. E. M. PARLETT, Relief Dep't, Sanitation

B. C. CRAIG, Safety Appliances

Advisory Committee

A HUNTER BOYD, Law Department

J. W. COON, Operating Department

Dr. J. F. TEARNEY, Relief Department

GENERAL OFFICES, BALTIMORE

It is to be wondered at that the bowling team of the Treasury Department was a little surprised at the way the crack team of duckpin tumbler's office put one over on them at the Plaza alleys on Wednesday night, April 1st.

It should be wondered at because, knowing that it was the first of April, they should have expected to be fooled.

They were fooled, both in the first game and the last; but of course it wouldn't have been at all nice for the paymaster's team to take all the honors, so they kindly donated the second game to the opposing team.

It is believed that the Treasury team did not feel at all sore about the spanking they received, for they realized after the first few boxes had been played, that they were bucking against well trained men.

The scores follow:

PAYMASTER'S.
456-443-472

TREASURER'S.
444-488-427

Z. T. Meushaw, of the auditor passenger receipts office, is a student of Esperanto and has become so expert that he corresponds with foreign students of the universal language and finds the correspondence highly interesting.

R. M. Billmeyer, of the same office, is quite an artist, having produced a number of very meritorious paintings, some of which are original creations. Mr. Billmeyer has been assisted in his work by criticisms of some of his professional artist friends.

At the annual meeting of the Traffic Club of Baltimore, held on March 10th, the retiring president of the club, Nathan J. Elliott, local agent of the Star-Union Line, was presented with a gold pen-knife and watch chain as a token of the esteem in which he is held by the members of the organization. The presentation address was made by major E. A. Walton, district passenger agent of the Baltimore & Ohio Railroad, who is prominently identified with the local club.

NEW YORK DIVISION

Correspondent, T. A. KAVANAGH, *Chief Clerk*,
Pier 22, N. R., 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. SALISBURY..... Asst. Terminal Agent, Pier 7, N. R.
- ALFRED OSWALD..... Foreman, Pier 22, N. R.
- M. E. DEGNAN..... Foreman, West 26th Street
- GUS FLAMM..... Foreman, St. George, S. I.
- C. T. TOOMEY..... Foreman, Pier 21, E. R.
- E. SHEEHY..... Foreman, Pier 7, N. R.
- LOUIS POLLY..... Laborer, Pier 7, N. R.
- CHAS. ROSS, No. 15..... Laborer, Pier 22, N. R.
- CHAS. MONCHINO..... Laborer, 26th Street
- JAS. RICH..... Laborer, Pier 21, E. R.
- JOHN LOOSE, No. 177..... Laborer, St. George
- C. H. KOHLER..... Supervisor Floating
Equipment, Marine Department
- HENRY BOHLER..... Captain, Marine Department
- J. W. LETTS..... Engineer, Marine Department
- F. MORROW..... Oiler, Marine Department
- W. MEAD..... Fireman, Marine Department
- JOHN MURPHY..... Deckhand, Marine Department
- JOHN TRUNK..... Lighter Captain, Marine Department

NEW YORK TERMINAL

DIVISIONAL SAFETY COMMITTEE

Station Service

- W. B. BIGGS..... Agent, Pier 22, N. Y. } Representing Agents
- E. W. EVANS... Agent, St. George, S. I. }
- J. ELLERMAN... Asst. Foreman, Pier 7, N. Y. } Representing
- E. MEROLD... Receiving Clerk, Pier 21, N. Y. } Labor
- M. E. DEGNAN..... Foreman, 26th St.

Marine Department

- CAPT. C. H. KOHLER..... Supervisor Floating
Equipment, for Marine Matters in General
- CAPTAIN HENRY BOHLER..... } For Steamboatmen
- ENGINEER J. W. LETTS..... }
- CAPTAIN JOHN TRUNK..... } For Lighters and Barges
- CAPTAIN HARRY PETERSEN..... }
- W. CORNELL..... Terminal Agent, Chairman

George Kabatchnick, who for a number of years was stenographer to the terminal agent, has been promoted to the marine department, where his duties will be those of stenographer and general clerk.

Robert Briody, of the marine department, advances to day tug dispatcher, vice E. W. Cooley, resigned.

William McRoberts, formerly stationed at the Float Bridge, St. George, S. I., is now information clerk at Pier 22, North River.

John Murphy, storage clerk, Pier 22, North River, has been confined to his home with chronic fibrinous bronchitis.

Arrangements are under way to organize a uniformed baseball team at New York, to be known as the Royal Blue nine. The organization is now being brought about by Messrs. Hagan and Seigel of Pier 22 and Nolan at St. George.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROEHLING, *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. SCHAFFER..... 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 Conductor
- J. J. O'CONNOR..... Master Mechanic

The following changes have taken place at Clifton shops: Francis A. Hamm, general foreman machinist, has been appointed acting master mechanic in place of J. J. O'Connor, resigned; Max Heffner, foreman machinist, has been appointed general foreman machinist; Stephen Beinert, machinist, has been appointed foreman machinist. All these men have been in the service of the Company for a number of years.



ACTING MASTER MECHANIC
F. A. HAMM, CLIFTON, S. I.

S. P. Kretzer, secretary of the Staten Island Rapid Transit R'y Co., has been elected assistant treasurer of the Company, succeeding W. B. Foster, resigned. Mr. Kretzer will continue his duties as secretary of the Company. This change was made at the last meeting of the board of directors.

On March 7th, 1914, conductor E. E. McKinley was appointed night yardmaster and conductor John D. Gibb was appointed assistant night yardmaster.

Nathan Levy, confidential clerk to agent Evans, has been appointed assistant agent at St. George Lighterage department, with John E. Davis as his assistant.



NIGHT YARDMASTER
E. E. MCKINLEY, CLIFTON, S. I.

M. J. Murphy, of the W. B. department, has been appointed foreman of the transfer station at St. George, succeeding John F. Doody, who resigned.

The boys at St. George will do all possible to make the "Inaugural Fellowship Dinner" to be held at the Hotel Gerard in New York a grand success.

Robert Seigel, the new west bound clerk, seems to be pleased with his new work for he smiles all day long now.

Little Jack will be a stenographer soon.

The sincere sympathy of all the Lighterage Department employes goes to night time-keeper Joseph C. Young, on account of the death of his mother.

It is seldom that both press and public give railroads the credit due for efficient work in times of storm, when havoc is wrought with schedules and freight movement is practically at a standstill. They are rather prone to criticize methods and suggest impracticable schemes for coping with such emergencies. To conquer the record storm of twenty years and maintain a service which was highly commended by our patrons, therefore, shows that this division has developed "efficiency" to a high degree.

The storm began Sunday morning, March 1st, with a heavy snowfall, the wind increasing to a velocity of sixty miles per hour. This continued through the night and all day Monday. As the St. George Yard and the North Shore Division are exposed to the northerly winds, it was not long before the tracks were covered. The regular maintenance gangs were set to work and succeeded in keeping trains moving, but by Monday night they were badly in need

of rest and their places were taken by freight handlers from the New York piers. The force was further augmented by a gang recruited from a labor agency and under the direction of the engineering department, carpenters and lighterage foremen, the St. George Yard presented the picture of a gigantic snow battle.

Tuesday morning the yard was open for service and passenger trains were running on schedule. Although trains were not on exact schedule Monday, they succeeded in making boat connections and at no time was service at a standstill.

It was a pleasant surprise to Staten Island commuters to find trains on time Tuesday, as trolley service was suspended, part of the lines being out of service as late as March 12th.

While freight service was a little delayed, it was soon back to normal, despite the fact that foreign roads were unable to take our cars at transfer points.

With signal service interrupted by wires being down, with tracks covered by snow, with the thousand and one difficulties attending storm conditions, the officers and employes well merited the encomiums of a critical press and public. There follows a letter written to the editor of the New York Times by a seasoned commuter, which voices the general public sentiment concerning our service.

"As one who is obliged each week to travel through New Jersey, Westchester, Long Island, and Staten Island, I want to congratulate the officials of the Staten Island Railroad for the excellent service they rendered during the last two heavy snowfalls. Not one of the roads entering New York compared with it in promptness, and every effort was made to hold to the schedule.

"The Staten Island Railroad has its faults, and I am not loath to criticize it, but I wish to be equally fair and just, for in this instance it merits the highest commendation.

FRANCIS J. REILLY."

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

P. C. ALLEN.....	Superintendent, Chairman
W. T. R. HOODINOTT.....	Trainmaster, Vice-Chairman
T. B. FRANKLIN.....	Terminal Agent
F. H. LAMB.....	Claim Agent
DR. A. L. PORTER.....	Medical Examiner
R. C. ACTON.....	Secretary
WM. SINNOT.....	Master Mechanic
J. R. SANFORD.....	Division Operator
T. E. THOMAS.....	Master Carpenter
A. A. BRADLEY.....	Air Brake Inspector
J. A. WARD.....	Road Engineer
W. M. GABLER.....	Road Fireman
G. A. GOSLIN.....	Yard Conductor
G. W. TAYLOR.....	Road Conductor
W. F. GATCHELL.....	Relief Agent
E. D. JACKSON.....	Division Engineer
J. C. BUSFORD.....	Assistant Road Foreman
S. M. HOY.....	Assistant Yard Master
WM. CHAPMAN.....	Truck Packer
GEO. GENNELL.....	Machinist
W. S. CHAMBERS.....	Yard Engineer
I. D. SHEPPARD.....	Yard Fireman
O. R. MOUNT.....	Yard Conductor
A. J. SHUTT.....	Warehouse Foreman
H. H. CARVER.....	Freight Agent

E. T. Horn, supervisor of terminals, Baltimore & Ohio System, has been in Philadelphia for the past several weeks inaugurating a new yard system similar to that recently put into force at South Chicago and Chicago Junction.

B. H. Thomasson, chief crew dispatcher at Chicago Junction, O., has been spending a few days in Philadelphia, posting yardmaster's office on new yard system recently put into effect.

H. K. Hartman has been appointed division operator and chief train dispatcher on the Philadelphia Division.

W. T. R. Hoddinott, has been appointed acting trainmaster on the Philadelphia Division.

At the annual meeting and banquet of the Baltimore & Ohio Railroad Clerks' Association, held in Philadelphia in February, R. C. Acton was elected president; J. R. Morrison, vice-president; Harry Cress, recording secretary; J. E. Callahan, financial secretary, and W. M. Kelly, treasurer.

The many friends of O. E. Farnan, for a number of years general yardmaster at Philadelphia, but for the past eight years terminal trainmaster at Pittsburgh, will be sorry to hear of his death in Pittsburgh, February 15th.

The Veteran Employees' Association has been sadly stricken in the last month, the following members having died: I. N. Jefferis, Philadelphia, died February 18th, 1914; Alexander Bonner, Wilmington, died February 22nd, 1914; Charles Skinner, Wilmington, March 1st, 1914; G. W. Jackson, Havre-de-Grace, died March 10th, 1914, and J. E. Walters, Wilmington, March 14th, 1914. Mr. Walters was vice-president of the Veteran Employees' Association, having been elected in January.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore

DIVISIONAL SAFETY COMMITTEE

- O. H. HOBBS.....Chairman
- C. W. MEWSHAW.....Trainmaster, Vice-Chairman
- R. B. BANKS.....Division Claim Agent
- W. I. TRENCH.....Division Engineer
- D. M. FISHER.....Agent, Washington, D. C.
- J. L. MALONE.....Yard Brakeman, Brunswick, Md.
- J. A. WILLIS.....Yard Conductor, Camden Yard
- A. M. KINSTENDORFF.....Agent, Camden Station
- DR. E. H. MATHERS.....Medical Examiner, Camden Station
- D. C. WEBSTER.....Yard Conductor, Washington, D. C.
- W. T. MOORE.....Agent, Locust Point
- M. E. NICHOLS.....Machinist, Brunswick, Md.
- 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
- S. C. TANNER.....Master Carpenter, Camden
- J. O. F. COVELL.....Engineer, Riverside
- G. H. WINSLOW.....Secretary, Y. M. C. A., Washington, D. C.
- DR. J. A. ROBB.....Medical Examiner, Washington, D. C.
- J. P. KAVANAUGH.....Assistant Superintendent, Camden
- E. C. SHIPLEY.....Road Foreman of Engines, Riverside
- E. E. HURLOCK.....Division Operator, Camden Station
- H. S. WILSON.....Relief Agent, Hanover, Md.
- A. W. AMSPACKER.....Yard Conductor, Curtis Bay
- C. H. MIKESSELL.....Yard Conductor, Locust Point
- J. S. POEET.....Fireman, Riverside
- A. MILLER.....Yard Conductor, Bay View
- J. W. RONEY.....Yard Conductor, Mt. Clare

- N. A. REESE.....Conductor, Baltimore
- A. G. ZEPF.....Supervisor, Camden Station
- T. L. STRUGGS.....Track Foreman, Camden
- J. KIRKPATRICK.....Master Mechanic
- J. W. WELSH.....Car Inspector, Washington, D. C.
- E. H. PETITT.....Tool Room Man, Riverside
- R. K. TAYLOR.....Leading Car Inspector, Brunswick, Md.

MOUNT CLARE SHOPS

Correspondent, GEORGE L. HENNICH, Secretary.

DIVISIONAL SAFETY COMMITTEE

- P. CONIFF.....Superintendent Shops, Chairman
- S. A. CARTER.....Machinist, Erecting Shop
- H. OVERYBY.....Machinist, Erecting Shop
- J. P. REINARDT.....Fire Marshal, Axle and Blacksmith Shops and Power Plant
- H. C. YEALDHALL.....Boilermaker, Boiler Shop
- R. W. CHESNEY.....Moulder, Brass Foundry
- J. H. WARD.....Machinist, Number 1 Machine Shop
- J. O. FERIN.....Machinist, Number 2 Machine Shop
- H. E. HAESLOOP.....Tinner, Pipe, Tin and Tender Shops
- Geo. R. LEILICH.....Manager, Printing Dept.
- C. R. YOUNG.....Clerk, Iron Foundry

Car Department

- H. A. BEAUMONT.....General Foreman, Chairman
- H. H. BURNS.....Car Repairman, Mt. Clare
- L. A. MARGART.....Clerk, Mount Clare Junction
- J. T. SHULTZ.....Cabinet Shop, Mount Clare
- C. W. GEGNER.....Passenger Car Shop, Mount Clare
- OTTO A. FRONTLING.....Paint Shop, Mount Clare
- C. W. KERN.....Stenographer, Baileys
- R. W. UPTON.....Clerk, Curtis Bay
- T. H. BACKENDORF.....Car Inspector, Mount Clare
- M. D. EDWARDS.....Day Car Inspector, Camden
- W. DAY.....Night Car Inspector, Camden
- S. E. SOMMERS.....Assistant Foreman, Locust Point
- P. J. REICHENBERG.....Car Inspector, Locust Point
- W. W. BIRD.....Car Inspector, Locust Point
- J. MILLER.....Blacksmith, Bay View

While repairing an electric locomotive at motor siding, A. W. Willie had his leg injured by the falling of a drawhead. He is now in the University Hospital. Mr. Willie was visited by the stork last month, the present being a baby boy.

The chief topic of discussion is—Who broke Delaney's hat, and will George's trouser's fit Herb?

The new safety gates have been placed on the elevators in the shop.

J. B. Gregory was married last month to Miss Katharine Bayon. The boys all wish him luck.

Chas. Seymour, who has been at home suffering from a strained hip, has recovered sufficiently to return to work again.

W. A. Furst, who for several months has been devoting his time to work in the electrical engineer's office in the Central Building and on the road, is back again.

Maybe C. F. Hoey, Bob O'Farrall, Buy Bopst and Lou Smith are still wondering who that wonderful professor is.

Lou Mills, combination wire and lineman, has resigned to accept a position as assistant foreman of the Washington, Baltimore & Annapolis Electric Railroad.

The many friends of D. W. Landes are very sorry to hear of the death of his mother, and wish to extend their sympathy.

J. B. Gay, wireman, who has been suffering from a fall received about four months ago, is again on the job.

Motoring to Rockville on a motorcycle built for two, L. S. Ziegenhein was married to Miss Eiserman. No wonder he has been showing his dimples more than ever.

We expect W. H. M. to be the next benedict.

C. W. Barry, better known as "Dad," who has been home with a heavy cold, is able to resume his duties again.

M. T. Douty, who was turned over to the Annapolis Short Line temporarily, is back with us again.

The baseball team has been working out every day the weather permits and expects to be rounded into the best of shape by April 25th, when they will play their first game with the Clarion Athletic Club.

Graves S. Brendel, sixty-six years old, a retired telegraph operator, who was employed by the Baltimore & Ohio Railroad Company for forty-eight years, died March 11th, 1914, at the Maryland General Hospital, Baltimore, Md.,

complication set in shortly after he went to the hospital. Mr. Brendel was the son of the late Henry Graves and Mary Ann Brendel. He was born in Middletown, Md. Entering the employ of the Railroad Company as a messenger in the telegraph office at Frederick, Md., he advanced rapidly, and when a young man was appointed



BARNESVILLE, MD., TOWER
Left to right: H. G. White, G. W. Crump, C. O. Warfel
Operators



MASTER STANLEY C. CRAWFORD

Son of Milton H. Crawford of Bailey's, who celebrated his second birthday on April 2nd, 1914.

from a complication of diseases. On February 20th last, Mr. Brendel went to the hospital to undergo treatment for heart trouble. He had been a sufferer for four years, and it was on account of this illness that he was retired by the Railroad Company on November 1st, 1910. A

telegraph operator. For a number of years he worked as telegraph operator at the Deer Park Hotel in the Blue Ridge Mountains and at Cumberland. About twenty-six years ago he came to Baltimore and worked for the Railroad Company at Lee Street tower, Camden Station.

Our assistant division engineer, E. H. Barnhart, spent two days at the meeting of the American Railway Engineering Association at Chicago, and judging from all the news he brought back from the Windy City, he must have had a good time. To let you know how enthused he was over the convention, simply note that he spent all of Saturday, March 14th, 1914, in a barber shop getting fixed up for the occasion.

K. Frech, freight car foreman at Camden, returned to duty on March 17th, after an illness lasting nearly three months, but was later taken ill again and died April 12th. The sympathy of his many friends at Camden is hereby extended to his relatives.

On February 24th, the stork visited the home of J. P. Lee, car oiler at Camden, and left a boy. Congratulations.

W. L. Smith, employed in the storehouse at Baileys, went down town on March 17th, to buy a baby carriage. It is thought he waited quite a while before making this purchase with the expectation that the baby would soon walk.

The boys are doing some tall thinking because of the fact that C. P. Lehrer, gang foreman at Bailey's, worked the entire day, March 17th. Why was this, Buck?

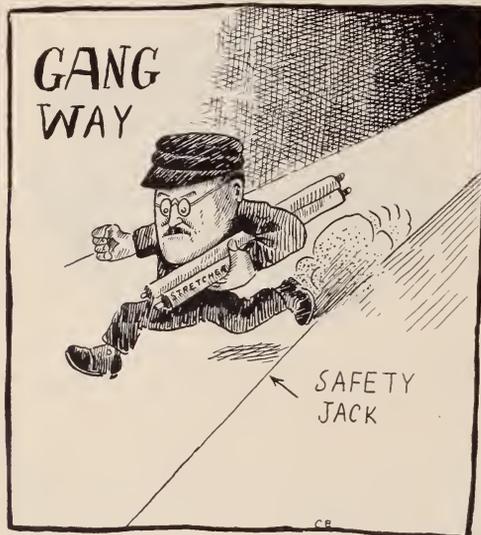
John O. Perin was born November 9th, 1856, in this city, and entered the machine shop as apprentice July 26th, 1875, finishing his apprenticeship in July, 1879. He has been in continuous service since the day he entered the employ of the Company, making in all thirty-one years and three months. He was appointed on

ciation's activities. B. R. Tolson, chairman of the committee of management, presided in his usual happy manner. The music was furnished by the Terminal R. R. Y. M. C. A. orchestra.

The second series of Wednesday afternoon and evening educational lectures, illustrated with the stereopticon, have been arranged. The subjects are: "The American Revolution," "Country Scenes in Cuba," "The South Sea Islands," "Venice," "The Hawaiian Islands." The stereopticon will also be used in the Sunday afternoon meetings. In addition to the illustrated lecture, an illustrated song will be presented. The following subjects will be used: "The Sermon on the Mount," "Christ the Teacher of Today," "Rock of Ages," "Christ the Good Shepherd," "Light from the Holy Hills," "Nature and Power of Prayer."

The baseball bug is getting busy again and the men are anxious for the season to open. There will be four teams in the Terminal R. R. Y. M. C. A. league again. The tennis courts will be put in first class condition and a tournament will be held later.

The gymnasium season will finish with an indoor meet. Fourteen events will be contested. 1. Climbing rope. 2. Horizontal bar. 3. Parallel bars. 4. Horse. 5. Buck. 6. Flying rings. 7. Standing broad jump. 8. Running broad jump. 9. Hop, skip and jump. 10. Twenty-five yard dash. 11. Fifty yard dash. 12. Throwing basket ball. 13. Medicine ball. 14. Obstacle race. The work in the gymnasium under the training of W. F. Underwood, physical director, has been better the past season than at any time since its opening.



the Safety Committee at the time of the organization of the Safety work by the Company and has served ever since. We could not have selected a better man, as No. 2 machine shop is considered the safest shop on the System. He has had guards placed around about 180 machines. Mr. Perin is the subject of the cartoon in this issue on "The man with the stretcher—gangway, please."

WASHINGTON TERMINAL

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

It has been decided by the District Commissioners to have a grass lawn on the Plaza instead of the concrete as was at first proposed. The lawn will be much cooler in the summer as well as make a more attractive appearance in the approach to the station.

Another new hotel will be in the vicinity of Union Station when the new building is erected at the corner of North Capitol and E Streets.

A very profitable general committee meeting of the Terminal R. R. Y. M. C. A. was held recently. Reports were given by a member of each committee. The representatives of the advisory committee, A. M. Keppel, chairman, and T. E. Kinsey, made addresses commending the work accomplished and expressed a deep interest in the various departments of the asso-

CUMBERLAND DIVISION

Correspondents

- W. C. MONTIGNANI, Y. M. C. A. Secretary, Cumberland
- H. H. SUMMERS, South Cumberland
- T. F. SHAFFER, North Cumberland
- W. L. STEPHENS, Martinsburg
- E. H. RAVENSCLAF, Keyser

DIVISIONAL SAFETY COMMITTEE

- J. W. KELLY, JR. Chairman
- E. J. LAMPERT. Vice-Chairman

East End

- J. W. DENNEEN. Trainmaster
- T. F. SHAFFER. Secretary
- W. C. MONTIGNANI. Secretary, Y. M. C. A.
- I. S. SPONSELLER. General Supervisor
- H. E. NORRIS. Engineer
- A. R. LINSLEY. Planerman
- A. Y. WILSON. Machinist
- H. RUPENTHAL. Engineer
- J. W. MANFORD. Conductor
- W. B. TANSILL. Car Inspector
- J. E. WELSH. Conductor
- J. R. BELL. Division Freight Agent
- H. C. MCADAMS. Terminal Trainmaster
- C. M. GRADHART. Assistant Trainmaster
- E. C. GROVE. Assistant Trainmaster
- C. J. TURNER. Assistant Trainmaster

E. M. PRICE.....	Assistant Trainmaster
C. E. RILEY.....	Assistant Trainmaster
E. G. SHIRLEY.....	Chief Train Dispatcher
L. J. WILMOTH.....	Road Foreman of Engines
E. W. WIGGINS.....	Assistant Road Foreman of Engines
H. P. BRANDT.....	Track Foreman
D. MOORE.....	Track Foreman
T. R. STEWART.....	Master Mechanic
F. W. BOARDMAN.....	Assistant Master Mechanic
W. W. CALDER.....	General Car Foreman
F. KIRBY.....	S. O. L.
J. B. MEYER.....	Division Engineer
A. O. TEDRICK.....	Supervisor
J. W. RIGGINS.....	Supervisor
H. H. TEDRICK.....	Supervisor
W. F. MCBRIDE.....	Supervisor
F. A. TAYLOR.....	Supervisor
E. L. DRAWBAUGH.....	Division Operator
W. J. LAVELLE.....	D. E.
W. E. YARNALL.....	Chief Clerk
G. R. BRAMBLE.....	Agent
M. E. MULLEN.....	Timekeeper

West End

E. J. LAMPERT.....	Assistant Superintendent
Dr. J. A. DOERNER.....	Medical Examiner
O. S. W. FAZENBAKER.....	Secretary to Assistant Superintendent
D. A. NILAND.....	Machinist
R. G. WAGONOER.....	Fireman
L. A. RIZER.....	Brakeman
A. N. JEFFRIES.....	Operator
J. G. LESTER.....	Signal Supervisor
E. LOWERY.....	Conductor
E. A. RAPHAEL.....	Medical Examiner
E. V. DRUGAN.....	Assistant Division Engineer
W. H. BROOM.....	Assistant Wreck Master
W. P. WELSHONCE.....	Trainmaster
C. W. DIXON.....	Assistant Trainmaster
J. MULLEN.....	Assistant Trainmaster
M. F. NAUGHTON.....	Assistant Trainmaster
F. P. GRANEY.....	Assistant Trainmaster
W. E. MALONEY.....	Assistant Trainmaster
H. W. GRENOBLE.....	Chief Dispatcher
M. A. CARNEY.....	Road Foreman
F. R. BROWNING.....	Assistant Road Foreman
J. B. MARKS.....	Traveling Fireman
R. E. PUREY.....	Traveling Fireman
D. H. MATSON.....	Assistant Master Mechanic
G. W. HOFFMAN.....	Supervisor
J. CLAY.....	Supervisor
J. M. DAVIS.....	Supervisor

The Cumberland Y. M. C. A. bowling team would like to tackle any five men composed of Company employes, and hereby challenges any team in Philadelphia, Baltimore, Washington, Brunswick or anywhere on the System to a game of duck pins, the best two out of three games or highest total pins in two games. Write to secretary Montignani.

Mrs. Sisler, wife of C. E. Sisler, foreman of the machine shops, delighted a large audience of music lovers in the Frederick Music Company's Piano Recital Room a short time ago. Mrs. Sisler is an accomplished artist at the piano and her fine technique and charming personality have made her a great favorite and won her a host of friends. We congratulate friend Sisler on his selection of a life partner.

Until recently the home of brakeman and Mrs. Carroll White, of Cumberland, was blessed by the presence of three strong, healthy children, Lenore Elaine, three years old; Mary Novella, two years and Violet Ethel, four months.



LENORE ELAINE WHITE
MARY NOVELLA WHITE
The children of trainman Carl White

The sympathy of all their fellow employes in the shops goes out to the Furstenburg brothers on account of the death of their esteemed father. Mr. Wm. Furstenburg was one of Cumberland's most highly respected citizens. He was a loving and affectionate husband, and a kind and devoted father. Ross and George Furstenburg have been employes of the shops for several years, and are both a credit to their worthy parent.

The Baltimore & Ohio Employes' Magazine extends its heartiest congratulations to the mayor, Dr. Thomas K. Koon, and to commissioners Hummelshine, Shriver, Eyerman, and Eickelberger, upon their election.

We wish Cumberland two years of unprecedented prosperity under their administration, and pledge them our cooperation for a greater Cumberland.

It is being reported that Raymond Allemong, the popular assistant secretary of the Y. M. C. A., has been showing a few of his friends a pretty ring with three sparkling gems in it (diamonds). It fits his little finger only as far up as the first joint. It's all right Raymond. Others have taken the same chance, and as Solomon says: "He who findeth a good wife, findeth a good thing."

Recently a tragic accident robbed the couple of Mary Novella. With the other two children Mrs. White had been out to have the picture of her taken (the very picture in fact in which Mary Novella appears with her elder sister on this page), and while her mother was temporarily out of the room, her clothing took

fire and in a moment she was enveloped in a blaze. Mrs. White heard her scream and quickly wrapped her in a bed spread, but it was of no avail and the child died the next morning.

Mr. and Mrs. White have the sincere sympathy of all the employes of the division.

The Cumberland Baltimore & Ohio Y. M. C. A. passed its eighth milestone February 1st. The secretary is now working on the Annual Report. The committee of management desire to make the year 1914 the banner year and call upon all their fellow employes to identify themselves with their worthy organization, which stands for the physical, intellectual and spiritual welfare of its members. The annual dues are five dollars and the privileges are legion.

Much interest and genuine pleasure is being derived from the bowling league of the Y. M. C. A. Six teams representing different departments of the railroad service are striving hard for victory, and to win first prize, a handsome silver vase presented by our congenial general manager, C. W. Galloway. There are also several cups and other prizes. The S. T. Little Jewelry Company presented a beautiful silver loving cup, as did our superintendent, J. W. Kelly. The Y. M. C. A. will give a cup or a silver mounted shield. The last game of the league will not be bowled until the middle of May, so it is as yet too early to prophesy which team will be victorious. At the time of going to press, the Imperials, composed of clerks from the master mechanic's office, are in the lead with the Y. M. C. A. a close second. The names of the teams are as follows: The Imperials, the Baltimore & Ohio Y. M. C. A., Royal Blues, the Storekeepers, the Boilermakers, and the S. T. Little Jewelry Company, the last named being our official watch inspectors.

MARTINSBURG SHOPS

Yard brakeman Bernard L. Brown and Miss Julia B. Martin were married in Hagertown, Md., on February 18th. "Buster" and his bride eluded the watchfulness of their friends by slipping over to the Maryland "Gretna Green" to have the knot tied. Mrs. Brown is a native of Frederick County, Virginia, and is an attractive young lady. The boys are joshing "Buster" with volumes of advice suitable for a benedict.

On February 20th, Nelson Tabler, a car repairman, slipped and fell from the top of a box car and struck his back against the rails and ties. The injury, while very painful, did not prove serious and Mr. Tabler is about again.

John E. Oliver, foreman of the local scale shop, severely wrenched his back while moving a scale lever. The injury proved to be a serious one, confining him to his home for some weeks.

Master William J. Andrews, the five year old son of frogman and Mrs. George M. Andrews, died at one o'clock on the morning of February 25th, after a short illness of brain

fever. The little body was carried to its last resting place in Green Hill cemetery on Friday, February 27th. Mr. and Mrs. Andrews have the sympathy of the shop men in their bereavement.

John Castleman Hutsler, a widely-known Baltimore & Ohio engineer, died at his home in Martinsburg at 6.30 a. m., Saturday, March 28, of heart trouble. He had been in ill health for some time and had retired from active service, but his condition was not believed to be serious and he was never confined to his home.

Mr. Hutsler was one of the "old school" railroad men. He came with the Company in 1868 and served continuously until September, 1913, when he was compelled to retire on account of ill health. He entered the service as fireman and remained as such until promoted to engineer. For a number of years he held the position of trainmaster. When the Divisional Terminal was moved from this city to Brunswick he gave up the position of trainmaster and took his turn as engineer. For many years he ran the accommodation between Martinsburg and Baltimore.



J. C. HUTSLER

He was a member of the executive committee of the local branch of the Baltimore & Ohio Veterans' Association and is the first member of that Association to be called by death. He was a prominent Mason, a Past Master of Equality Lodge, a member of the Royal Arcanum and of the Brotherhood of Locomotive Engineers.

Mr. Hutsler was a public-spirited citizen and had served his home county and city in various public offices. He was an old Union soldier, having enlisted in Company H, Seventh Mary-

land Regiment of Infantry, second brigade of the Fifth Army Corps, and served throughout the entire war.

Funeral services were held at his late home Tuesday, March 31st, at three o'clock, the Rev. Charles C. Durkee, rector of Trinity Episcopal Church, of which the deceased was a member, officiating. The obsequies were attended by many railroad men, members of the Veterans' Association and brother Masons. The pall-bearers were chosen from the Veterans' Association and Equality Lodge; Messrs. J. M. Brantner, M. S. Deevers and Z. T. Brantner, from the Veterans, and Messrs. F. P. Spillman, William Spillman, Joseph Hobbs, P. W. Lester and Joseph Poterfield from Equality Lodge. Interment was in Green Hill Cemetery.

Andrew Grady, a well known resident of Martinsburg, and a former employe of the Baltimore & Ohio, died at his home on Boyd Street, March 10th, after an illness of more than a year. Mr. Grady entered the employ of this Company just after the Civil War, serving as a water boy to a track gang. After working for some time in that capacity he was given a job as trackman, and held it until he entered the transportation department as a brakeman in the early 70's. He served as a brakeman until 1881, when he lost his right leg just below the knee and was compelled to give up road service. After he recovered from his injury, he went to work in the motive power shop, then located in this city. Finding the shop work too arduous for him in his crippled condition, he was transferred to a watchman's job. He served several years in this position, but his injured limb caused him so much trouble that he finally left the service entirely.

Mr. Grady was born in Ireland sixty-six years ago and came to this city with his parents when a boy, residing here continuously since that time.

The funeral was held from St. Joseph's Catholic Church on Thursday, March 12th, Rev. Father McKeefry officiating. Interment was in St. Joseph's cemetery.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

S. A. JORDAN.....	Superintendent, Chairman
DR. J. F. WARD.....	Medical Examiner
H. F. HOWSER.....	Road Foreman of Engines
S. J. LICHLITER.....	Supervisor
E. D. CALVERT.....	Supervisor
J. L. BOWLER.....	Conductor
W. L. SEIBERT.....	Engineer

Engineman R. H. Earle, having reached the age entitling him to a pension, has been placed on the pension roll. Engineman Earle entered the service in 1868, and was in service continuously until his retirement. He was road foreman of engines on the Shenandoah Division for several years and until the office was abolished.

"Uncle Bobby," as he is affectionately called, has a host of friends in and out of the service, whose best wishes go with him in his retirement.

Engineman M. W. Phalen, has been transferred from trains Nos. 95 and 8 to trains Nos. 55 and 18, taking the place of engineman Earle, pensioned. Engineman E. A. Langley takes the place of engineman P. Phalen on trains Nos. 95 and 8. Both of these enginemen are old in the service.

We are sorry to learn that brakeman W. S. Yates continues on the sick list. His many friends hope for his rapid recovery.

Ticket agent and operator W. A. Spengler, of Charlestown, W. Va., is suffering from rheumatism.

Geo. S. McCrone, of Baltimore, Md., has accepted a position as stenographer and clerk in the office of the superintendent.

MONONGAH DIVISION

Correspondent, C. L. FORD, *Assistant Shop Clerk, Grafton*

DIVISIONAL SAFETY COMMITTEE

J. M. SCOTT.....	Superintendent, Chairman
E. T. BROWN.....	Division Engineer
M. H. OAKES.....	Master Mechanic
E. D. GRIFFIN.....	Trainmaster
T. K. FAHERTY.....	Road Foreman of Engines
M. F. GREENE.....	Division Operator
DR. C. A. SINSEL.....	Medical Examiner
W. T. HOPKE.....	Master Carpenter
J. D. ANTHONY.....	General Agent
J. O. MARTIN.....	Claim Agent
W. M. MALONE.....	Supervisor
D. F. MCCORD.....	Section Foreman
W. O. BOLIN.....	General Car Foreman
W. BEVERLEY.....	General Yardmaster
G. A. SCHAFFER.....	General Foreman
E. B. HORNER.....	General Foreman
B. THOMPSON.....	Agent
S. H. WELLS.....	Agent
E. J. HOOVER.....	Agent
W. P. CLARK.....	Machinist
R. G. BURNUP.....	Machinist
J. J. LYNCH.....	Car Inspector Foreman
C. M. SHAW.....	Yard Engineer
G. RAMSBURG.....	Engineer
C. R. KNIGHT.....	Fireman
C. A. MICHAEL.....	Yard Fireman
W. R. WILLIAMS.....	Conductor
E. D. RICE.....	Brakeman
T. D. O'CONNOR.....	Warehouse Foreman
J. W. LEITH.....	Foreman Carpenter

Captain Kephart D. Walker, of this division, is probably the oldest living pensioned employe on the Baltimore & Ohio, both in point of service and of age.

He started his service as a telegraph operator on August 15th, 1855, and served in that position during the entire Civil War, later becoming a brakeman and then a conductor. He taught our late general manager, T. F. Fitzgerald, the science of railroad operation, and was toastmaster at a large banquet at Fairmont, W. Va., May 27th, 1905, given in honor of the latter when promoted to general manager from general superintendent of the System.

Captain Walker has known all of the presidents of the road since 1852, and he is one of the most widely known Scottish Rite Masons in the country. He is beloved by all railroad men with whom he has been associated, has the respect and good wishes of his neighbors, and an excellent reputation as an entertainer. One of

his friends claims that he is the originator of a famous story which has been printed in almost every humorous publication in the country. Here is how the story happened to be told:

He was serving as conductor on a passenger train on the G. & B. R. R. from Grafton to Belington, W. Va., and had been very much annoyed by the ceaseless rain of questions showered upon him by a woman passenger. He stood the rapid fire as long as he could and then, in order to get his work done, found it necessary to inform the lady that she would have to excuse him, as his first duty was the safe operation of the train, and that he must give his undivided attention to this matter. The woman became very abusive and her anger had not cooled when she was helped off the train by the gallant Captain Walker, for after she had firmly planted her feet on the platform she turned, faced him and said:

"If you were my husband I would give you a dose of poison," to which the captain replied urbanely:

"Madam, if I were your husband, I would take it."

Frederick C. Graham, assistant chief clerk of the superintendent's office, for some years has had his eagle eye on the mayor's chair of Grafton, W. Va. In February, 1914, he announced his candidacy, and on March 3rd was nominated in the primary election. Then the real fight began with odds against him. But Fred is very popular among the railroad boys, and has had a clear record. A strong organization was formed and with the hearty efforts of our employes, who stood by him like a stone wall under the rapid fire guns of the enemy, when the smoke had cleared away on the eve of St. Patrick's day, March 17th, 1914, it was found that there were 904 ballots for captain Fred against 716 for the opposing candidate. This shows what the boys can do when they get together and try. We extend our hearty congratulations and best wishes for success to mayor-elect Frederick C. Graham, in his new position for the next three years.

Mr. Graham requests the correspondent to thank the employes of the Monongah Division through these columns for the deep interest they showed in electing him Mayor of Grafton.

The Monongah Division Safety Committee held a third meeting for the year 1914 on March 20th. Very important matters were thoroughly gone over with the General Committee. Each committeeman is taking a deep interest in the Safety movement, and we believe that we will accomplish a great deal for the cause before July 1st.

WHEELING DIVISION

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

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN.....Superintendent, Chairman, Wheeling
M. C. SMITH.....Claim Agent, Wheeling
C. M. CRISWELL.....Agent, Wheeling
J. H. KELLAR.....Relief Agent, Wheeling

DR. C. E. PRATT.....Medical Examiner, Wheeling
DR. J. E. HURLEY.....Medical Examiner, Benwood
A. G. YOST.....Operator, Glover Gap
O. A. VAN FOSSEN.....Car Inspector, Holloway
E. S. WILLIAMS.....Machinist, Holloway
W. GANDY.....Car Repairman, Benwood
W. H. HABERFIELD.....Air Brake Foreman, Benwood
S. SLOAN.....Shopman, Cameron
J. COXEN.....Engineer, Benwood (Main Line)
C. MCCANN.....Engineer, Benwood (O. R. & C. L. & W.)
A. DIXON.....Engineer, Benwood (Yard)
V. B. GLASGOW.....Conductor, Fairmont (Road)
T. H. BREWSTER.....Conductor, Benwood (Yard)
P. MCCANN.....Fireman, Benwood
E. WILKINSON.....Agent
E. M. POMEROY.....Agent
G. ADLESBERGER.....Car Foreman
L. M. COLLINS.....Car Foreman
L. B. KEMM.....Master Carpenter
J. T. COYNE.....Section Foreman
L. D. MCCOLLOUGH.....Track Foreman
H. HAGGERTY.....Track Supervisor
P. MURTAUGH.....Track Supervisor
T. C. STONECIPHER.....Track Supervisor
D. PIERCE.....Signal Supervisor

On February 16th the stork visited the home of machinist W. H. Haberfield at Benwood and left a baby girl.

Conductor B. B. Gorsuch, trains 16 and 55, and conductor W. Smallwood, trains 2 and 17, have exchanged runs temporarily in order to give Mr. Gorsuch a rest. Trains 16 and 55 are very heavy on account of local traffic.

The General Safety Committee met with the Division Safety Committee on February 17th, and gave us a general outline as to our duties and what will be expected of us in the future, making it very plain that no drones are expected to occupy positions on the committee. Each member of the General Committee spoke of his special work, displaying an earnestness that could not be questioned. It is up to the Division Committee now to make good and we hope to do this with the cooperation of all employes.

If each employe would consider himself a Safety First man and report every defect that comes under his observation, the possibility of accidents would be reduced to a minimum.

If you do not see a committeeman or official to whom to report, drop a note to Mr. Green, and he will do the rest, and at the same time appreciate your action. Let everybody get busy.

OHIO RIVER DIVISION

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

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN.....Superintendent, Chairman
P. J. MORAN.....Yardman, Parkersburg
C. L. PARR.....Fireman
W. M. HIGGINS.....Maintenance of Way
W. E. KENNEDY.....Claim Department
A. J. BOSSYNS, M. D.....Relief/Department
J. H. OATEY.....Y. M. C. A.
J. P. DUTY.....Trainman
O. F. WHEELER.....Shopman, Locomotive Department
J. W. MATHENY.....Engineer
G. R. VAN VALEY.....Agent, St. Mary's
R. T. EYERETH.....Yardman, Huntington
H. M. MCPHERSON.....Platform Foreman, Parkersburg
J. J. FLAHERTY.....Platform Foreman, Huntington
C. F. CASPER.....Chief Dispatcher and Division Operator
S. F. BAILEY.....Yard Track Foreman
S. S. JOHNSON.....Supervisor

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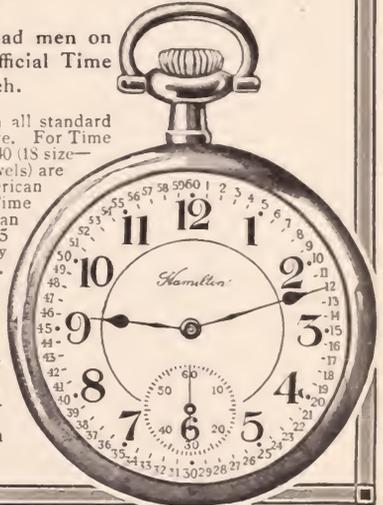
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| H. E. PURSELL..... | Relief Agent |
| W. A. BUTCHER..... | Shopman, Car Department |
| F. C. MORAN..... | Trainmaster |
| L. M. SORRELL..... | Road Foreman of Engines |
| L. E. HAINSLIP..... | Division Engineer |
| J. B. ELLIOTT..... | Division Master Mechanic |
| F. A. CARPENTER..... | General Yardmaster |
| F. P. COE..... | Master Carpenter |

At the conclusion of the joint session of the local and general Safety Committees held at Parkersburg, on March 18th, G. W. Sturmer, special representative of the general manager, made some informal remarks on the subject of the organization of a Veterans' Association for the division. Claim agent Kennedy was made chairman of the temporary organization and twelve of the older employes were made a committee to get those eligible on the division in line for a permanent organization. The formal meeting will be held in the near future and as there are nearly 200 men eligible in Parkersburg alone, the Association should prove a strong one.

General yardmaster Carpenter has been confined to his home by sickness for a few days.

S. C. Woods, office clerk, has a big girl baby at his home. She answers to the name of Ruth Maxean.

O. C. O'Dell has been succeeded by C. H. Farra as section foreman at Sherman, W. Va.

J. W. Burk, "Briney," is a candidate for the city council. "Briney" is old enough to know how to make things go.

Friday, the thirteenth, may have its drawbacks and may cause the superstitious to shudder and shrink in fear, but to the employes of the Monongah and Ohio River Divisions of the Company it possessed no terrors. The afore-said railroaders received their semi-monthly pay checks without a murmur and with no misgivings as to there being any bad luck attached to the day. By the same token the merchants of the East End received their portion from the checks without a thought that the long green should be turned down because it arrived on a hoodoo day.

Yard conductor P. J. Scott, who has been confined to his home since August, 1913, expects to return to duty shortly.

The untimely death of brakeman J. N. Gerlock, caused by his head striking a bridge at Sherman, is deeply regretted by all of his fellow employes.

L. F. McCabe, stenographer in the superintendent's office, has been transferred to the division freight office, vice Henry Leasure, who has accepted a government position. He is succeeded by Frank Grove, a Mt. State Business College student.

Please mention this magazine

J. F. Ferrell, conductor in the yards, and James Ferrell, switchtender at the West End, recently buried their mother. The sympathy of their fellow employes is with them in this sad experience.

G. M. Bryan, the well-known supervisor, located at Ravenswood, has been off duty for the past several weeks with rheumatism. He expects to be back again very soon.

C. L. Parr, fireman, became a benedict on February 12th, and is receiving the congratulations of his many friends.

H. Ruble, former agent at Rineheart, W. Va., has accepted a position as agent at Belleville, W. Va.

J. W. Jones, ticket agent, has received sixty days leave of absence, which he expects to utilize to benefit his wife's health by spending it on his farm in Illinois. He will be relieved by E. F. Kearnes, night ticket and tonnage clerk, who will in turn be relieved by J. C. McIntosh, of Ravenswood, W. Va.

A. B. Buchhannon, former section foreman at Paden City, W. Va., has accepted a position as fireman on the Wheeling Division. He is succeeded by O. O. McKnight, of Raven Rock.

R. A. Heiser has been transferred to the division engineer's office from Flora, Ill., in the capacity of stenographer.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

A. N. NEIMAN, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

- W. T. LECHLIDER.....Superintendent, Chairman
- A. N. NEIMAN.....Vice-Chairman
- J. E. FAHY.....Trainmaster
- J. A. ANDERSON.....Master Mechanic
- H. H. HARSB.....Division Engineer
- P. C. LOUX.....A. R. F. & A. T. M.
- J. T. MCLWAIN.....Master Carpenter
- DR. R. D. SYKES.....Medical Examiner, Cleveland, Ohio
- F. M. BOND.....Hostler, Akron Jct., Ohio
- E. R. TWINING.....Shop Clerk, Cleveland, Ohio
- R. W. BAIR.....Engineer, Lorain, Ohio
- WM. CANFIELD.....Engineer, Cleveland, Ohio
- F. W. HOFFMAN.....Conductor, Cleveland, Ohio
- W. SHAAE.....Hostler, Canal Dover, Ohio
- W. S. BERKMYER.....Brakeman, Canton, Ohio
- C. G. MOINET.....Fireman, Lorain, Ohio
- H. H. BEARD.....Assistant Yardmaster, Lorain, Ohio
- J. H. MULLER.....Agent, Strasburg, Ohio
- J. CLINE.....Assistant Yardmaster, Cleveland, Ohio
- O. P. EICHELBERGER.....Ass't Yardmaster, Akron Jct., Ohio
- F. H. GARRETT.....Foreman, Akron Freight Station
- G. O. EVERHART.....Supervisor, Massillon, Ohio
- E. M. HEATON.....Division Operator
- C. J. MAISCH.....Division Claim Agent
- C. E. PIERCE.....Terminal Agent, Lorain, Ohio
- M. T. HILL.....Relief Agent
- J. J. HERLIHY.....General Foreman, Cleveland, Ohio
- J. A. SUBJECK.....General Foreman, Lorain, Ohio
- A. J. BELL.....Terminal Agent, Cleveland, Ohio
- C. BENDER.....Foreman Steel Car Dept., Lorain, Ohio
- B. J. WATERSON.....Yard Foreman, Canton, Ohio

Master mechanic Anderson and assistant trainmaster Lowrey, have returned from their vacations and look in fit condition to help handle the heavy business expected this season.

A GOOD CAT STORY.

Brakeman T. C. Chumat on train No. 15, on March 4th, found a cat on the step after they left Tippecanoe. He put it off at Stillwater, but when the train arrived at Newport it was found riding the trucks. They tried to chase the pussy off, but it crawled back further under the trucks, and when they got into Uhrichsville was still there. Horace Page, conductor on trains Nos. 12 and 17, took the cat home. Like many of our men, it seems to have a natural bent for railroading.

J. J. Herlihy has been appointed general foreman at Cleveland, vice M. P. Nash, transferred. Mr. Herlihy was formerly foreman at Newark, Ohio.

P. J. O'Leary, dispatcher, who was off for a little while on account of ill-health, has now resumed his duties.

The following changes have been made in the superintendent's office: H. R. Kaplan, promoted to material clerk; J. Brothers, promoted to time clerk; M. Abramovitz, promoted to clerk; M. J. Spellacy, employed as stenographer; A. E. Lewis, promoted to car distributor; H. D. Evans, formerly car distributor, has been promoted to special car clerk in the yard office at Clark avenue.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

- C. W. GORSUCH.....Superintendent, Chairman
- O. J. KELLY.....Master Mechanic
- DR. A. A. CHURCH.....Medical Examiner
- H. B. McDONALD.....Engineer
- R. B. McMAINS.....Yard Brakeman
- H. W. ROBERTS.....Yard Brakeman
- C. L. JOHNSON.....Agent, Columbus, Ohio
- D. B. LUBY.....Shopman
- C. G. MILLER.....Shopman
- A. R. CLAYTON.....Claim Agent
- R. W. LITTLE.....Yard Brakeman
- A. N. GLENNON.....Road Brakeman
- E. C. ZINSMEISTER.....Master Carpenter
- C. C. GRIMM.....Trainmaster
- E. V. SMITH.....Division Engineer
- J. S. LITTLE.....Road Foreman of Engineer
- G. R. KIMBALL.....Division Operator
- W. A. FUNK.....Medical Examiner
- JAMES VANDIVORT.....Conductor
- A. D. PIERSON.....Assistant Car Foreman
- C. R. POTTER.....Agent
- E. DOW BANCROFT.....Secretary, Y.M.C.A.
- J. E. BUSHEW.....Section Foreman
- S. FREAS.....Supervisor
- R. E. McKEE.....Agent
- D. L. HOST.....Trainmaster

Superintendent Gorsuch of the Newark Division has installed a system of inspection of stations on the different divisions and has arranged for himself or the trainmaster, accompanied by the principal agents, to ride the local freight trains over the division once each month with a view to inspecting the lading of way cars and their handling by local freight crews, the method by which agents at the different stations receive freight and take care of it, the general condition of the stations with reference to cleanliness, and the methods of keeping

records. Each individual is required to make note of his observations during the trip and to write the same up for the superintendent, criticizing or commenting on each car or station as he sees it individually.

The poem which follows was written by locomotive engineer S. D. Stephens of Cambridge, O., in this connection:

When the local left Schicks it was right on time
 And carried officials of the Company's line
 Who were going along an inspection to make
 Of the manner of handling the way cars of late.

Erwin E. Shaffer conducted the train
 While the man at the throttle was big John Can,
 And everyone tried, as you all should know,
 In doing their work to make a good show.

They got into Barnesville about dinner time,
 When Fordyce of Cambridge said, "When do we dine?"
 They wanted to dine with "Ike" Lane no doubt,
 But were taken aback at his hasty hand-out.

And Richards of Zanesville to Mann did say,
 "We may get damages here some day;
 This bread is hard without any question,
 I'm suffering now from acute indigestion."

But nothing came from their hasty lunch.
 For the men there made up a jolly good bunch.
 There were Richards and Lane, Fordyce and Worshall,
 Inspector William Mann, C. C. Grimm and that's all.

Their photos were taken right near Quaker City,
 Where the landscape was poor, and it was such a pity:
 But we know very well that in each and every case,
 To get a good picture, you must have a good face.

The stations and surroundings they inspected that day,
 Were up to the standard as you could hear them say.
 Some might have been better, some might have been worse,
 But all carried out the idea, "Safety First."

The train crew that pulled them is a hard one to beat,
 And a worker like Shaffer you don't often meet.
 They cleaned up their work, and the T. M. said "Fine,"
 And they came to their terminal right on time.

With the kindest regards to all persons connected,
 I hope by your Magazine this won't be rejected.
 A better bunch of fellows you won't find under heavens,
 And this rhyme was written by S. D. Stephens.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connessville*

DIVISIONAL SAFETY COMMITTEE

- O. L. EATON.....Superintendent, Chairman
- S. C. WOLFERSBERGER.....Assistant Superintendent
- P. PETRI.....Division Engineer
- T. E. MILLER.....Master Mechanic

- T. E. JAMISON.....Trainmaster
- G. N. CAGE.....Road Foreman of Engines
- H. B. PIGMAN.....Division Operator
- DR. M. H. KOEHLER.....Medical Examiner
- J. M. CONNORS.....Car Foreman
- H. D. WEIP.....Relief Agent
- JOHN IRWIN.....Repair Track Clerk
- D. N. DUMIRE.....Conductor, F. M. & P. Branch
- J. R. ZEARFOSS.....Conductor, S. & C. Branch
- G. E. BOWMAN.....Locomotive Fireman
- R. W. HOOVER.....Train Dispatcher
- S. M. BITTNER.....Foreman, Maintenance of Way Dept
- F. BRYNE.....Claim Agent
- E. B. SMALL.....Machinist
- S. W. HUDDLESTON.....Conductor
- W. D. SEATON.....Conductor
- M. E. MARTZ.....Foreman, Motive Power Dept
- P. J. ADAMS.....Inspector, Maintenance of Way Dept
- M. P. HEANEY.....Supervisor
- J. A. FLEMING.....Freight Agent
- W. E. WEST.....Locomotive Engineer
- J. T. GRIFFIN.....Agent
- C. A. ALBRIGHT.....Freight Agent
- J. RUSSELL ANDERSON.....Secretary

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man of the division, R. A. Rockwood and J. M. Dean, all employees of the Connellsville Division, located some fishing tackle in the caboose of their train, and while held up at Confluence on account of some trouble at Ohio Pyle, tried their luck as fishermen in the swift waters of the Allegheny and were rewarded with a catch of twenty-five pounds of yellow suckers.

The fish were given to general yardmaster Wetzel and eastbound yardmaster "Red" Harper.

Ye who see this short story of Sunday sport, please be sure not to inform the constable.

A bowling team composed of Connellsville Baltimore & Ohio Railroad employees went to Cumberland on March 18th and defeated the railroad "rollers" of that place before a crowd of about 200 rooters.

The local boys are enthusiastic over the splendid treatment they received at the hands of the Cumberland players. After the game, which was played on the Diamond Alleys, lunch was served at the Baltimore & Ohio Y. M. C. A. headquarters.

In the initial game the Connellsville boys were considerably handicapped, owing to the alleys being new and not containing the required amount of "juice" to enable them to get going properly; however, they redeemed themselves in the remaining games, and not only overcame the lead of their opponents, but won out by a margin of nineteen pins. The score:

CONNELLSVILLE.

Totals..... 560 652 608
Total pins 1820.

CUMBERLAND.

Totals..... 587 619 595
Total pins 1801.

J. C. Burkholder, who had charge of a section gang at Rockwood, has resumed his position as leading laborer under section foreman C. W. Weimer at Garrett.

J. J. Baker, pumper, and C. H. Nosker, trackman, at Garrett, have resumed duty after several weeks illness.

Track laborer B. E. Grabt of Garrett, is confined to his home with an attack of la grippe.

Engineer Zimmerman is again at the throttle of the Berlin Branch engine, after being off duty for several months because of injuries.

Trackman M. C. Burkholder of Garrett, is wearing a broad smile these days. When asked why, Milt says "it's a girl."

PITTSBURGH DIVISION

Correspondent, T. M. JONES, *Chief Clerk,*
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

- C. B. GORSUCH..... Superintendent, Chairman
- T. W. BARRETT..... Trainmaster, Vice-Chairman
- M. C. THOMPSON..... Road Foreman of Engines
- C. C. COOK..... Division Engineer
- L. FINEGAN..... Master Mechanic
- G. W. C. DAY..... Division Operator

- W. BATTENHOUSE..... General Car Foreman
- H. N. LANDYMORE..... Operator, Pittsburgh, Pa.
- E. L. HOPKINS..... Machinist, Glenwood, Pa.
- H. G. WALTOWER..... Yard Conductor, Demmler, Pa.
- S. C. RYLAND..... Road Engineer, Glenwood, Pa.
- H. J. SPANGLER..... Yard Brakeman, Pittsburgh, Pa.
- C. C. AINSWORTH..... Yard Brakeman, Glenwood, Pa.
- R. H. PATTERSON..... Passenger Fireman, Glenwood, Pa.
- W. E. BURTOFT..... Car Foreman, Pittsburgh, Pa.
- J. W. CLAWSON..... Signal Supervisor, Pittsburgh, Pa.
- FRANK BRYNE..... Claim Agent, Pittsburgh, Pa.
- N. B. STEWART, M. D. Ass't Med. Examiner, Glenwood, Pa.
- W. H. RALEY..... Passenger Brakeman, Pittsburgh, Pa.
- W. DAVIS..... Yard Conductor, 36th St., Pittsburgh, Pa.
- G. G. WISE..... Road Conductor, Foxburg, Pa.
- T. F. DONAHUE..... General Supervisor, Pittsburgh, Pa.
- R. J. SMITH..... Agent, Junction Transfer, Pa.
- W. F. DENEKE..... Agent, Pittsburgh, Pa.
- P. COLLIGAN..... Agent, Allegheny, Pa.
- C. G. HARSHEAW..... Yard Conductor, Willow Grove, Pa.
- H. KNOFF..... Road Conductor, Connellsville, Pa.
- R. J. MURLAND..... Road Conductor, Connellsville, Pa.
- T. D. MAXWELL..... Road Engineer, Connellsville, Pa.
- J. S. BARTLETT..... Superintendent's Office, Secretary

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- M. H. CAHILL... Superintendent, Chairman, New Castle, Pa.
- J. B. CAMERON..... Division Engineer, New Castle, Pa.
- J. J. MCGUIRE..... Master Mechanic, New Castle Junction, Pa.
- F. H. KNOX..... Agent, New Castle, Pa.
- C. P. ANGELL..... Train Master, New Castle, Pa.
- E. J. LANGHURST. Ass't Road Foreman, Chicago Junction, O.
- E. C. BOCK..... Division Operator, New Castle, Pa.
- R. J. CARRIER..... Division Claim Agent, Youngstown, O.
- J. G. SHELBY..... Medical Examiner, New Castle Junction, Pa.
- C. L. GREEN..... Track Supervisor, Ravenna, O.
- W. L. MADILL..... Track Supervisor, Lodi, O.
- P. THORNTON..... Track Foreman, New Castle Junction, Pa.
- F. D. ABBLETT... Car Painter Foreman, New Castle Junc., Pa.
- ALBERT VOSS..... Machinist, New Castle Junc., Pa.
- E. L. HANNON..... Air Brake Repairman, Painesville, O.
- CHAS. CRAWFORD..... Engineer, Chicago Junc., O.
- M. L. RANEY..... Yard Engineer, New Castle Junc., Pa.
- L. L. WAGNER..... Conductor, New Castle, Pa.
- G. A. PURKEY..... Conductor, Chicago Junc., O.
- C. B. SMITH..... Conductor, Painesville, O.
- D. B. MCPATE..... Yard Conductor, New Castle Junction, Pa.
- W. H. O'MARA..... Yard Conductor, Haselton, O.
- G. W. RICHARDS..... Warehouse Foreman, Youngstown, O.
- C. K. SPIELMANN..... Relief Agent, New Castle Pa.
- JAS. AIKEN..... Agent, Youngstown O.
- G. W. TAYLOR..... Agent, Painesville, O.
- E. J. RAIDY..... Secretary, New Castle, Pa.

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator,*
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

- J. F. KEEGAN..... Superintendent, Chairman, Garrett, Ind.
- C. W. VAN HORN..... Trainmaster, Garrett, Ind.
- T. B. BURGESS..... Trainmaster, Garrett, Ind.
- JOHN TORDELLA..... Division Engineer, Garrett, Ind.
- F. W. RHUARK..... Master Mechanic, Garrett, Ind.
- GEO. NOVINGER..... Road Foreman of Engines, Garrett, Ind.
- F. N. SHULTZ..... Division Operator, Garrett, Ind.
- J. D. JACK..... Claim Agent, Garrett, Ind.
- T. E. SPURRIER..... Claim Agent, Tiffin, Ohio
- DR. F. DORSEY..... Medical Examiner, Garrett, Ind.
- A. B. HINKLE..... Supervisor, Walkerton, Ind.
- R. R. JENKINS..... Secretary Y. M. C. A., Chicago Jct., Ohio
- M. J. DRISCOLL..... Shop Committeeman, Garret, Ind.
- I. J. DAVIS..... Shop Committeeman, Chicago Jct., Ohio
- M. A. POLCASTER. M. P. Committeeman, South Chicago, Ill.
- S. ARCHER..... Yard Committeeman, Chicago Jct., Ohio
- W. E. SARGENT..... Yard Committeeman, Garrett, Ind.
- N. B. BAIR..... Yard Committeeman, South Chicago, Ill.
- C. H. MARTIN..... Engineers' Committeeman, Garrett, Ind.

- D. G. THOMPSON... Fireman's Committeeman, Chicago Jct., O.
- O. F. BELL..... Conductors' Committeeman, Garrett, Ind.
- H. P. WEIRICH... Brakemens' Committeeman, Garrett, Ind.
- C. C. GREER..... Agents' Committeeman, Chicago Jct., O.
- JOHN DRAFER..... Agents' Committeeman, Chicago, Ill.
- G. W. SMITH..... Operators' Committeeman, Defiance, Ohio
- JOHN RATHWELL... Section Foreman, Garrett, Ind.
- H. A. MARTIN..... Relief Agent, Garrett, Ind.
- J. C. LINK..... Car Dep't Committeeman, Chicago Junction
- H. S. GARDNER... Agents' Committeeman, Defiance
- P. H. CARROLL... Signal Supervisor, Defiance
- D. B. TAYLOR..... Master Carpenter, Garrett
- H. W. ROSS..... Car Department Safety Committeeman
- H. S. GARDNER... Agents' Committeeman, Defiance, Ohio

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk,*
Chicago

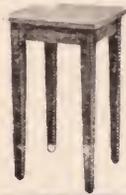
DIVISIONAL SAFETY COMMITTEE

- J. L. NICHOLS..... Chairman, Chicago
- J. W. DACY..... Trainmaster, Chicago
- G. P. PALMER..... Division Engineer, Chicago
- F. E. LAMPHRE..... Assistant Engineer, Chicago
- ALEX. CRAW..... Division Claim Agent, Chicago
- J. F. RYAN..... Captain of Police, Chicago
- C. L. HEGLEY..... Examiner and Recorder, Chicago
- H. McDONALD..... Supervisor, Chicago (Chicago District)
- WM. HOGAN..... Supervisor, Chicago (Calumet District)
- J. W. FOGG..... Master Mechanic, East Chicago
- F. S. DEVENY..... Ass't Road Foreman of Engines, Chicago
- CHAS. ESPING..... Master Carpenter, Chicago
- DR. E. J. HUGHES..... Medical Examiner, Chicago
- MORRIS ALTHEER..... Assistant Agent, Forest Hill
- JAMES CAGHIN..... Engineer, Robey Street
- ARTHUR JENSEN..... Fireman, Robey Street
- CHAS. BEAM..... Conductor, Robey Street
- JOHN HALEY..... Car Inspector, Robey Street
- HARRY JOHNSON..... Engineer, Blue Island
- OLIVER JOHNSON..... Fireman, East Chicago
- C. B. BIDDINGER..... Conductor, East Chicago
- WM. JENKINS..... Machinist on Floor, East Chicago
- A. A. McLENE..... Machinist in Shop, East Chicago
- WM. DAVIS..... Boilermaker, East Chicago
- T. P. YATES..... Blacksmith, East Chicago
- JOHN McLEAN..... Car Inspector, East Chicago
- J. P. BARRY..... Engineer, East Chicago
- E. SNYDER..... Conductor, Blue Island
- HARRY MARSHALL..... Car Inspector, Blue Island

Special movement clerk H. N. Nelson was gratified Saturday morning, February 14th, by the arrival of a ten pound baby girl. Congratulations.

In the March issue of the Iowa Pythian News, the following paragraph appeared in reference to the recent journey of the Pythians of Chicago to Washington, D. C.:

"The Pythian train was under the management of Royal Allan, city passenger agent, Chicago, and his able corps of assistants, who made us all feel that we were their guests instead of passengers. He did everything to make the passengers feel at home and helped to pass away many weary hours that would have otherwise fatigued us. Thanks are due these officers for their many kindnesses to their pa-



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Please mention this magazine

trons. When we reached Washington, Mr. Allen had arranged to have autos in waiting to escort all of the visitors to their respective hotels, free of charge."

Roy Irish, chief clerk to the district engineer, was given a surprise party at his home by the office force March 7th, his birthday. The boys presented him with a watch chain as a little token of their regard and esteem. Roy says that now that his pocket and watch are neatly connected, all that he needs is a chain to connect his purse with his pocket.

OHIO DIVISION

Correspondent, H. M. COLE, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

- G. D. BROOKE, Chairman..... Superintendent
- E. N. BROWN.....Assistant Superintendent
- R. R. SCHWARZELL.....Trainmaster
- R. MALLEN.....Road Foreman of Engines
- G. W. PLUMLY.....Division Operator
- P. S. LANSDALE.....Medical Examiner
- W. R. MOORE.....Agent, Chillicothe, Ohio
- J. B. VANCE.....Relief Agent
- C. H. R. HOWE.....Master Carpenter
- P. H. REEVES.....Master Mechanic
- R. W. GABRIEL.....Supervisor
- JOHN CLIFFORD.....Section Foreman
- F. MATHIAS.....Assistant Shop Foreman
- H. M. COLE.....Draughtsman
- C. DULLMEYER.....Foreman Car Shop
- S. W. CAIN.....Road Brakeman
- THOS. TULL.....Piece-work Inspector
- C. C. GRAVES.....Road Fireman
- J. I. BOTKIN.....Warehouse Foreman
- T. E. BANKS.....Trainmaster
- W. A. BURNS.....Road Conductor
- E. J. ALLEE.....Signal Supervisor
- O. C. CAVINS.....Road Engineer
- H. M. HAYWARD.....Division Engineer
- W. I. GICKLER.....Yard Conductor
- W. W. WOODWARD.....Train Dispatcher
- L. H. SIMONDS.....Claim Agent
- G. E. WHARFF.....Agent, Portsmouth, Ohio
- R. R. KIBLER.....Agent, Washington Court House, Ohio

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- J. C. HAGERTY.....Superintendent, Chairman
- JOHN PAGE.....Division Operator
- P. HORAN.....Roundhouse Foreman
- T. J. EWING.....Relief Agent
- O. E. HENDERSON.....Conductor
- DR. J. P. LAWLER.....Medical Examiner
- J. J. GIVEN.....Claim Agent
- G. S. CAMERON.....Trainmaster
- J. D. FRAZER.....Fireman
- CHARLES FOX.....Brakeman
- H. W. KERBERT.....Yard Engineer
- J. B. ELLIOTT.....Conductor
- CHAS. RICHARDSON.....Track Foreman
- A. HUGHES.....Car Foreman
- C. E. FISH.....Agent
- JOHN GANNON.....Yard Foreman
- W. E. HYATT.....Yardmaster
- S. A. ROGERS.....Road Foreman
- H. A. CASSIL.....Division Engineer
- DR. J. P. SELLMAN.....Medical Examiner
- W. H. HOWE.....Master Carpenter
- T. ROWLAND.....Supervisor
- W. E. LEWIS.....Signal Supervisor
- J. E. SANDS.....Agent
- W. J. RUSSELL.....Boilermaker
- E. MASSMAN.....Agent

MR. O. E. HENDERSON, Correspondent, Seymour, Ind.

Dear Sir:

I take pleasure in writing a few lines for our Magazine, which I think ought to interest all the Company men.

During the great revival held at Aurora, in the M. E. Church, it was a pleasure to look over the house and see so many employes. I saw our yardmaster and telegraph operator, section men and section foreman, and we were all glad to see our agent converted and become a new man, and to hear all of these Christians testify for their Lord, who died that through Him we all might be saved.

I hope if these lines find their way into the Magazine they will help some more of the boys cut out the ways of the world and live better lives.

WM. M. DOWNEY, Section Foreman, Cochran, Ind.

Engineer A. W. Spillman of the Louisville-Cincinnati runs, has been assigned again to the main line runs.

Conductor Marsh A. Ross has purchased the beautiful home of Dr. Lucky, corner 5th and Poplar Street, Seymour.

Fireman R. V. Downing has taken a ninety day leave of absence and gone on a farm near Medora.

Born to fireman Goss and wife, March 6th, a boy.

John H. Wadsworth, civil engineer for the Company, and Miss Lenorah A. Harvey, daughter of T. B. M. Harvey, of the Cincinnati-St. Louis runs, were married Friday, February 6th, by Rev. McMillen in the Walnut Hills Presbyterian church, Cincinnati. The marriage of these young people was a surprise to their many friends as well as to the parents of Miss Harvey. Mr. Wadsworth will leave in a short time to accept a position with a road in Texas, as a civil engineer. He was a very popular member of the Y. M. C. A. while located in Cincinnati.

Brakeman Ed. Burrell and Miss Vada McVey were quietly married at Brownstown, January 10th, by Rev. Clark Wilson. Both are popular young people.

After having been in operation on this division for several weeks, the new telephone system used for dispatching trains on the Southwestern has proved a success. The system is in use between Cincinnati, Louisville and Washington, Ind., which includes the entire Indiana Division. The greatest precaution is exercised in sending an order. When an order is sent, not only the dispatcher reads the order word by word, but he spells each word. After it has been transmitted, the operator repeats it to the dispatcher, also spelling each word. In this way it is almost impossible for a mistake to occur in the sending of orders. The local dispatcher's office has the appearance of a telephone exchange; instead of the familiar clicking

of the key, we hear the familiar "hello." It has been proved that an order can be transmitted more quickly by "phone" than by telegraph. We think that after our dispatchers get better used to the phone system, they will be glad that the change has been made.

The General Safety Committee from Baltimore held very interesting meetings in Seymour on February 12th and March 12th, meeting the Local Safety Committee on both these days. About forty members of the Local and General Committees were in attendance and the greatest interest was manifested. The local members were highly pleased with talks made by Major Pangborn, general chairman, and other members of the General Committee. Every member of the local committee, as well as other employes who were invited to hear these men talk, went away with a determined spirit to push this great humane movement more vigorously, if this is possible, than ever before. Mr. Willard, our president, has, through the committees appointed, made it possible for every employe on the System to be heard. Brakeman, trackman, pumper, agent, fireman, engineer, conductor, or it matters not what branch of the service you represent, if you see a dangerous condition or practice, all that is necessary, is for you to place it before the member of the local committee who represents you. It will then surely get a fair hearing at the general meeting. And remember that in making this report, you are not placed on a list of kickers, as some believed, when the "Safety First" movement was started. It's the best thing we have ever had, boys, and let's push it with might and main.

CINCINNATI TERMINAL

Correspondent, H. ECKERLE

DIVISIONAL SAFETY COMMITTEE

- C. L. BREVOORT ... Supt. Cincinnati Term. Div., Chairman
- HENRY ECKERLE ... Chief Clerk, Secretary and Correspondent
- R. B. FITZPATRICK ... Trainmaster, Cincinnati, O
- J. J. CAREY ... Master Mechanic, Ivorydale, O
- H. W. BRANT ... Division Operator, Cincinnati, O
- M. P. HOBAN ... Road Foreman of Engines, Cincinnati, O
- C. M. HITCH ... General Inspector, Cincinnati, O
- F. S. DECAMP ... Claim Agent, Cincinnati, O
- E. C. SKINNER ... Freight Agent, Cincinnati, O
- R. ARCHER ... Supervisor, Cincinnati, O
- G. W. KYDD ... Supervisor of Signals, Cincinnati, O
- A. W. KOPP ... Engineer, Ivorydale, O
- R. E. MCKENNA ... Yard Foreman, Ivorydale, O
- A. GRANBACH ... Yard Foreman, Hamilton, O
- H. STANSBURY ... Car Foreman, Cincinnati, O
- J. FOGT ... Section Foreman, Cincinnati, O
- H. C. ATKINSON ... Carpenter Foreman, Hamilton, O
- J. REISTER ... Agent, Hamilton, O
- S. O. MYGATT ... Depot Master, Cincinnati, O
- WM. ROESCHE ... Machinist, Ivorydale, O
- F. ZURICH ... Boiler Inspector, Gest Street

A. Z. Ricksecker, night ticket agent at Cincinnati station, C. H. & D., left a few days ago on an extended trip through the Northeast, to visit New York, Boston and Canadian points. He will return by way of Detroit.

We are sorry to say that the C. H. & D. bowlers were beaten by the bowling team of the Champion Coated Paper Company of Hamilton. The scores are as follows:

CHAMPION, 2521. C. H. & D., 2290

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Please mention this magazine

The Champions have some of the best bowlers in this part of the country. They are winning all the prizes in the individual, double and team contests. However, we'll get 'em yet. H. Eckerle is manager of our team.

The C. H. & D. boys were pleased to see F. H. Alfred, general manager of the P. M., who was in Cincinnati on March 8th. He arrived Saturday night to meet his family en route from the South, and left on No. 4 Sunday, March 8th.

Employees of the C. H. & D. were grieved to hear that foreman John W. Monfort died in January. Only a few days later his son D. C. Monfort, a passenger brakeman on the Toledo Division, died. We extend our sympathy to the family and many friends.

On February 21st, switchman John Brewer, age 26, received fatal injuries while switching at Winton Junction, C. H. & D. He died almost instantly.

The many friends of coach crew foreman, John W. Minor, were sorry to learn of his death, which occurred at 4.35 a. m., February 26th, while he was working in the yard as foreman. Mr. Minor had a host of friends in railroad as well as fraternal circles. He leaves a widow and one child.

R. B. Fitzpatrick, trainmaster on the Cincinnati Terminal Division, is spending his vacation in Florida and Cuba. He left on March 8th, and after taking in the important points in the South will take a trip to Havana, Cuba. His wife is with him.

Herbert J. Mayer, of the superintendent's office at Cincinnati, is quite a poultry fancier. He is located on a farm near Glendale, and has quite a stock of birds. At this early date he already has his brooder house filled up with young chicks. He says life among the chickens is great, and from all indications we are inclined to agree with him.

Car inspector Al Brown, after an enforced vacation on account of an injury to his knee, has resumed his duties. Everybody is glad to see "Brownie" back on the job again.

John Eagen, the veteran clerk in yard two, is still in the limelight in spite of his 54 years' service. The other day when a question came up in regard to some of the early practices of the C. H. & D., some forty years ago, the records of which were destroyed in the flood, Mr. Eagen was called upon, and he furnished the information in detail. He has a keen memory and can tell some interesting tales of the olden days.

The death of Matthew A. Hunt, on March 3rd, will be regretted by many of the C. H. & D. employees of the motive power department at Cincinnati, where Mr. Hunt was known as "Timekeeper Matt." He served thirty-five years in that capacity, having entered the service when the C. H. & D. ran from Cincinnati to Dayton only, and the engines were fired with

cord wood. He was faithful to the Company and just to his fellow employees.

The boys of the relay team in the general offices of Baltimore & Ohio S. W.-C. H. & D. are the proud possessors of watch fobs with bronze charms, presented to them by the judges in the recent Y. M. C. A. indoor meet. The Baltimore & Ohio S. W.-C. H. & D. team, under the captaincy of Howard Greene of the passenger department, won second place in the relay race. Those who ran were Howard Greene and Charles Campbell of the passenger department, James McDevitt, Theodore Hasenohr and Walter Roehm of the auditor's office and S. T. Quigley of the treasurer's office. The meet was held at O. N. G. armory, Freeman Avenue, Cincinnati, Ohio, Saturday, February 27th.

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*,
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

E. W. SCHEER.....	Superintendent, Chairman, Flora, Ill.
J. A. TSCHOHR.....	Master Mechanic, Shops, Ind.
E. A. HUNT.....	Shop Inspector, Shops, Ind.
H. R. GIBSON.....	Division Engineer, Flora, Ill.
W. D. STEVENSON.....	Medical Examiner, East St. Louis, Ill.
C. R. BRADFORD.....	Claim Agent Springfield, Ill.
G. H. SINGER.....	Agent, East St. Louis, Ill.
R. C. MITCHELL.....	Relief Agent, Flora, Ill.
C. V. MOWRY.....	Conductor, Flora, Ill.
W. P. McDONALD.....	Engineer, Flora, Ill.
FRED SCHWAB.....	Engineer, Shops, Ind.
W. GORSAGE.....	Yard Foreman, Shops, Ind.
R. G. LLOYD.....	Yard Foreman, Vincennes, Ind.
C. W. SHROYER.....	Switchman, Flora, Ill.
H. E. PRICHETT.....	Yard Foreman, Springfield, Ill.
C. G. STEVENS.....	Trainmaster, Flora, Ill.
H. E. ORR.....	Master Carpenter, Flora, Ill.
C. S. WHITMORE.....	Signal Supervisor, Flora, Ill.
W. G. BURNS.....	Supervisor, Vincennes, Ind.
F. WYATT.....	Supervisor, Flora, Ill.
W. COOK.....	Supervisor, Springfield, Ill.
B. O'BRIEN.....	Supervisor, Cone, Ill.
W. C. KELLEY.....	Agent, Vincennes, Ind.
C. B. KELLER.....	Agent, Washington, Ind.
T. T. LONG.....	Agent, Springfield, Ill.
M. A. RUSH.....	Agent, Beardstown, Ill.
C. D. RUSSELL.....	Division Operator, Flora, Ill.
J. B. HARWARD.....	General Foreman, Flora, Ill.
W. PLATZ.....	Brakeman, Flora, Ill.
W. W. McNALLY.....	Fireman, Cone, Ill.
W. E. ROSS.....	Machine Shop Foreman, Washington, Ind.
H. C. ATKMAN.....	Car Foreman, Washington, Ind.
R. H. MARQUART.....	Car Foreman, Cone, Ill.
H. C. THRASHER.....	Machinist, Cone, Ill.
F. HODAPP.....	Road Foreman of Engines, Flora, Ill.
C. W. POTTER.....	Trainmaster, Flora, Ill.

Conductor Chas. Summers, while trying to make "running time or better" on Q. D. No. 97, was caught unawares when the air went into emergency, and after taking a Kansas whizzer through the caboose, he collided with a spike nail and punctured his think box, which at the time was heavily charged with "crewel," hard words. As Charlie is known to be a true advocate of "Safety First," we suggest non-skid tires and a Wright Stabilizer for him.

J. B. Harward has been appointed general foreman at Flora, Ill., vice W. H. Keller, transferred to the same position on the C. H. & D. at Lima, Ohio.

George Mischler, brakeman on No.'s 34 and 35, wears a perpetual smile—it's a boy.

The Divisional Safety Committee holds its monthly Safety meetings jointly with the General Safety Committee in the City Hall building at Flora, also making inspection of yards, freight house, shops, etc.



HOW THE DRIFTS LOOKED AT VIRGINIA, ILL.

Lorain Mitchell, trainmaster's clerk, has resigned to accept a position as stenographer in the office of the superintendent of motive power of the Cotton Belt Railroad at Pine Bluff, Ark. John Greenlaw, recently clerk to the chief dispatcher, is filling the vacancy.

On Sunday, February 22nd, at 5.30 p. m., a heavy sleet and rain storm set in over the entire Illinois Division, later changing to a very light snow and, with a very strong north-west wind, it continued snowing until about 4 a. m. Tuesday, the 24th. On the Springfield sub-division our operation ceased entirely on account of numerous cuts being completely filled with snow. No. 124, leaving Springfield on Sunday evening, succeeded in getting as far as one mile east of Sharps, where it was stalled in a cut and remained until 2.00 p. m. the Tuesday following. An engine was sent from Springfield to assist the crew, but this also was stalled in a drift one hundred feet to the rear of No. 124's train and was unable to render any assistance. Two more engines were doubled-headed and started from Springfield, but were unable to



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Explain, without any obligation on my part, how I can qualify for the position before which I mark X.

Locomotive Engineer	Mechanical Engineer
Air-Brake Inspector	Mechanical Draftsman
Air-Brake Repairman	Civil Engineer
General Foreman	Surveyor
R. R. Shop Foreman	Concrete Construction
R. R. Traveling Eng.	Automobile Running
R. R. Travel'g Fireman	Plumbing & Steam Fitt'g
R. R. Construction Eng.	Mining Engineer
Agency Accounting	Bridge Engineer
Gen. Office Accounting	Assayer
Electrician	Bookkeeper
Electrical Engineer	Stenographer

Name _____
 St. and No. _____
 City _____ State _____
 Present Occupation _____
 Employed by _____ R. R. _____

Please mention this magazine

proceed beyond a point a short distance east of Rochester. On the following morning the snow

gine at Pana, but was stalled in a drift about one mile west of Pana, and notwithstanding the



SNOW BLOCKADE IN CAMPBELL CUT, WEST OF VIRGINIA, ILL., SPRINGFIELD DIVISION
BALTIMORE & OHIO SOUTHWESTERN, FEBRUARY 23-25, 1914

storm had slightly abated and train No. 123 was started from Flora with about fifty men to

fact that there were fifty men to force a way through, they were unable to release the en-



STEPPING FROM CAB ROOF TO TOP OF DRIFT, VIRGINIA, ILL.

open the line and release No. 124. This train, already double-headed, picked up another en-

gines until 3.10 p. m. Shortly afterward, they were stalled again for about five hours in an-

other drift west from Taylorville. They then returned to Taylorville, but left there the next morning and succeeded in reaching No. 124's train at 2.00 p. m. Train No. 122 leaving Beardstown on the morning of the 23rd was held at Virginia so that the passengers could be cared for properly. Engines were dispatched from Springfield west to open the line between Beardstown and Springfield, but were unable to proceed beyond a point between Bradfordton and Farmingdale, where they were stuck in a drift, and they experienced much difficulty in extricating their engines, after which they returned to Springfield for coal and water and again returned to Farmingdale with three engines. Even with this strong equipment they were unable to accomplish anything, and after resting they started out again Tuesday morning. However, they were unable to reach Ashland until 5.56 a. m. Wednesday, the 25th, when No. 122's train was released and started east at 9.28 a. m. The location, length and depth of the drifts were as follows: West of Beecher City, drift 750 feet long, two to six feet deep. Between Tower Hill and Pana, drift 650 feet long, three feet deep. Between Pana and Millersville, one drift 875 feet long, four to five feet deep; one drift 365 feet long, four feet deep; one drift 200 feet long, three feet deep; one drift 250 feet long, three feet deep; one drift 250 feet long, two feet deep. East of Velma, one drift 600 feet long, two feet deep. At Taylorville, one drift 250 feet long, two feet deep. Between Taylorville and Sharps, one drift 650 feet long, two feet deep; one drift 750 feet long, four feet deep; one drift 600 feet long, three feet deep; one drift 1300 feet long, five feet deep; one drift 600 feet long, four feet deep. Between Edinburg and Sharps, one drift 600 feet long, five feet deep; one drift 600 feet long, four feet deep; one drift 350 feet long, three feet deep; one drift 300 feet long, three feet deep. Between Virginia and Beardstown, one drift one mile long, from ten to fourteen feet deep over north rail, and four to six feet deep over south rail. Between Breckenridge and Virginia, one continuous succession of drifts, varying from 600 feet to one mile long, and from three to eight feet deep.

From information obtained from the oldest residents along the Springfield district, this was the worst snow storm experienced since the line was constructed.

The untiring efforts of the many employes and the loyal services performed by them, won special praise from the public and various newspapers as well as the Company, and illustrated the keen interest for the Company's welfare which is shown on the Springfield district.

Thomas Cox, who for several years has been employed as an operator at East St. Louis, Cene, Cincinnati and Flora, has been promoted to extra dispatcher. Tom has a host of friends who are glad to hear of his promotion.

It is hard to believe but there is a certain young railroad man employed at Washington shops, who, on account of being smitten with a young lassie of Montgomery, makes regular week-end trips to that little city without being



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To all who write promptly, we will include free, one of our handsome leatherette carrying cases with fine brass lock and trimmings. Just send your name and address for full particulars of this special, limited, wholesale offer and it will be sent to you postpaid free. Write today—now! Address

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Department 187 GALESBURG, ILL.

allowed to enter the household. Probably the young man thinks perseverance will win out

He came to the United States in 1868 and took a position as section hand at Holton, section 1878.



WHY SCHEDULES SOMETIMES GO TO PIECES. DIVISION OPERATOR C. D. RUSSELL ON STALLED ENGINE AT VIRGINIA, ILL., DURING FEBRUARY BLIZZARD

in the long run and your correspondent admits admiring his stick-to-itiveness at least.

During the past five years he has been crossing watchman at Osgood. Mr. Canary has the love



ENGINE STUCK IN DRIFT 1½ MILES EAST OF ROCHESTER, ILL., FOR ALMOST TWO DAYS DURING FEBRUARY BLIZZARD

Patrick Canary, crossing watchman at Osgood, was born in County Clair, Ireland.

and respect of the school children in Osgood. Every child has learned to heed his warnings,

and the citizens of Osgood feel perfectly safe in trusting their little ones to his care.

The Indiana Division correspondent received the following letter, dated January 4, 1914.

Dear Sir:

I know that if they could, all the section foremen would express, through the Employees



ENGINEER J. H. DOWNEY

Magazine, their gratitude to the Company for the passes furnished to them and to their wives. We all look forward to getting our new ones and are thankful to the Company for them.

WILLIAM DOWNEY,
Section Foreman.

TOLEDO DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL Superintendent, Chairman
- R. J. PARRISH Division Engineer
- J. J. CAREY Master Mechanic
- W. J. KROGER Relief Agent
- G. E. REEL Trainmaster
- M. P. HOBAN Road Foreman of Engines
- H. W. BRANT Division Operator
- J. R. CASSAD Division Claim Agent
- DR. WILLIAM RYAN Medical Examiner
- DR. F. S. THOMPSON Medical Examiner
- E. LEDGER Supervisor
- G. W. THOMAS Master Carpenter
- L. F. HOCKETT Agent, Dayton, Ohio
- J. C. STIPP Agent, Lima, Ohio
- R. B. MANN General Agent, Toledo, Ohio
- W. H. SITES Road Engineer, between Lima and Ivorydale
- FRANK MOORE Road Engineer, between Lima and Rossford
- T. F. HENNESSY Road Conductor, between
Lima and Ivorydale
- W. J. SIMMONS Road Conductor, between Lima and Rossford
- R. H. BOHANNON Yard Conductor, Rossford
- E. L. WAGNER Yard Engineer, Lima
- W. M. THOMPSON Yard Conductor, Dayton
- M. E. GLEASON Shopman, Rossford
- J. N. HOLMES Shopman, Lima
- FRANK PROCTOR Shopman, East Dayton
- A. C. BUSHAW Secretary, Dayton, Ohio
- M. S. KOPP Trainmaster
- W. A. IRELAND Depot Master
- FRED. KROGER Section Foreman
- C. LEHMKUHLE Extra Gang Foreman

Seconds Count

The men into whose keeping millions of passengers entrust their lives pass a part of that responsibility along to the watchmaker. Railroad men are proud to possess a

**BALL
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WATCH**

because they know it represents the highest achievements in watch development. Mr. Webb C. Ball, the world's greatest authority on railroad time inspection designed and produced this watch and proudly crowns it with his name

*It is a Master among many—
a standard of accuracy—
tested and guaranteed*

The story of "Time Inspection on American Railroads" is told in our booklet which will be sent with a passholder free upon request

Webb C. Ball Watch Co.
313 Heyworth Bldg., Chicago
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If your jeweler can not show you the Ball "Twentieth Century Model" Watch, give us his name and we will arrange for you to see one

Carry a Ball Watch and the "other fellow will look to you for accuracy



TOLEDO FREIGHT HOUSE**DIVISIONAL SAFETY COMMITTEE**

J. C. MULLEN.....	Agent, Chairman
GEO. LOHNER.....	Claim Clerk, Secretary
H. J. SCANLON.....	Chief Clerk
J. MALONEY.....	Depot Master
GEO. MCGRATH.....	Revision Clerk
FRANK LANGERS.....	Assistant Accountant
EARL BAUMGARDNER.....	Assistant Accountant
EDW. G. EGGETS.....	Stenographer
WM. DOWLING.....	Tallyman
THOS. GOLIGHTY.....	Receiving Clerk
EDW. SHEEHY.....	Receiving Clerk
ART O'GRADY.....	Tallyman
JOHN MACKLETT.....	Tallyman
JAMES O'HERN.....	Laborer
THOMAS FINN.....	Laborer

LIMA OHIO**DIVISIONAL SAFETY COMMITTEE**

W. D. GOBLE.....	Chief Clerk, Chairman
E. W. ARMSTRONG.....	Assistant Cashier, Secretary
J. C. STIPP.....	Agent
C. S. HAWKINS.....	Cashier
J. H. HERBST.....	Operator and Clerk
A. C. AUBRY.....	Bill Clerk
B. C. GOEBLE.....	Claim Clerk
CARL RUFF.....	Night Clerk
F. H. MILLER.....	House Foreman
W. D. HEFFNER.....	Delivery Clerk
H. P. DALEY.....	Checkman
IRWIN OGLEVIE.....	Checkman
R. E. IVORY.....	Ticket Agent
F. M. HULLINGER.....	Baggage-master
B. L. IRWIN.....	Interchange Clerk

DAYTON FREIGHT HOUSE**DIVISIONAL SAFETY COMMITTEE**

W. A. IRELAND.....	Depot Master, Chairman
EDWARD W. MALEY.....	Assistant Depot Master, Secretary
L. F. HOCKETT.....	Agent
T. J. PITTON.....	Delivery Clerk
HARRY DONOVAN.....	Receiving Clerk
FRANK BRADLEY.....	Check Clerk
WILLIAM HAYNES.....	Check Clerk
WILLIAM LOVE.....	Check Clerk
CHARLES SMITH.....	Check Clerk
CHARLES MILBY.....	Check Clerk

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *Chief Clerk*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES.....	Superintendent, Chairman
A. A. IAMS.....	Trainmaster
H. G. SNYDER.....	Division Engineer
H. N. SCHOENBERGER.....	Agent
C. GREISHMEIER.....	Master Carpenter
G. A. RUGMAN.....	Supervisor
S. J. PINKERTON.....	Supervisor
S. M. BAKER.....	Supervisor
R. O'NEIL.....	Car Foreman
E. F. MCCAFFERTY.....	Division Foreman
DR. F. S. THOMPSON.....	Company Surgeon
F. M. DRAKE.....	Relief Agent
F. E. THARP.....	Conductor
E. B. CHILDS.....	Stationary Engineer
T. G. HOBAN.....	Engineer
GEO. SWIRES.....	Engineer
J. BROWN.....	Section Foreman
S. BORLAND.....	Passenger Brakeman
CHAS. PARTLOW.....	Freight Brakeman
J. J. FITZMARTIN.....	Division Operator

Fred Coy, clerk to roundhouse foreman at East Dayton, is now sick, but we hope for his quick recovery.

T. H. Barker, storekeeper at Dayton, Ohio, has been transferred to Benwood, W. Va., as storekeeper and we all heartily wish him success. V. N. Dawson has been appointed storekeeper in place of Mr. Barker, while G. W. Snyder has been employed in the position at storekeeper's office made vacant by Mr. Dawson's promotion.

Fireman Delbert Rinehart, who was injured some time ago, is now on the road to recovery. We hope to see him out soon.

R. O'Neil, car foreman at Dayton, Ohio, is able to be out again after a serious illness.

Miss Mildred McCafferty, daughter of the division foreman at Dayton, recently left Washington, Ind., for a two weeks' stay with friends.

Keith Cox, chief clerk to the division foreman at Dayton, has been calling at a certain young lady's home on West Third Street every night. It begins to look rather serious, but Keith has our best wishes.

**INDIANAPOLIS DIVISION
(C. H. & D.)**

Correspondent, ROY POWELL,
Superintendent's Office

DIVISIONAL SAFETY COMMITTEE

R. B. WHITE.....	Superintendent, Chairman
F. M. CONNER.....	Trainmaster
R. W. BROWN.....	Road Foreman of Engines
H. F. PASSELL.....	Division Engineer
J. T. CLEMMONS.....	Supervisor
E. BOAS.....	Master Mechanic
E. C. SPENFIELD.....	Dispatcher
DR. WM. OSENBACH.....	Company Surgeon
G. W. ANDERSON.....	Conductor
W. B. GARRIGUS.....	Agent, Rushville
ADAM STORCH.....	Blacksmith Foreman
E. I. PARTLOW.....	Road Foreman of Engines
E. J. FITZGERALD.....	Engineer
GEO. MATTHEWS.....	Assistant General Car Foreman
E. MCGUIRE.....	Claim Agent
D. J. CURRAN.....	Agent, Indianapolis
J. F. GOOLDY.....	Fireman
PHILIP.....	Switchman
J. H. GRAHAM.....	Passenger Brakeman
GEO. HANRAHAN.....	Machinist

C. W. Havens, formerly assistant trainmaster on the Indianapolis Division, has been appointed to the position of assistant trainmaster of the Toledo Division with headquarters at Dayton, Ohio, and F. C. Donaldson, from the Ohio Division, has filled the vacancy. With the installation of Mr. Donaldson, the word assistant was dropped from the title. Mr. Donaldson's jurisdiction will extend over the west end of the division. To trainmaster F. M. Conner's territory will be added the Indianapolis Yards.

E. A. Wysong, passenger engineer, Indianapolis Division, was recently granted a leave of absence in order to make an extended trip throughout the West. Mr. Wysong, accompanied by his sister, Miss Mabel Wysong, left February 17th.

Engineer Jos. M. Walsh, while attempting to use yard line 'phone at Southwestern Avenue, Indianapolis, received an electric shock from a charged wire, resulting in instant death. Mr. Walsh was engineer of train No. 96 and was endeavoring to get into communication with the dispatcher to enable him to move his engine in the face of train No. 35.

On February 10th, the General Safety Committee, headed by Major J. G. Pangborn, paid the Indianapolis Division a flying visit. At 9.30 a. m. the General Committee convened with superintendent R. B. White and his staff. At 10.30 a. m., the entire divisional safety committee entered into the meeting, which adjourned at 12.15 p. m. for lunch in Union Station. They reconvened at 1.45 p. m., Major Pangborn addressing the meeting on the general outline of the work of the General Committee. Then followed addresses by Mr. Scoville, Dr. Parlett, Mr. Hair, Mr. Campbell, Mr. Bond and Mr. Craig.

After a final talk by Major Pangborn, the General Committee left for Flora, Ill., and the Divisional Committee convened with chairman White in the chair. The meeting adjourned at 5.50 to meet with the General Committee on the second Tuesday in March.

Agent C. H. Peters, of Dana, Indiana, has been off duty on account of injury to his right hand, resulting in blood poisoning. Mr. Peters had the misfortune to fall on the station platform and ran the point of an indelible pencil into the palm of his hand. V. R. Thomas, relief agent, is filling his position in his absence.

H. D. Manaugh, agent, Atwood, is off duty on account of the serious illness of his wife, who is in a hospital at Danville, Ill.

Superintendent R. B. White, accompanied by his wife and little daughter, left on Saturday, March 7th, for a trip through Florida. This is the first vacation Mr. White has taken for several years.

Floyd Emerson, tonnage clerk in the superintendent's office, has resigned to take a position with the Electric R'y Association in Indianapolis, and the vacancy will be filled by Roy Newlin, stenographer to Mr. Powell, chief clerk.

E. Wright, night operator at Oxford, is confined to his home on account of illness, and V. R. Thomas, relief agent, is filling the position in his absence.

Agent C. H. Peters, of Dana, Ind., who has been off duty on account of an injury to his right hand, has again resumed duty.

On March 10th, the General Safety Committee again visited this division, meeting with the Divisional Safety Committee. They convened at 9.30 and proceeded in a body to the Moorefield shops, where an inspection was made of shops, yards and station buildings. The committee arrived at the Union Station at 12.15 p. m., and adjourned for lunch in the station dining room. The committees assembled again at 1.30 p. m., adjourning at 4.30 p. m., the General Committee departing for Vincennes.

This WASHER Must Pay For Itself

A MAN tried to sell me a horse once. He said it was a fine horse and had nothing the matter with it. I wanted a fine horse. But, I didn't know anything about horses much. And I didn't know the man very well either.

So I told him I wanted to try the horse for a month. He said, "All right, but pay me first, and I'll give you back your money if the horse isn't all right."

Well, I didn't like that. I was afraid the horse wasn't "all right" and that I might have to whistle for my money if I once parted with it. So I didn't buy the horse, although I wanted it badly. Now this set me thinking.

You see I make Washing Machines—the "1900 Gravity" Washer.

And I said to myself, lots of people may think about my Washing Machine as I thought about the horse, and about the man who owned it.

But I'd never know, because they wouldn't write and tell me. You see, I sell my Washing Machines by mail. I have sold over half a million that way.

So, thought I, it is only fair enough to let people try my Washing Machines for a month, before they pay for them, just as I wanted to try the horse.

Now, I know what our "1900 Gravity" Washer will do. I know it will wash the clothes, without wearing or tearing them, in less than half the time they can be washed by hand or by any other machine.

I know it will wash a tub full of very dirty clothes in six minutes. I know no other machine ever invented can do that, without wearing out the clothes.

Our "1900 Gravity" Washer does the work so easy that a child can run it almost as well as a strong woman, and it don't wear the clothes, fray the edges nor break buttons the way all other machines do.

It just drives soapy water clear through the fibres of the clothes like a force pump might.

So, said I to myself, I will do with my "1900 Gravity" Washer what I wanted the man to do with the horse. Only I won't wait for people to ask me. I'll offer first, and I'll make good the offer every time.

Let me send you a "1900 Gravity" Washer on a month's free trial. I'll pay the freight out of my own pocket, and if you don't want the machine after you've used it a month, I'll take it back and pay the freight, too. Surely that is fair enough, isn't it?

Doesn't it prove that the "1900 Gravity" Washer must be all that I say it is?

And you can pay me out of what it saves for you. It will save its whole cost in a few months, in wear and tear on the clothes alone. And then it will save 50 cents to 75 cents a week over that in washwoman's wages. If you keep the machine after the month's trial, I'll let you pay for it out of what it saves you. If it saves you 60 cents a week, send me 50 cents a week 'till paid for. I'll take that cheerfully, and I'll wait for my money until the machine itself earns the balance.

Drop me a line to-day, and let me send you a book about the "1900 Gravity" Washer that washes clothes in 6 minutes.

Address me this way—H. L. Barker, 1262 Court Street, Binghamton, N. Y. If you live in Canada, address 1900 Washer Co., 357 Yonge St., Toronto, Ont.



Operator J. F. Tohill, formerly located at Oxford, has accepted the position of third trick operator at Rushville and has moved his family from Oxford to Rushville.

Wm. Kerr, third trick dispatcher, on the Indianapolis Division, is on the sick list and will not be fit for duty for some time.

W. E. Gossert has been transferred from the car desk in the superintendent's office to the position of regular third trick dispatcher on the Springfield Division, made vacant by E. C. Sappenfield's promotion to trainmaster.

An air lift has been installed at the Moorefield shops for forcing water from the deep well to a tank on the surface, from which it is pumped to the large water tank opposite the roundhouse. Formerly the water was pumped from the well with a pump which was located in a hole about fifteen feet deep. On account of the pump's getting out of order so often and being hard to fix, the new method is proving much more satisfactory.

Night hostler, R. F. Trissal, at Moorefield roundhouse, met with a very painful accident a few days ago. While giving engine No. 674 water, Mr. Trissal was struck by the water column and knocked off tank, and had his leg broken.

Harry Darnell, machinist, who has been off duty for a few days on account of an injured leg, is back at work.

O. E. Sorgius, accountant in the master mechanic's office, is suffering from a very lame foot, the exact cause of which he has been unable to determine. His journeys to and from the office are made with the use of a heavy cane.

Handling engines at Moorefield roundhouse during the heavy snow storms of February 21st, 22nd and 23rd, was hard work. Traffic over the road was tied up for several days, and on the Indianapolis Division it was necessary to de-tour passenger trains on account of deep snow drifts.

SANDY VALLEY & ELKHORN RAILROAD

Correspondent, GEORGE DIXON, *Chief Clerk,*

DIVISIONAL SAFETY COMMITTEE

- H. R. LAUGHLIN.....Superintendent, Chairman
- GEORGE DIXON.....Secretary
- H. L. BURPO.....Engineer
- C. C. WOODSON.....Fireman
- A. W. WHITE.....Maintenance Clerk
- W. B. QUINN.....General Foreman
- FRED RUTHERFORD.....Yard Conductor

Jeff Thought He Was Running the Road

By "Bud" Fisher



LONDON



LONDON is the most important place on earth. It is not only the most populous, it is the GREATEST of great cities. No other city is the centre of so many world-wide interests. Toward no other city do so many human beings look for inspiration, for commands, and for reward. To the American, London means more than any other foreign city; we are related to its life, it is the Mother City, the METROPOLIS, not of England only, but of the entire English-speaking world.

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Are You Going **DEAF?**



*In the
Hollow of
Your Hand!*

Unless long neglect has brought about complete paralysis of the congested parts, there is every chance that the power to hear—clearly and distinctly—can be saved or restored with the new

8-Tone Mears Ear Phone

—the final triumph of the inventor of the first successful multi-tone ear phone. **Eight Tones!** Eight different adjustments to suit every condition of the ear. Sufferers from deafness everywhere welcomed the Mears Four-Tone as the first **perfected** hearing device. It was a scientific marvel. But all its wonderful powers have been **doubled** in the amazing new **Eight-Tone** Mears—**just out!** The new Eight-Tone ear phone makes every kind and “shade” of sound as distinct to the deaf as shades of color are distinct to the perfect eyes.

Special Offer

Write at once for our Special Introductory Offer on this new wonder. To advertise and quickly introduce this greatest of all inventions for the deaf, we are now selling our new **eight-tone** phone **direct** from our laboratory to users, saving you one-half the usual retail price. Write today—send the coupon. A few dollars, payable on easy terms, if desired, secures you the help of this scientific instrument.

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The Mears Ear Phone Book explains all the causes of deafness; tells how to stop the progress of the malady and how to treat it. Send the coupon at once for Free Book and our great Special Introductory Offer. Do it today—NOW!

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Dept. 2724 45 W. 34th St., New York, N. Y.

FREE TRIAL!

Let us send you an 8-Tone Mears Ear Phone. Test this amazing instrument on your own ears under any conditions of service of 15 days. Nothing to pay for the trial. The Mears Ear Phone is a scientific and perfect hearing device for the deaf. Already 14,000 Single-Tone Mears Ear Phones have been sold.

Notice: We have discontinued all our American branch offices and agencies. The New 8-Tone Mears is sold direct from our New York Office only.

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If you live in New York call at our office, presenting this coupon, for free demonstration

Mears Ear Phone Co.

Dept. 2724 45 W. 34th St., New York, N. Y.

Gentlemen: Please mail me, free and postpaid, your Mears Ear Phone Booklet and particulars of Special Introductory Offer on new 8-Tone Mears Ear Phone and Free Trial.

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE



SONG TO LIBERTY

Fair Goddess of the loftiest theme
That ever graced the human tongue,
Long may thy glorious deeds be sung,
Thy torch of truth forever gleam—
Bold messenger of Liberty!

Protectress of the sacred right—
God-given to men in ages past
To hold and cherish to the last,
Send forth thy beams of holy light
To strike the realms of tyranny.

Bright guardian of the lives of men,
Dispel the blackness of the night;
Let tyrants quail before thy might
And yield to thee the crown; O then
Reign thou supreme, sweet Liberty.



The Trained Man Dodges the Axe

This old axe has lopped off heads since the year one. The inefficient man always gets it. The *efficient* man dodges it.

Efficiency means being a "Cracker Jack" at some particular work. It means being able to more than hold your own in filling a good job that pays a growing salary.

The International Correspondence Schools will impart *efficiency* to you in your own home during your spare time—no matter where you live or what you do.

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You've got to get *efficiency* or eventually "get the axe." Choose today. **Mark the coupon NOW.**

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Box 1088, SCRANTON, PA.

Please explain, without any obligation to me, how I can qualify for the position before which I mark X.

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Gen. Office Accounting
Bookkeeper
Stenographer
English Branches
Banking
Automobile Running
Locomotive Engineer
Air-Brake Inspector
Air-Brake Repairman
General Foreman
R. R. Shop Foreman

R. R. Traveling Eng.
R. R. Traveling Fireman
R. R. Construction Eng.
Civil Engineer
Surveyor
Concrete Construction
Electrical Engineer
Tel. and Tel. Engineer
Mechanical Engineer
Civil Service
Salesmanship
Advertising Man

Name _____

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Hansen's
"Protector"

Genuine
Pearl
Buckskin

THERE are all kinds of *value* in this gauntlet. *Value* in the Hansen *build* which makes it fit perfectly, yet "give" to every motion of fingers and fist.

Value in the leather which is a wonderful combination of softness and strength. Specially tanned, and will not shrink or shrivel, harden, crack or peel.

Hansen's Gloves

Are famous for value in wear. When soiled or greasy they can be easily restored with gasoline, and their *lasting* qualities make them much cheaper than the ordinary kind. This Genuine Buckskin resists heat, protects against cold, and wetting will not hurt it. Prices \$1.50, \$1.75 and \$2.00.

Our Free Book of Gloves shows many of the 500 styles for every man at every work. For railroad men in all departments, mechanics, farmers, motorists, lumbermen, etc.—for men in every sport, profession and trade there's the right fit, style and long *service* in a Hansen. Pick out *yours*.

If no dealer is handy, write us for information.

O. C. Hansen Mfg. Co.
282 Milwaukee St., Milwaukee, Wis.

Please mention this magazine

Don't Throw Away Your Old "Leaky"- "Smearly" Fountain Pen

To relieve you of its discomforts, we will allow you 50 cents for it, in exchange. Send it to us by ordinary mail at our risk, and under separate cover, bank draft or money order for \$2.00 and we will send you the \$2.50 pen described below, a pen that will be a source of never ending usefulness and pleasure to you, that will do your bidding if you but guide it aright over the writing sheet.

LAUGHLIN AUTOMATIC—NON-LEAKABLE SELF FILLING PEN TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*It's a Self-Starter.*

You don't have to fill the Laughlin, *it's a Self-Filler.*

You don't have to clean the Laughlin, *it's a Self-Cleaner.*

You don't have to monkey with dangerous, awkward, or unsightly locks, extensions, or so-called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (See illustration.) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a fine uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

\$2.50 By Insured mail, Prepaid to any address

If you have no old back number dropper filler pen to send us in exchange, just enclose \$2.50 with this coupon containing your name and address, we will send the pen by return mail. *Delivery guaranteed.*

FILL OUT AND MAIL TODAY.

Laughlin Mfg. Co.,
188 Wayne St., DETROIT, MICH.

GENTLEMEN—Here is \$2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....
City.....State.....



You Can Master All These Modern Dances

The Tango, Argentine, Castle Walk, Boston, Hesitation Waltz, Dream Waltz and others of the new and fashionable dances made wonderfully easy and quick to learn. New, simplified course of self-instruction arranged and compiled in book form by a Renowned Exponent of the Modern Society Dances.

In 30 Minutes This course enables you to master any of these fascinating dances in 30 minutes. Learn in the privacy of your own room or in the joyful company of your friends.

\$25 Course of Instructions \$1
Only \$1.00 for what is in reality a \$25.00 course of instructions in these new dances. To place the correct performance of these beautiful dances within the reach of all those who cannot afford the cost or time that a course of personal instruction would entail, we have arranged with the author to sell this course in book form at the low price of \$1.00. If you have not as yet learned the new dances, or if you wish to increase your repertoire or improve your dancing, send for a copy of

"The Modern Dances"

A beautiful book—handsomely bound in heavy board covers with appropriate three color cover design. Fully illustrated, containing 20 full-page halftones showing positions and steps and easy-to-understand diagrams illustrating figures. Send only \$1.00 today and get this book—the only successful method of home instruction.
BALTIMORE AND OHIO EMPLOYEES MAGAZINE.
Railway Exchange, Chicago

Send Coupon or Copy It on a Piece of Paper

BALTIMORE AND OHIO EMPLOYEES MAGAZINE,
Railway Exchange, Chicago

Enclosed find \$1.00, for which send me postpaid your course of instructions in the new dances in handsome book form, "The Modern Dances."

Name.....
Street.....
City.....State.....

Please mention this magazine

Why Pay Rent?

¶ Why not buy yourself a home instead of buying the landlord another house?

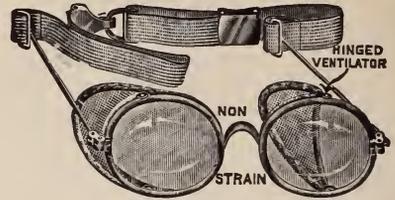
¶ For full particulars regarding a loan to help you buy property, or build a home, or pay off liens on property you already own, write

Superintendent, Relief Department,
Dep't S, Baltimore, Md.

¶ The Relief Department owns properties at the following points, which can be purchased by employees on liberal terms:

Baltimore, Md.
Chicago Junction, Ohio.
Clarksburg, W. Va.
Fairmont, W. Va.
Garrett, Ind.
Lorain, Ohio.
Louisville, Ky.
McMechen, W. Va.
Parkersburg, W. Va.
Pittsburgh, Pa.
Versailles, Pa.

NON-STRAIN GOGGLES



No. 800

Look at this Clear Vision
Comfortable Fitting Goggle



Ask Your
Watch Inspector



Beware of Imitators. Take no substitute. See that our trade-mark "Non-Strain" is on the box. If your watch inspector cannot supply you pin a one dollar bill on your letter and we will send a pair to you prepaid.

OPHTHALMUSCOPE CO.
402 DORR STREET TOLEDO, OHIO

ADVERTISING ANNOUNCEMENT

legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion: so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted

ADVERTISING RATES

¶ \$44.80 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column, 16 ems or 2 3/4 inches. An extra charge is made for preferred position, such as the cover; rates will be supplied on request

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A FLAG IN EVERY HOME

Flag, Pole, Rope, Ball and Holder. Cotton Bunting Flag, 3x5 feet, mounted on jointed pole; neatly packed in strong metal-edged box; convenient to store away. \$1.00.

KENNEY COMPANY
Department B. & O. 1314 Arch Street, Philadelphia

PATENTS THAT PROTECT AND PAY

BOOKS, ADVICE, SEARCH AND LIST OF INVENTIONS WANTED **FREE**
Send sketch or model for search. Highest references. Best results. Promptness Assured.

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The "SANITARY" ERASER

Handy - Practical - Economical - Always Covered



THE SANITARY ERASER receives, at its open end, a strip of rubber 3/8 inch thick, of a width and length that of the holder.

By slight pressure at the loop end, clean rubber is fed down until used; its narrow edge allows a letter or line to be erased without injuring another. Two rubbers of best quality are made; one for typewriter and ink, one for pencil.

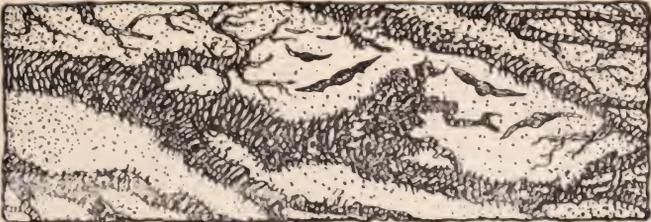
Handsomely finished; Easy to Operate and "They Always Work" EVERYBODY should have this NEW ERASER, Price 10¢.

Refills, Typewriter and ink, or Pencil, 5¢ each. Your Stationer.



When ordering by mail, state whether Typewriter and ink, or Pencil, enclose 2¢ extra for postage. Buy a lot of our 3 "O.K." Office Necessities Free. T. O. K. Mfg. Co., Syracuse, N. Y., U.S.A.

Please mention this magazine



Baltimore and Ohio Employes Magazine

Volume 2 Baltimore, May, 1914 Number 8

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In Time of War

DOUBT not that women have their part
*In love of danger and all high endeavor
 That wins the world's applause,
 And that forever,
 Even as a man's will beat a woman's heart
 At gallant deeds and rumors wild of wars.*

Ah, when the streets of a fair and a prosperous city,
 That knew those young feet in the commonplace task of each day,
 Resound to the rhythmical tread, without pause, without pity,
 The tread of the regiments marching in battle array;
 Ah, when the flags of a chivalrous nation are flowing,
 Fluttering from housetops and windows translucent and gay,
 When the drums roll aloud and the militant bugles are blowing,
 Doubt not the hearts of the women who hear them are glowing
 To the splendors of war and the beautiful pomp of the fray.

*Yet for only a little space
 Will the heart of a woman be captured.
 Inspired, enraptured
 By the pageant of battle, designed
 To cover the face
 Of Death, lurking behind.*

*For over and over again
 Do women endure
 To look on danger and pain
 In some chamber remote, obscure;
 Not with promise of glory or drums,
 Or banners or trumpets blown;*

*Silent her hour comes,
 And death she faces alone.
 Not so much death she fears
 For her sons and her sisters' sons,
 Nor her own remembered tears
 For the unreturning ones;*

*Not so much wounds affright—
 Visions she cannot forget,
 The cry of a boy in the night—
 These she herself has met;
 But the horror to her is giving
 Lives but to injure and slay.
 And she who gives life for the living
 Pales at the fray.*

—ALICE DUER MILLER, in *Collier's*





The Story of Railroad Development on Staten Island



By S. P. Kretzer

THE fifteen thousand descendants of early Dutch and French settlers on Staten Island, happy and prosperous, tilling the fertile valleys and fishing the productive waters, were undisturbed in their inherited occupations by the march of progress until about 1851, and even then the external rather than internal necessities brought into existence the first railroad on the Island. However well horses and oxen may have satisfied local transportation requirements there was a missing link in the rail and ferry chain of service between New York and Philadelphia and as Staten Island offered the most direct route, the line from Clifton to Tottenville, a distance of twelve and one-half miles, was projected and backed by all the prominent inhabitants, who foresaw large profits in thus opening up their lands.

Articles of Association were filed with the Secretary of the State of New York, October 18, 1851, but the line was not finished and put into operation until 1859. Although right of way was acquired at small cost and the building was economically done, the revenues appear to have been disappointing and inadequate as compared with the costs of operation, for in 1861 William H. Vanderbilt, who then lived on Staten Island and took an active part in the building of the railroad, was appointed Receiver and held that

position until 1863. By this time the accumulated debts had been discharged and the traffic sufficiently developed to warrant reorganization of the Company, and the acquisition from the City of New York of franchises to operate ferries between Staten Island and New York, and Bay Ridge and New York. The Company was prosperous and paid dividends until one of its ferry boats exploded in 1871, when it again went into bankruptcy. The property was reorganized in 1873 and taken over by the Staten Island Railway Company, which has operated it successfully ever since.

In the early eighties, Mr. Erastus Wiman of Toronto, Canada, took residence on Staten Island and became very enthusiastic over its natural beauties and business possibilities. About this same time the Baltimore & Ohio Railroad Company was looking for an entrance into New York to maintain its prestige among competing roads in the rapidly developing territory along its lines. It did not take long for Mr. Wiman and Robert Garrett, then President of the Baltimore & Ohio Railroad, to get together and make plans for additional railroads and terminals on Staten Island which would not only develop the local territory, but would also provide the Baltimore & Ohio with its much coveted entrance to New York Harbor. The Staten Island Rapid Tran-

sit Line was projected to connect by bridge over the Arthur Kill near Elizabeth, N. J., to which point it was planned we would either build or make traffic arrangements with the existing lines. Instead of building a new line north of



S. I. R. T. RAILWAY FORNEY TYPE
PASSENGER LOCOMOTIVE

Philadelphia, therefore, agreement was entered into with the Philadelphia & Reading Railway and Central Railroad of New Jersey, so that all that was required to complete the line was a short connection of about five and one-quarter miles from Cranford, N. J., to the Arthur Kill.

The Staten Island Rapid Transit Railroad was organized in 1884. By a ninety-nine year lease it took over the line from Clifton to Tottenville and commenced construction of the lines which now extend from South Beach to Arthur Kill. The section from Clifton to St. George was opened in 1886 and a portion of the north shore line as far as Port Richmond was completed and opened in the same year; the line from Clifton to a point near South Beach was opened in the following year. Business men and local capital were greatly interested in the project and the progress of building would have been much more rapid had not unforeseen difficulties arisen in connection with obtaining permission from the United States Govern-

ment to tunnel under the old quarantine station at Tompkinsville, then used by the Lighthouse Department, and build a bridge over the Arthur Kill (Achter Kill) or Staten Island Sound. This, like most great enterprises, met strong opposition of some misguided public-spirited or selfish interests, but finally triumphed over all its difficulties. Completed, the road formed the lines radiating from St. George, at which point the ferry service from New York, previously making several landings at docks along the shores, was concentrated. St. George being the nearest point to New York reduced the sail to a minimum and shortened the time to all stations. The Arthur Kill bridge, for many years the largest drawbridge in the world, was completed in 1889 and opened for traffic in 1890, the first through freight train arriving at St. George, March 12th of that year. The intention of using the Staten Island Terminal for through passenger service was abandoned and all Baltimore & Ohio passen-



FERRYBOAT TOTTEVILLE PLYING BETWEEN
PERTH AMBOY AND TOTTEVILLE

ger business is handled at the Terminal of the Central Railroad of New Jersey at Jersey City.

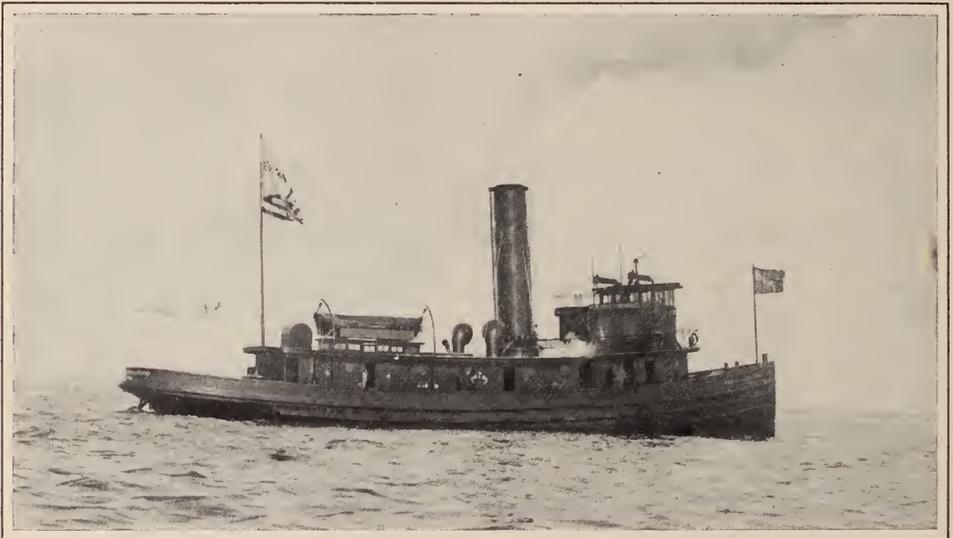
"Staten Island Lines," the usual designation of that portion of the Baltimore & Ohio System east of Philadelphia, comprise three distinct corporate entities. The Baltimore and New York Railway Company, owning the line

between Cranford Junction, N. J., and Staten Island Sound, the Staten Island Rapid Transit Railway Company, owning the lines from Staten Island Sound to St. George and St. George to South Beach, usually referred to as the North and East shore lines, and the Staten Island Railway Company, owning the line from Clifton to Tottenville and operating a ferry between Tottenville and Perth Amboy, N. J. The track mileage of this division is as follows:

First track	28.86
Second track	22.15
Other tracks	46.93
<hr/>	
Total	97.94

One section of the North Shore line has four main tracks, that number being necessary to handle properly the large number of train movements. A large portion of the Baltimore & New York Railway is single track, which is ample at

In anticipation of the establishment of a through service, The Baltimore & Ohio opened its first freight station in New York in October, 1886, and from that time the business has expanded and grown until today the tonnage in and out of New York approximates 1,500,000 tons. This tonnage moves over Staten Island and by carfloat or barge from or to St. George. In addition to this, the Staten Island Lines handle a considerable tonnage with its other connections, the Pennsylvania Railroad and Lehigh Valley Railroad and by carfloat interchange with the Delaware, Lackawanna & Western, the Erie, New York Central Lines and others. At St. George Coal Piers, close to 2,000,000 tons of coal and coke are trans-shipped each year. The total tonnage handled by the Staten Island Lines during the past year amounted to 4,400,000 tons, and the number of passen-



TUG FREDERICK D. UNDERWOOD

the present time as no passenger service is operated over this line. Practically all of the two Staten Island roads is double tracked.

gers carried was 6,600,000. These are large figures for such short mileage and mean a very dense traffic requiring many trains under short headway. The pas-

senger traffic in and out of St. George requires 300 trains daily.

The fifteen thousand inhabitants of Staten Island just prior to the beginning of its railroad building in 1850, had grown

crossing elimination. The Amboy Road at Huguenot Park was completed last July and another at Great Kills will be finished this summer, and the Public Service Commission now has under con-



ST. GEORGE YARD

to ninety-five thousand in 1913 and the ratio of annual growth is probably higher to-day than ever before. This means increased railroad facilities almost every year—more cars, new locomotives, heavier rails, better ballast, more storage yards and other improvements. The Company is also well started on a scheme of grade

consideration five crossings between Princess Bay and Pleasant Plains, all to be disposed of in one job. This is one of the ways railroads are called upon to spend large sums for which no direct return can be expected, but this is an age of progress and the railroads must keep pace.

**If you want to get something done, ask a
busy man to do it. He will find
the time to get it done**

Fighting Forest Fires Along the Right of Way

Railroad Cooperating With Forestry Commissions of States

PROBABLY no single phase of the great policy of conservation of natural resources has been given such wide publicity and is so generally

vast tracts of timber in different parts of the country, to be sold, rented or worked by the Government as future policy might dictate. The example set



HOW THE FIRES DESTROY GOOD STANDING TIMBER

understood as that dealing with the preservation of our forests. It is a matter of common knowledge that during the Roosevelt administration the United States Government set aside

by the nation has been followed by a number of the states and many ramifications of the forestry conservation campaign are now firmly established. Among these may be mentioned a com-

prehensive campaign of education carried on by the Federal Government and also by the several states, the founding of forestry schools for the training of specialists in this line of work, the formation of conservation societies and a more general activity among all classes of the intelligent people who appreciate the tremendous importance of the movement.

"Next to air and water," says a recent bulletin of the Pennsylvania Department of Forestry, "wood is the most important element on earth." If we look about us and see the manifold uses to which wood is put, we can readily appreciate the truth of this statement.

It may be frankly admitted at the outset that the purpose of this article is to give sufficient knowledge of the relation of the Baltimore & Ohio toward the forest conservation movement to enable every employe to constitute himself a committee of one to help in this work. Perhaps no argument we could present would be so effective as merely to state the relations which have existed and now exist between our Road and the Forestry Departments of Maryland and Pennsylvania.

As early as October, 1911, at the request of the Maryland Forestry Commission, posters were placed in all of our stations on the main line division calling the attention of all the employes to the importance of the fire prevention work and stating specifically how they might help bring about the desired results. In addition to this, instructions

were issued in these localities that all section men exercise caution in starting fires and diligence in extinguishing any they might start during the day in territories where the woodland is extensive; that they be on the lookout for any fires which might devastate woodland on or near the railroad tracks; that trainmen throw off notices to section foremen advising them of any fires along the right-of-way, or spread this information in the



STAND OF OAKS AND OTHER HARD WOODS IN WELL
CLEARED GROUND WITH FINE HUMUS

most effective way possible in order to prevent destructive fires; that in dry seasons night patrols be established in woodland sections to prevent fires that might be caused by passing locomotives.

At the request of the Commissioner of Forestry of Pennsylvania, similar instructions were issued along our lines



WEEDS—WEEDS—WEEDS—AND KEPT IN THIS CONDITION BY FOREST FIRES

in that State and it was agreed by general manager Galloway and engineer of maintenance of way Stimson that every effort should be put forth to cooperate

with the State authorities in preventing destruction of the timber growth.

In his letter of September 18th, 1913, to general manager Galloway, Mr. F. W.



PRIMEVAL FOREST OF WHITE PINES UNDER FIRE PROTECTION

Besley, State Forester, outlined the purchase of land along the Patapose River between Relay and Hollofield by the State for a State Forest Reservation and asked for the cooperation of the Railroad in keeping this intact from fires. The result of this letter was that the railroad cleared a strip of land which had been marked out by the State forestry experts for a distance of three thousand feet along the railroad track, and the debris, which is a prolific cause of the starting and spreading of fires, was collected and destroyed. A State patrol now watches this strip of land. This is a fine example of what cooperation between the State and Railroad authorities can accomplish. The Railroad at its own expense cleared the land and the State and Railroad together are endeavoring to

keep it as free from fires as is possible.

The best proof of the value of conservation is afforded by the pictures accompanying this article, which were loaned us by Robert S. Conklin, Commissioner of Forestry, Pennsylvania. When it is considered that land denuded of marketable timber growth and uncleared is of no economic value, except a

questionable value as grazing land, when it is known that the purity of water which flows from the hill sections of our country into the valleys depends to a large extent upon the healthfulness of the growth of the hill timber; and finally, when the very apparent economic waste in the destruction of timber land is understood, the importance of this great movement can be appreciated.



IMPROVEMENT CUTTING

In certain sections of the country, notably in the Adirondaeks and in parts of the West, drastic laws have been passed by State legislatures looking to the control of the railroad motive power used in the wooded sections. In the Adirondaeks, for instance, during certain seasons the railroads are compelled to use oil burning locomotives to prevent the possibility of fires caused by escaping sparks.

There is really no necessity for such regulations in this section of the country, if the proper cooperation can be maintained among the State powers, the railroads and the citizens who live along the right-of-way. With the danger of forest fires eliminated to a large extent, not only can the natural timber now growing be brought to a marketable and

economically valuable condition, but literally millions of young trees representing possibilities worth many millions of dollars can be planted and brought to successful fruition. Without this cooperation neither will it be possible to save the old timber nor to bring forth the growth of the new.

Between the years 1901 and 1912 Pennsylvania planted over 4,000,000 trees. The results of this and similar work in other States will be watched carefully all over the country, and if they justify the predictions of the forestry experts, will unquestionably bring forth a country-

wide activity along these lines which will produce enormous wealth.

For our own sakes and for the prosperity of our children, for the protection of the interests of our employers and our country, for the preservation and propagation of beautiful State and National forest reservations and for the production of enormous national wealth from these forests, it behooves each one of us to take a personal interest in this important work and to make the Baltimore & Ohio right-of-way free from forest fires in so far as we individually and collectively can.



Swallowed Safety First Button Saves Swallower's Life

Symbol of Movement Lives up to First Principles



R C. HAASE, our N. W. P. A. in St. Paul, just sent us the following remarkable story of the strange experience of a "Safety" button.

"Harry Spieckerman, of the Chicago, Milwaukee & St. Paul Railway, general auditor's office, Chicago, on Thursday, swallowed a Safety First button, an emblem of an organization on our road to promote safe and careful operation of trains. An operation was necessary to remove it, which was performed yesterday at the Chicago Union Hospital by Dr. H. A. Moje, 4132 North Ashland Avenue. Mr. A. W. Smallen, chairman of the Safety First Committee on our road, was at the hospital when the operation was performed to claim the button that

had failed to live up to the tenets of the organization in the case of Spieckerman. The strange coincidence brought out by the operation, according to Dr. Moje's statement, was, that unless Spieckerman had swallowed the Safety First button, which necessitated the operation, he would have in all probability been dead within the month, because when the incision was made it was found that his appendix had developed to about three times its natural size and had hooked partly around the colon; so the appendix and button were removed with the one operation."

Mr. Haase comments thus:

"This is a true story! Those safety buttons are surely on the job at all times."

Who Owns Your Home?



Just stop for one moment and ask yourself the question—*who owns your home?*

There are many men who work every day of their lives and have little time for recreation, and even then you will find some instances where they have no claim to their homes whatever, except as they pay their monthly rental to Mr. Landlord.

Do not expect to be able to work on and never feel the effects of the continuous strain. In time it will cause the strongest of us to give out.

There comes a time when each of us must stop long enough to ask “who owns the house I live in?”

It is decidedly uncomfortable to have to answer—“somebody else owns it,” and not the least pleasant thing to remember then is the fact that such a person realizes that for many years he has been paying rent which might gradually have been paid against the cost of a home through our Relief Department.

As an employe of the Baltimore & Ohio R. R. Company you have little if any excuse to offer for not being a home owner, for with the plan offered by the Company, you can secure a home which you can call your own in fact.

As information regarding loans is given out freely, take advice from one of your fellow workmen, and do not permit another month to go by without making some determined effort in this direction.

Newark, Ohio, April 31, 1914.

Legislative Regulation Increases Motive Power Cost

Address of General Superintendent of Motive Power
Frank H. Clark at Deer Park

THE subject of shop methods and practices which was assigned me involves so much detail that it is a difficult one to cover in the time available, except in a very general way, and it may be best to consider first the general question of motive power expense and then to point out a few instances in which changes in shop methods and practices may be expected to reduce our motive power expenses. These expenses are so largely dependent upon shop methods and practices that the subject is one of the greatest importance.

Our records show that the cost of freight car repairs only in 1913 was less than in any of the previous five years. The total cost, including repairs, renewals and depreciation, was the same as in 1908, and less than in 1910 or 1912. The charges for renewals and depreciation, however, were greater in 1913 than in any of the previous five years.

Our costs of freight car repairs will continue for two or three years to be very greatly affected by the number of cars with American continuous draft rigging, the necessity of compliance with the requirements of the Government in respect to safety appliances, and the fact that our N-8, N-9 and P. & W. hoppers and our O-12 and O-14 gondolas have reached

such an age that they are coming in pretty fast for renewals of hopper and floor sheets.

We now have about 20,000 cars with the American continuous draft rigging and it is the present intention to apply steel center sills to about 12,000 of these, leaving 8,000 which will probably have to be retired during the next three years in order to meet the requirements in the application of safety appliances.

We have estimated that the cost of improving safety appliances on other cars will be between \$1,250,000 and \$1,500,000, all of which we shall be expected to spend before July 1st, 1916, and, as you know, we are trying to arrange to build up our forces and put special gangs on safety appliance work at an estimated cost of \$40,000 per month.

We have made considerable progress in the matter of replacing hopper and floor sheets in the steel cars already mentioned, but it is safe to assume that by the time we get these cars properly repaired we shall have others needing similar treatment, so that we cannot expect very much of a reduction in expense in this direction.

While our freight car repair costs will be considerably affected for several years by the Federal requirements in the matter of safety appliances and by the necessity

of eliminating the American continuous draft rigging, the greater portion of the expense will be due, as in the past, to the necessity for making repairs due to natural wear and damage. A great deal of the damage appears to be due to carelessness on the part of those engaged in handling the cars either in yards or on the road. It has not seemed advisable to try to make an actual check of the damage due to rough handling of cars either in yards or on the road, or due to collisions, sidewipes, etc., but if careful investigations were made it is probable that some surprising results would be obtained.

The cost of passenger car repairs in 1913 was less for repairs only than in 1908, 1910 or 1912, though somewhat above

the cost for 1909 and 1911, and the total cost, including renewals and depreciation, was less than in 1908 and 1912, slightly above the cost of 1910 and 1911, and about sixteen per cent. above the cost in 1909.

The increase in renewals and depreciation is partly responsible for our failure to make a better showing in passenger and freight car repairs, the amount of depreciation in passenger car repairs having advanced from \$52,300 in 1909,

at which time our total cost per mile for passenger car repairs was .94 of a cent, to \$124,900 in 1913, with a total cost of 1.09 cents per car mile. In freight car repairs, renewals in 1909 were \$168,300, and in 1913, \$759,700, while the depreciation advanced from \$812,700 in 1909 to \$1,852,800 in 1913.

We cannot expect any material reductions in the amounts charged to renewals or depreciation, and it will be necessary, therefore, if any reductions are made, to reduce the cost of actual repairs, and it is important that some reductions be made, as it is upon the total cost of repairs that comparisons are usually made with neighboring roads.

In locomotive repairs the cost per mile run was about the same in 1908 and 1909,

slightly less in 1911 than 1910, and increased from 9.10 cents per mile run in 1911 to 9.79 cents in 1912 and 10.50 cents in 1913. The total cost, including renewals and depreciation, shows an increase from 7.87 cents per mile in 1909, to 12.36 cents per mile in 1913, an increase of fifty-seven per cent., while during the same period there was an increase of forty-three per cent. in the cost of repairs only per mile run. Renewals increased from \$12,300 in 1909 to \$313,700



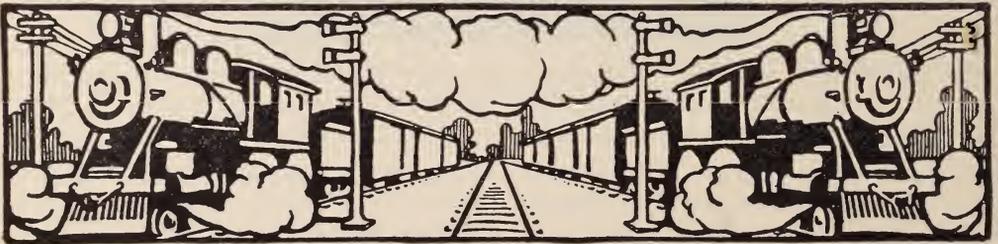
F. H. CLARK, GENERAL SUPERINTENDENT OF MOTIVE POWER

in 1913, and depreciation from \$287,100 in 1909 to \$885,700 in 1913.

The cost of locomotive repairs may naturally be expected to increase as the average weight increases, but unfortunately our expenses for repairs increased forty-three per cent. between 1908 and 1913, while the increase in tractive force was only 14.6 per cent. This is accounted for in a measure by the increased tonnage handled, the application of frames and other heavy repairs to E-24 locomotives, the application of speed recorders, superheaters, stokers, coal pushers and safety appliances, and by the requirements of the Government and various states in the matter of boiler inspection. It should be possible, however, to reduce this figure and I believe it can be done by closer supervision and the use of better methods in our shops. I believe that at many of our important terminals we are postponing repairs, which might be done at very moderate expenditure of time and money, until conditions get so bad that the expenditures are very much increased on account of the delay, and the performance of the

power is less satisfactory because of the delay in making repairs. I realize, of course, that in busy times our terminal forces are pressed for power, but I am sure that our transportation officers will allow sufficient time to make necessary repairs.

A tendency that seems to be universal in locomotive shops making classified repairs, is that of getting too many engines in the shop at a time and holding them out of service an unreasonable length of time. It is a common thing in some of our shops to average from fifty to sixty days for class two or class three repairs, and thirty to forty days on class three repairs is pretty general. Class four repairs consume from ten days up, with an average of probably twenty-five days. It would be much better from a transportation standpoint to concentrate the work on a smaller number of engines and get them out quicker, and it would be also less expensive. I think this fact is becoming appreciated, as I find that in most shops the average time in shop for class two, three or four repairs is becoming less but further progress can and should be made in this direction.



Land and Water Transportation—A Brief History

Extracts from Address of Frederick C. Syze, Trainmaster
Staten Island Lines, at Inaugural Fellowship
Dinner in New York

TRANSPORTATION really had its birth in commerce. The first foreign merchants of whom we read, carrying goods and bags of gold and silver from one region to another, were the Arabs. The first maritime carriers of goods were the Phoenicians, who dwelt on a narrow strip of land on the Eastern Shore of the Mediterranean.

Water transportation had its first development a long time before that of any fairly well organized methods of land transportation, but the early history of navigation is wrapped in obscurity. The Egyptians had vessels large enough to be called ships about 3000 years B. C. The Chinese also built ships at a very early date. Means of navigating their vessels were necessarily very crude, and considering the difficulties under which the Phoenicians and others labored, their voyages should be regarded as very daring adventures. The Phoenicians spread their merchant fleets throughout the Mediterranean, navigated Solomon's squadrons to the Persian Gulf and Indian Ocean and planted colonies everywhere.

It was not until about 700 years ago that the compass came into general use, and its advent rendered the seaman independent of the sun and stars so far as simple steering was concerned. World-wide navigation got its real impetus however, from the daring Columbus.

We are all familiar with his epoch-making voyage of 1492; and we might very well ask ourselves how long the discovery and the development of this continent—this very spot we now occupy—would have been deferred had it not been for his indomitable will, his perseverance, his courage, and above all, his confidence in himself.

Before proceeding further on the subject of water transportation, we must not overlook the part canals have played in it, nor the antiquity of them. Boat canals date from a period long preceding the Christian era and were employed as a means of navigation and communication by the Assyrians, Egyptians, Hindus and Chinese. The Royal Canal of Babylon was built about 600 years B. C. An interesting instance of canal construction was the Grand Canal of China, 650 miles long and constructed in the thirteenth century. It is about five to six feet deep and was at first equipped with incline planes up which the boats were hauled by capstans and made to slide down on paved tracks. About 200 years later, locks, pretty much as we know them today, were constructed in place of the inclined planes. From that time to the present date canal construction has been more or less steadily carried on, the greatest example being our own Panama Canal.

Vessels were very small up to the advent of steam navigation, few being more than 200 feet in length. Many of us very distinctly remember how small and frail the counterpart of the "Santa Maria," in which Columbus made his historic voyage, looked as it was towed

sons. There were caravan routes, many of which were through and across almost trackless regions and on which camels were used. The slowness and costliness of land transportation, even in the eighteenth century, made it impossible to convey ordinary goods any long distance.



McMYLER COAL DUMPING MACHINE, ST. GEORGE, S. I.

up New York Bay during the Hudson-Fulton Celebration.

The Spaniards assert that as early as 1543 Blasco De Garay made an attempt to propel a vessel by steam. It is also said that Denis Papin, in 1707, propelled a boat by steam on the river Fulda. However, various experiments with steam craft were carried on with more or less success—mostly less—until our own Robert Fulton built the "Clermont" in 1807. The "Clermont's" advent marks the beginning of steam navigation as a commercial success.

Ancient land transportation was comparatively insignificant. Greek roads led chiefly to sacred places, such as Delphi, and their economic importance was small. The Roman roads were established for military rather than for economic rea-

At about this time canal construction revived and met a pressing need until the railroad came.

Early in the sixteenth century rails of timber were laid at the collieries near New-Castle-on-Tyne, England, over which, by means of bulky carts provided with rollers one horse could draw four or five tons of coal. The first notable improvement on this crude railway was made by securing these wooden rails by pegs to cross ties placed two or three feet apart, and fastening on top of the rails proper, which were about six inches square, strips of hard wood which could be removed when worn and replaced with new strips. In 1735, flat iron bars were substituted to some extent for this upper strip of wood, and in 1767 cast iron bars were generally substituted for the entire

wooden rail. In 1789, William Jessup introduced a new form of cast iron rail, and in 1820 malleable iron or wrought iron rails, which were very tough, were being rolled up to the lengths of fifteen feet. The gauge of the track was four feet eight and one-half inches, and this ultimately became the standard gauge of railway track in England and America. It will be observed that the essential characteristics of the modern steam railway track had been established by 1825, and that it only remained for future knowledge and experience to develop and perfect these features.

The very early railways were used only for the transportation of mineral products, and up to about 1825 the motive power, with very few exceptions, was haulage by horses. As early as 1804, Richard Trevithick had built a locomotive

used by Blackett at Wylam. None of these locomotives were satisfactory. In 1814, George Stephenson built his first engine and put it into operation on the Killingworth Railway, where it hauled a load of thirty-five tons at the rate of four miles per hour on a grade of 1 in 450.

The Stockton and Darlington Railway, twenty-five miles long, which was constructed under the direction of George Stephenson as Chief Engineer, was opened for traffic in 1825. In view of his previous work with steam locomotives on the Killingworth Railway, he attempted to use locomotives of his design on the Stockton and Darlington Railway, with considerable success. On the opening of this road the Stephenson engine hauled a train composed of twenty-two wagons filled with passengers, and twelve wagons loaded with coal, making an aggregate



COAL PIER NUMBER 2, ST. GEORGE, S. I.

engine which, at its first trial upon the Merthyr and Tydri! Railway in Wales, had hauled wagons containing ten tons of coal at the rate of five miles per hour. In 1812, locomotives were used by Blenkinsop to haul coal between the Middleton collieries and Leeds, and were also

weight of about ninety tons, at an average speed of five miles per hour and a maximum speed of twelve miles per hour. Notwithstanding the flattering showing made by the locomotive engine on this trial trip, steam was employed only to a small extent in the period of railway

operation immediately following. It could not compete in economy with haulage by horses and for some time all passengers and mixed freight were so hauled, the locomotive being used only to handle the operation of the coal traffic. About that time other railways in England were projected and considerable difference of opinion existed as to the best method of operating them when completed. Stationary engines had many advocates; others were in favor of horse power added to stationary engines on the steep inclines, but few had any faith in locomotives, and Stephenson stood practically alone in openly advocating their use. His persistent earnestness caused the Board of Directors of the Liverpool and Manchester—a new railway—to offer a prize of £500 for the best locomotive which on a certain day should be placed on the railway and perform certain specified duties in the most satisfactory manner. The date of the test was October 1st,

1829, and on this date four locomotives appeared to compete. One of these was the "Rocket," built by Stephenson, and another was the "Novelty," built by the Swedish Engineer, John Ericsson, afterwards famous as the designer of the ironclad "Monitor." The trial of these locomotives lasted until October 14th, when the prize was awarded to Stephenson's locomotive, the "Rocket," which undoubtedly ranks as the first high-speed locomotive of the modern type.

After dealing with the several phases of transportation, covering a period of several thousand years, it is most remarkable indeed to note that the greatest development has occurred within a period spanned by the lives of many persons connected with the Baltimore & Ohio. For instance, in 1830 there were only twenty-three miles of railroad laid in the United States; in 1850, there were 9021; in 1870, there were still only 52,922, while today there are something over 250,000 miles.

Appreciation of Frederick C. Syze

By Elias Bernstein

THE life of Frederick C. Syze, the present trainmaster of the Staten Island Lines, furnishes a source of inspiration to the young man who realizes that it is pluck and not luck which brings success in the business world.

Mr. Syze was born in Jefferson Valley, New York, in 1870. After completing a preliminary education in the public schools and doing vacation work in the local telegraph office he became a telegraph operator and at the age of fifteen was appointed to regular service at Tilly

Foster Mines, some fifteen miles from his home.

When Mr. Frank S. Gannon resigned from the New York & Northern to take charge of the newly acquired lines on Staten Island in July, 1886, Mr. Syze's application for employment was favorably considered and he was assigned to the Huguenot station on Staten Island, as telegraph operator and ticket agent. Close application to duty and good service stood him in good stead and in March, 1887, he was promoted to the position of dispatcher's operator in the

office at St. George, S. I. In November, 1892, he was made night dispatcher and also charged with the duties of night yardmaster. In 1896 he was made chief dispatcher, and in February, 1906, was given the position of trainmaster. With the exception of a period of four months in 1912, when he was temporarily serving as supervisor of transportation on the Baltimore & Ohio Southwestern at Cincinnati, Mr. Syze has seen continuous service with the S. I. Lines for twenty-seven years. And it may be modestly added here that during all this time he has never been really disciplined or "served time" for an infraction of the rules. This is, indeed, a record to be proud of.

The personal characteristics of Mr. Syze are the kind which win men's affections and give confidence to those with whom he comes in contact. A good test of an officer's personal worth is to ascertain his relations with the men who report to him. Do they respect him? Do they trust him? Have they anything in common with him? With respect to Mr. Syze, these questions can truthfully be answered in the affirmative. The tribute paid him on his re-

turn from the temporary service on the Baltimore & Ohio Southwestern showed the employes' high regard when they presented him with a handsome gold watch. The trainmen started a small fund among themselves, but when the purpose of the collection became generally known, men from all departments vied with each other in swelling the contributions.

The sincere gratitude and heart-to-heart talk of Mr. Syze at the presentation made a lasting impression on all present, and he said that the demonstration made him feel that he was fully repaid for any efforts he had made to make the work pleasant for those associated with him.

It is often said of Mr. Syze that he has the interests of the Company peculiarly at heart. Sunrise is not too early nor

midnight too late to find him in the freight yards. In cases of emergency he works eighteen to twenty hours a day, and goes many hours without food. He will stick to his post tenaciously until matters become normal again. At his home he has a swinging telephone arm from his bed-post and quickly responds to the call of duty at a



FREDERICK C. SYZE
Trainmaster Staten Island Lines

moment's notice, regardless of the hour or condition of the weather. He is a Company's man, first, foremost and always. He is a total abstainer and a formidable enemy of Rule "G."

The Staten Island Lines claim Mr. Syze as an invaluable asset. Morally and physically he is all that a man could hope to be. Railroads need men of his type.

Recollections of Early Railroading on Staten Island

By W. Cornell

BEFORE the advent of the Staten Island and Baltimore and Ohio Railroads, the steam railroad on Staten Island consisted of a sort of one-horse affair, running from what was then

for the fare, which was a handy quarter, regardless of the distance one might travel, as tickets on that line were unknown.

The largest travel of the year was on Sunday. During the proper season the road was swamped with fishermen, largely of German extraction, always a jolly crowd, who with baskets, poles, and other fisherman's requisites crowded the trains from truck to roof. When on a Sunday during the fishing season this jolly crowd got aboard, and the wheezy engine started the train in motion, all went well until the grade approaching Grasmere was reached, when frequently she would stall; then all hands got out, and with a strong push and a "Hurrah" they would reach the Summit. At Huguenot and Princess Bay the bulk of the passengers left the train, as the best fishing abounded in that vicinity.

Stations were of an ancient order. Most of them were shanties built primarily for the protection of passengers from the elements. Others did not have this protection, but were merely platforms. Station agents were not required as the road did business on a strictly cash basis. What is now known as Oakwood Heights was then called Court House, a small house in the woods occupied by a colored family.

STATEN ISLAND RAILWAY.

Connects at Tottenville

with

Steam Ferry Boat



for

Perth Amboy.

ON AND AFTER DEC. 1ST, 1875, LEAVE NEW YORK

With R. R. Boats from Pier at Whitehall,

At 7, 9 & 11 A. M. 1, 4, 5 & 6 P. M.

LEAVE PERTH AMBOY

At 7, 7.55, 8.55 & 11.55 A. M.

2.55, 3.45, & 5.45 P. M.

LEAVE TOTTEVILLE

At 7.10, 8.05 & 9.05, A. M.

12.05, 3.05, 3.55 & 5.55 P. M.

SUNDAYS,

Leave New York at 9 & 11 A. M. 1 & 4 P. M.

" Tottenville at 9 & 11 A. M. 1 & 4 P. M.

OLD TIME CARD OF STATEN ISLAND RAILWAY

known as Third or Vanderbilt's Landing to Tottenville. The road was of single track, the passenger cars were of an antediluvian type, and were drawn by antiquated locomotives. The conductor passed through the train with hand out

The ferry connecting with the railroad on Staten Island ran from the Battery, New York side, and made three landings, at Tompkinsville, Stapleton and Third, or Vanderbilt's. Two of the boats used on the ferry at that time are still doing service as hospitals for tubercular patients. The residents of the North Shore reached the Island by steamboats of the excursion type.

Organizing a Lighterage Department

By W. Cornell

IN OCTOBER, 1886, when the Baltimore & Ohio began business at their own stations in New York City, the entire floating equipment consisted of six car-floats, which at that time would carry ten cars each. Tug power was hired as required. All railroads then had a lighterage service established, and L. Boyer Sons were engaged to take care of our needs in this direction. This continued for about a year, when the question of establishing our own lighterage service was considered by the late terminal agent Marshall and the then agent (now terminal agent) Cornell, and we hired a steam barge, known as the "Eagle," a rather antiquated vessel which had been plying on the North River carrying stone, and which was commanded by a skipper who was never in a hurry. This boat, shortly after being hired by us, was sent to Brooklyn for cargo. The captain's attention was called to the unloading of a vessel in Erie Basin, the cargo consisting of log-wood. Someone remarked to him that the unloading was very slow, and to this the ancient mariner replied that such was not the kind of work the railroads required.

"They think," said he, "that a steamboat should go like an express train, and they can go to thunder as far as I'm concerned, I intend to quit tonight."

Subsequently, this vessel was loaded with copper ore. At that time we carried large quantities of ore, and after she was loaded and moored at the dock she sprang a leak and started to sink. However, by quick action on the part of all concerned, the cargo was saved. From this time on barges and lighters were chartered, some of them still being in the Company's service, and our fleet has grown until at the present time we own and operate sixty-nine lighters and barges, three steam lighters, eight powerful tugs and twenty-one car-floats. These are reinforced with thirteen hired lighters.

The first marine disaster occurred in 1902, when a car-float carrying ten loaded cars sank off Liberty Light. Captain George Francisco was in command of the tug and succeeded in bringing the sunken float to Pier 1, North River, and mooring it safely on the south side. This occurred on a Saturday night, and early Sunday morning derricks were placed alongside the float and the cars were removed. This feat of Captain Francisco (who is now night tug dispatcher) was considered one of the greatest accomplished in New York harbor, and those acquainted with marine matters can appreciate the difficulties he encountered in order to get this submerged float with ten loaded cars over a distance of two and a half miles.



History of The Baltimore and New York Railway Company

ABOUT 1880 all trunk lines, east, had secured entrance into New York with the exception of the Baltimore & Ohio. Attention was brought to the officials of the possibility of obtaining a New York terminal by way of Staten Island, and negotiations led to the projection and construction of the Staten Island Rapid Transit Line west to Arthur Kill and the Baltimore & New York Railway between Arthur Kill and Cranford, N. J.

The "Blue Line Agreement" was made by the Baltimore & Ohio with the Phila-

The Baltimore & New York Railway was incorporated in New Jersey, October 27, 1888, with a capital stock of \$500,000. It was completed in 1889 and is 5.4 miles in length. The regular freight service of the Baltimore & Ohio over this line into New York via St. George was commenced in March, 1890, and the operation extends from Cranford Junction to St. George and forms the New York Accounting Division of the Baltimore & Ohio System.

The projection of this line contemplated the building of large passenger boats or car transfers and the handling



ARTHUR KILL BRIDGE—CONNECTING STATEN ISLAND AND NEW JERSEY

delphia & Reading and the Central Railroad of New Jersey for the joint handling of traffic over their lines from Philadelphia to Cranford.

of passengers as well as freight, but no attempt was ever made to divert this business from the Jersey City route. In 1900 an attempt was made to increase

the passenger business of the Baltimore & Ohio and the Royal Blue Line by running two round-trip passenger trains daily between St. George and Plainfield,



H. W. MILLER
General Freight Car Foreman S. I. Lines

N. J. The service was maintained until 1903, when it was discontinued on account of being unprofitable.

The line from Cranford Junction to Arthur Kill is single track, has eighty-five pound (A. S. C. E.) rail, laid in 1907, and rock ballast. It has a maximum three-degree curve, eighty-four per cent. descending grade and forty-six per cent. ascending grade against eastbound movement.

All foreign lines are crossed by overhead steel bridges. Class E-13-B consolidation

engines weighing 173,500 pounds may be operated.

Staten Island Junction is our connection with the Lehigh Valley R. R., about .09 miles from Cranford Junction. This interchange is used entirely for business handled between the S. I. R. T. and the L. V. R. R. and its connections.

Linden Junction is our connection with the Pennsylvania R. R., 4.2 miles from Cranford Junction. The track is owned by the Baltimore & New York Railway, and has a capacity of fifty cars. With the exception of about forty to sixty cars per year of meat, poultry, eggs, etc., running east over the Baltimore & Ohio Railroad and delivered at Jersey City from



ENGINE No. 1633 IN FREIGHT SERVICE BETWEEN
ST. GEORGE, S. I., AND CRANFORD
JUNCTION, N. J.

Left to right, Brakeman SCHAEFER, Fireman WERNER,
Brakeman BANKS, Conductor HUNTERBISE

the tracks of the Erie R. R. (intermediate switching may be performed by the P. R. R.), this junction is used exclusively for interchange of freight handled between the S. I. R. T. R'y and the Pennsylvania Railroad and its connections.

Progress of Signaling on Staten Island Lines

By W. L. Dryden

Signal Supervisor

W. L. Dryden, the writer of this article and Signal Supervisor of the New York Division of the Baltimore and Ohio Railroad, has had charge of the installation and maintenance of signals on the Staten Island Lines since the first line controlled by disc signals was built in 1864, up to the present time.

—Editor.

IN 1892 there was one block signal installed, in 1893, two block signals, and in 1894, six single disc signals, between St. George and Clifton Junction, on the eastward track.



SIGNAL TOWER AT PLEASANT PLAINS, S. I.

In 1902 there were seven single disc signals installed between Clifton Junction and St. George on the westward track, and in 1904, seventeen double disc signals were put in on the eastward and westward

tracks between New Brighton and Western Avenue. In the following year the signal on the westbound track between St. George and New Brighton was built and in 1906 signals were installed on the eastward track from New Brighton to St. George.

In February, 1908, the new electro-pneumatic signals at St. George Passenger Terminal were installed. The single disc signals between St. George and Clifton Junction were taken down and put between Clifton Junction and South Beach, and replaced with double disc signals. When signals on the North Shore between New Brighton and Western Avenue were installed in 1904, they were wooden poles and the battery cases were set on wooden foundations. During the year 1910 and the first half of 1911 all wooden poles were replaced with iron poles, and all battery cases were placed on concrete foundations.

In 1911 double disc signals were installed between Pleasant Plains and Totterville on the eastward and westward tracks and in 1912 the new automatic signal governing the four main tracks between Mariners Harbor and Arlington were put into commission. Double disc signals were also installed between Clifton and New Dorp on the eastward and

westward tracks. During the latter part of the year 1912 the double disc signals were installed between New Dorp and

automatically operated with 167 Hall disc signals and 7-style "K" Hall signals.



TWELVE LEVER INTERLOCKING PLANT AT PRINCESS BAY, S. I.

Annadale, which completed the automatic signaling on double tracks at this time.

In June, 1913, when double tracks were extended from Annadale to Princess Bay, double disc signals were installed and in September, 1913, a twelve-lever interlocking plant was put in service at the west end of single track at Princess Bay.

On October 15, 1913, a twelve-lever interlocking plant was put into service at the east end of the single track at Pleasant Plains, with semi-automatic, home and distant upper quadrant, motor driven, electric lights, semaphore signals at both Princess Bay and Pleasant Plains. This establishes a complete lever and block system over the .8 miles of single track. With this installation the Staten Island Lines are a hundred per cent.

The Ticket Seller

Robert Harold Fithian
Agent, Tottenville

WITH the increasingly close relationship between the public and the railroad grows the importance of the station ticket seller. He shows to the largest number of persons the Company's attitude toward the public.

It appears to me that the most important requisites for a successful ticket seller are a knowledge of his business and the ability to impart this knowledge pleasantly. He must be a fair judge of human nature so that he can treat cus-



WALLACE BEDELL, VETERAN MACHINIST AT CLIFTON SHOPS, S. I.

tomers of varying characteristics as they should be treated. Here is an instance which proves my point.

One evening a gentleman came into the station after the last train had left for St. George. He had had some trouble, which

he explained to me later, and was in an ugly mood. He asked me when the next train would leave for New York and I told him there would be no more trains until morning. Some disagreeable remarks about the railroad followed until I asked him where he wanted to go. Finding that he wanted to get to New York as soon as possible, I explained how he could get a trolley to St. George and from there the ferry to New York, and as he was a stranger on the Island and the last train had gone, I closed up my office,

took him to the trolley and left him feeling much brighter. I was substantially remembered for my little courtesy.

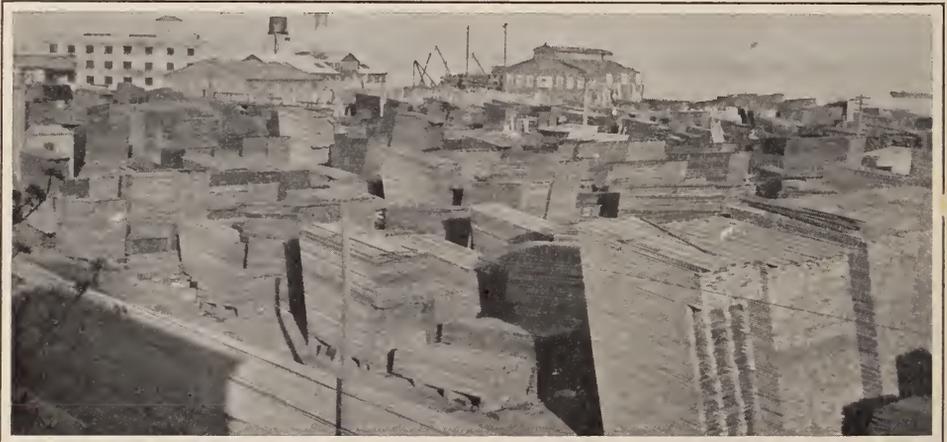
Sometimes, very often I might say, the ticket seller has to answer foolish questions. I remember a passenger coming up to the office asking me to sell him a ticket "Home." Unfortunately I did not know where his home was and he could not tell me.

In conclusion let me say, know your business thoroughly and take a personal interest in your work.

Representative Industries on Staten Island

STATEN Island has made good progress during the past few years in the industrial development, for which it is so well adapted. Among its larger manufactories is the eastern plant of the Procter & Gamble Distributing Co.,

erectors, operate a large iron and steel fabricating plant at Mariners Harbor. Most of the steel comes from Pittsburgh, and is lightered from Arlington after fabrication. Milliken Brothers have supplied frames for many of the largest



PLANT OF I. T. WILLIAMS & SONS LUMBER CO. A PROSPEROUS STATEN ISLAND INDUSTRY

located at Port Ivory. The fact that Staten Island was selected for their purposes after the whole surrounding territory was carefully considered speaks well for its industrial advantages. Milliken Brothers, Incorporated, contractors and

buildings in New York and maintain numerous offices abroad, shipping largely to the Pacific Coast, Mexico, West Indies, South Africa and other countries. The Standard Varnish Works located at Elm Park is one of the largest varnish plants

in the country and ships widely. At Tower Hill is a plant of the American Linseed Oil Company, and at Port Richmond a plant of the National Lead Company. The Staten Island Shipbuilding Co. operates a large shipbuilding plant

mill, and I. T. Williams & Sons own a large water-front yard for the receipt, milling and reshipment of lumber and hard woods. At Tottenville there is the plant of the Atlantic Terra Cotta Co., widely known as manufacturers of terra



STONE STORAGE IN ARLINGTON YARD

at Port Richmond and another at Mariners Harbor, and is one of several large shipbuilding concerns on Staten Island. At New Brighton are located the mills of J. B. King & Co., manufacturers of Wall Plaster and Plasterboards. This Company owns its quarries in Nova Scotia and transports in its own ocean-going equipment the gypsum rock, from which wall plaster is made. Their products amount to several hundred thousand tons annually, and while New York and vicinity is a large market, they are by no means restricted to this territory, but ship widely to all parts of the Atlantic Coast and Central States. C. W. Hunt & Co., at West New Brighton, are manufacturers of coal and ore handling machinery, having equipped some of the largest plants in the country. At Tompkinsville the Louis DeJonge Company operates a wall paper

cotta for building purposes of all kinds; their market covers the entire country. There is also located there the refining plant of the Tottenville Copper Co., large shippers of copper and brass ingots for all purposes. At Princess Bay the S. S. White Dental Mfg. Co. have a plant for the manufacture of dental chairs, instruments and supplies of all kinds. At Grasmere there is the Perry Austin Mfg. Co., paints and varnish, and Charles D. Durkee & Co., marine hardware. At Rosebank the color works of the G. Siegle Company are located and at Annadale the Richmond Brick Company. Among other industries on Staten Island are those devoted to the manufacture of fireworks, jewelry, boxes, linoleum, chemicals, dyes, wall paints, paper specialties and bakers' supplies.

"Golden Rule" Reynolds of the O. & L. K. Branch

(Contributed)

 ON Sunday, March 8th, O. & L. K. Branch passenger conductor E. T. ("Ed") Reynolds, after boarding train No. 121 enroute to Marietta with his wife, was informed of a young boy ticketed Huntington, W. Va., to Chicago Junction, Ohio, who had got on the train at Parkersburg without knowing that no Sunday trains are operated on the branch between Marietta and Zanesville.

over night. The youth's plight instantly appealed to the big heart of conductor Reynolds, and he took him back to Parkersburg, kept him there at his home over night and brought him west on his own run, train No. 203, Monday morning. He then placed him on train No. 111 at Zanesville, made his position known to the conductor and also to the conductor of northbound train No. 3 from Newark to Chicago Junction. In this manner the happy youngster arrived at his destination without harm.

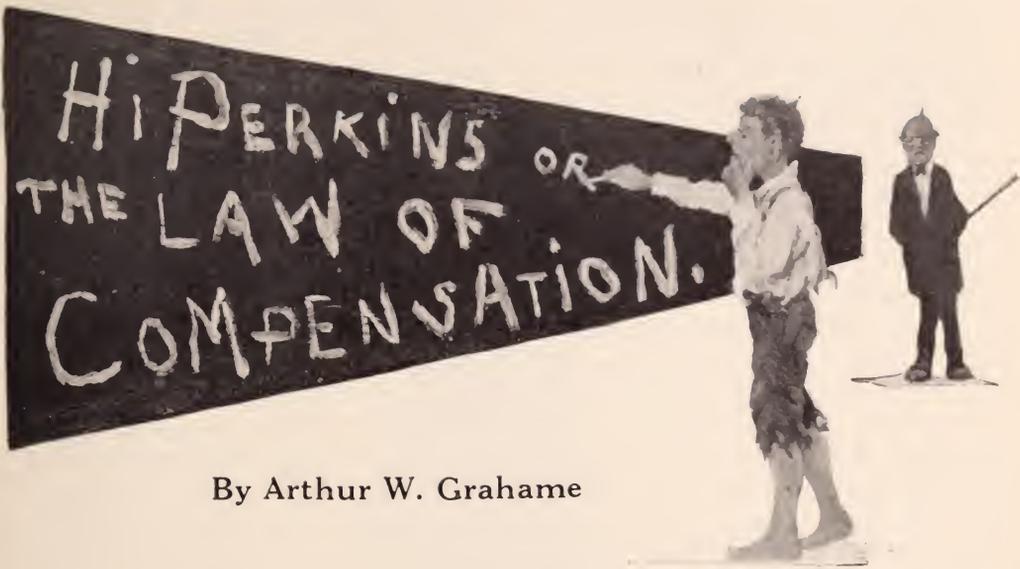
This act of conductor Reynolds is one which will live in the memory of many of us. It shows a wholesome interest in the welfare of others which is good to observe. While in the strenuousness of present day life our tendency is to "look out for No. 1," we all like to feel that, somehow, should the occasion arise, we would be willing to go a little out of our way to do the right thing for another at the right time.

The benefit derived by the Company from such a commendable action is a secondary consideration. Nobody can compute the good will which may be given the Baltimore & Ohio on account of this kindness shown a passenger by an employe. Here is a point well worth noting, however. When a man is true to his ideals, when he lives as closely in accordance with the spirit of the Golden Rule as he can, the faithful performance of his duty to his employer follows as a matter of course.



CONDUCTOR E. T. REYNOLDS

Realizing that the youngster would be obliged to remain in Marietta and spend the day and night in the station, he looked him up on his arrival at Marietta, found that he had very little means and was expecting to remain at the station



By Arthur W. Grahame

HI PERKINS, professional bad boy of the Coon Hollow District School, cautiously raised his eyes from his geography and glanced at the teacher, who, half asleep at his desk, nodded over a novel. Finding that there was no present danger to be apprehended from that quarter, the boy turned in his seat and gazed longingly out of the window beside him.

A defiant robin, basking in the warm June sunshine on a twig just outside the window, cocked his head to one side and chirped provokingly, apparently aware that his natural enemy, the small boy, was, for the time being, a prisoner, and that he could be insolent with perfect safety. From the near-by brook came the pleasant sound of water gently running over moss-covered stones, bringing with it tantalizing visions of the deep, cool swimming hole. It was half-past two, and school didn't "let out" for a whole hour!

Hi closed the geography with a yawn.

"No examination in that till tomorrer," he mused, "lots of time, and anyway, who

cares? It's a whole hour till ha'f-pass three—guess a fellah's got to do some-thin' besides study all the time. Wish Spider Jones (Hi's seatmate) had told me he was goin' to play hooky this after, mebby I'd a gone too. Guess I'll try to wake 'Four-eyes,' " and he proceeded to poke the bespectacled little girl ahead of him in the back of the neck with a sharp pencil.

"I'll tell teacher," threatened the victim of the pencil, and failing to arouse further interest by his attack, Hi desisted. He once more turned his attention to the open window, feeling very melancholy the while.

Five minutes dragged slowly by, and Hi, half asleep, leaned back in his seat, stretched out his legs and thrust his hands deep into his trousers pockets. His right hand came in contact with something sharp.

"Gee! What's that?" and he hastily turned the contents of his pocket out onto the vacant seat beside him. A knife, a rusty key, a piece of fishing line and five

long, new carpet tacks rewarded his search

"Tacks! Five of 'em," and Hi grinned like the imp he was.

"Guess there'll be somethin doin' now all right," and he placed the five tacks in a row 'points up with care' on the seat beside him. When, a few minutes later, the teacher roused himself and looked around the room, Hi was apparently fathoms deep in the study of geography.

Silence reigned in the school-room until the clock struck three. Then the teacher, after carefully placing his novel at the bottom of a pile of school books (school commissioners appear at very inopportune moments), ordered the children to put away their geographys and prepare for the arithmetic lesson, the last of the day.

In the little country school it was the custom to allow the children to help each other in solving the problems in arithmetic, and before the words were well out of the teacher's mouth, Hi's eager hand was waving in the air.

"Yes, Hiram," said the teacher, majestically.

"May Willie Brown sit with me for arithmetic?" asked Hi in his silkiest tones. Willie was Hi's dearest enemy and it was for his discomfiture that he had arranged the tacks.

The teacher, however, knew Hi of old, and many a sad experience had taught him that when polite he was most dangerous.

"No," he snapped, "he cannot, but you may go to the blackboard and show us how to solve Example 232. 'If Farmer Smith bought two cows for forty dollars each and——', go ahead and work it out."

"Huh," grunted Hi, as he slowly meandered toward the blackboard, his mind quite blank as to the lesson.

Chalk in one hand, an eraser in the other, he shifted his weight from foot to foot, mentally vowing an awful vengeance on the teacher when he "got big."

Conscious of the teacher's suspicious eye on him, Hi made and erased a few aimless marks in the hope that he would be forgotten once the lesson got well under way. But no—

"Go to your seat," commanded the teacher, giving Hi a hearty shove, "and stay after school this afternoon until you learn a little of what the other pupils finished last month."

Hi went, with hanging head, shuffling feet and rage in his heart. He had entirely forgotten the tacks, and, reaching his desk, flung himself down upon his seatmate's side of the bench.

He rebounded with a yelp of pain, and stood in the aisle, howling and plucking furiously at the seat of his trousers. Five times he plucked, and five times drew forth a deeply imbedded tack before he found relief, and the howling was replaced by the sound of subdued sobbing.

Willie Brown was quick to see what Hi's kind intentions had been when he asked the teacher to allow Willie to sit with him for the arithmetic lesson. The exquisite humor of Hi's being caught in his own trap demolished Willie's sense of decorum and he exploded with laughter.

This was too much for the already exasperated teacher. He jumped at the conclusion that Willie had placed the tacks on Hi's seat, and grasping him firmly by the ear, led him to the front of the room for punishment. Reaching his desk he picked up a heavy ruler, and without asking any questions, ordered Willie to "hold out his hand."

"I didn't do nothin'," wailed the wrongfully accused one, his laughter suddenly turned to sorrow, "Hi put 'em on the seat for me."

"Don't make your disgraceful action worse by lying about it," sternly replied the monarch of the classroom, who made it a point never to be in the wrong. "Hold out your hand."

Willie "held out his hand," the ruler whizzed through the air and came down on the outstretched palm with a resounding smack. Willie's yell of pain was music that soothed Hi's wounded feelings. By the time the teacher had exhausted himself by his exertions, and Willie was a sobbing wreck, Hi had almost forgotten the pain occasioned by the five punctures in his skin in the pleasure of seeing Willie so thoroughly "licked." He sat through the remainder of the afternoon in perfect contentment. His escapade and Willie's punishment had so taken up the time that the dismissal bell rang before the lesson was well under way.

Hi had a poor memory for some things, and started out with the rest of the pupils. He had almost reached the door when the teacher ordered him back to his seat.

There he sat in deep dejection while from outside came the crack of a willow bat meeting the ball, and wild yells of encouragement, followed by the usual argument as to whether or not the runner had reached his base, and loud-voiced

demands to "play it over." The teacher, engaged in examining papers, did not look up. Four o'clock finally came, and passed. Hi watched the clock. The hands did not seem to move, but after an age were at a quarter after the hour. Except for the sounds of the ball game and the scratch of the teacher's pen the room was in perfect silence.

The clock struck the half hour, and the teacher, looking up, met Hi's appealing gaze. The crack of the bat and the yells of the contestants again floated in from the ball field. Perhaps even in his stony heart there was some spark of pity, for he told the boy that he might go.

Hi went quietly, as far as the door, then down the steps with a leap and a whoop. As he landed in the yard he was confronted by the outraged Willie.

"I'll learn yer ter git me licked," shouted his unexpected antagonist, as he landed a carefully planned swing on Hi's nose.

The latter, confounded by the suddenness of the attack, fought back to the best of his ability, but, taken completely by surprise and seeing blindly through the tears occasioned by the blow on his nose, was no match for the enraged Willie. After



HI—HOWLING AND PLUCKING
FURIOUSLY AT THE SEAT
OF HIS TROUSERS

a few more blows Hi found himself flat on his back, the victorious Willie seated astride his chest, industriously engaged in pounding his face with both fists.

"Say yer got enough," sternly commanded Willie, after a few minutes of that pleasant exercise, "or I'll knock yer head off."

"'Nough," grunted the conquered one, "but jest yer wait 'till I ketch yer tomorrer."

"What'll yer do ter me tomorrer?" inquired Willie, one hand grasping a lock of Hi's hair and the other, tightly clenched, raised above his face, ready to chastise for any insolence.

"Nothin'," said Hi, in abject surrender.

Willie sat on his chest a little longer, gloating over his victim, and selecting a spot for a farewell blow. He wanted Hi's face, when he came to school the next morning, to be an advertisement of his ability as a pugilist. He noticed that Hi's right eye was still in fairly good condition, and was just about to remedy that fault when he was jerked to his feet by a strong hand on his coat collar, spun

roughly around by the shoulder, and found himself face to face with his father.

"I'll learn yer to hang 'round this here school yard 'fightin', when I told yer to come home early and do them chores," cried his irate parent. "Git inter that buggy and be quick about it."

Willie was quick, but not quick enough to escape his father's long buggy whip, which snapped viciously around his calves at every other step.

Hi gained his feet and stumbled over to the pump that stood in the corner of the school yard. There, with the aid of a wet handkerchief and a piece of mirror fastened to the pump, he took account of damages and made such repairs as were possible.

One eye was rapidly closing, two front teeth were missing, both ears badly swollen and his nose bleeding copiously.

"Well," thought Hi, as he bathed his battered face, "I guess we're about even. I put the tacks on the seat for Willie and then sat on them myself. Willie laughed and the teacher licked him. And when Willie licked me, his father whipped him. But just you wait until I catch the son-of-a-gun tomorrer."

Last Chance For Deer Park Pamphlet

Applications for pamphlet containing all the proceedings of the Deer Park operating convention of September, 1913, will close June 1st. Copies will be furnished gratis to all employes sending in their requests to the editor before that date. :: :: ::



Staten Island's Future



A Forecast of its Logical Development

By G. J. Brown

General Traffic Agent

THERE can be but one view of the future importance of Staten Island from a railroad standpoint. As one of the five boroughs of the city of New York, with many inducements for the thousands whose attention will be attracted to its rural beauties and advantages as a place to live, with the definitely planned subway connection with Manhattan a reality, with a shipping

year assume greater importance in the affairs of the harbor and city of New York.

Convenient and quick access to the heart of the city, with all the benefits and pleasures of suburban life, is what Staten Island offers to those looking for release from the increasing cost and undesirable features of life in the congested centers. Construction of the tunnel connection,



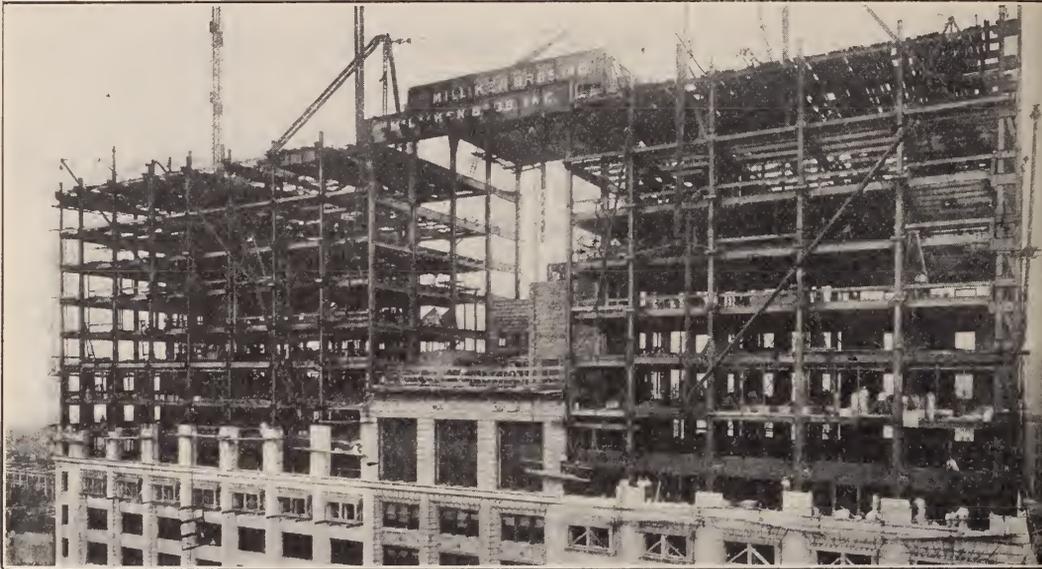
APPROACH TO MUNICIPAL FERRY SHOWING OUR TERMINAL TRACKS AT ST. GEORGE, S. I.

location not equalled anywhere in the harbor and with a bridge connection to the mainland supplementing its other distinct advantages for manufacturing, Staten Island must progress and each

which has been passed and approved by the Mayor and Public Service Commission as part of the dual system of subways, and electrification of existing railroads would stimulate residential devel-

opment enormously, but the date of sub-way completion is not determined and present conditions do not justify the large capital expenditure necessary for electrification and the contingent in-

due entirely to natural causes and advantages which this port offers over the other seaports on both the Atlantic and Pacific coasts. It is quite impossible to conceive that this prestige will ever be lost



SUSPENDING SIX STORIES ABOVE THE TWELVE-STORY BUILDING OF THE CONSOLIDATED GAS COMPANY, NEW YORK. STRUCTURAL STEEL FROM PLANT OF MILLIKEN BROS., INC., STATEN ISLAND

crease in the cost of operation. These improvements are sure to come in due course, but in the meantime the population is increasing and the Island developing at a very healthy rate, probably faster than any similar territory. Accessibility, natural beauty, view of bays and surrounding country, sea breezes, perfect drainage, the most healthful conditions of all the boroughs and large sections restricted by natural conditions from undesirable use, are qualities which are becoming recognized and are attracting many investors.

Sixty per cent. of all the imports and exports of the United States and eighty per cent. of all foreign travelers pass through the port of New York. This is

and there is no reason to suppose that the growth of traffic through this channel will not increase by at least the ratio of increase in the commerce of the entire country.

Present steamship facilities in New York are employed to their maximum capacity and it is obvious that additional piers must be built in the very near future. While much study of the subject has been made by city and government officials, no definite plans for early construction have been agreed upon. It is not unlikely, however, that the next large pier and terminal development will be located on the shores of Staten Island between Tompkinsville and Rosebank, where there is a depth of water on the pier headline of forty feet and other

natural advantages. This shore is the most available undeveloped water front in the harbor and has the distinct advantage over all other locations in New York and Brooklyn of a physical connection with the mainland which eliminates the difficulties and uncertainties of transportation by carfloat and barge, as freight can be loaded at the piers direct into cars for continuous rail movement. There is room along this shore for about fifteen modern piers one thousand feet long, one hundred and fifty feet wide and with ample slips for quick and economical handling of freight. Some might hold that it would be difficult to attract to Staten Island the passenger and freight traffic which have always been docked at the piers in New York and Hoboken, but

manufacturing lofts, thereby affording a combination of facilities for the receipt of materials, domestic or import, storage, manufacturing and shipping conveniences all at the lowest possible cost. The demand for additional terminals of this character already exists and will be increased by the opening of the Panama Canal and the completion of the enlarged Erie Canal between New York and Buffalo. Shipping at this port will increase largely during the next five years, and city and state officials and commercial and business organizations are becoming very active on the question of providing suitable facilities to handle it. Whether such facilities will be financed by the city in accordance with its policy of city ownership of water-front and piers or



SHOP FORCES AT CLIFTON, S. I., DURING NOON HOUR

in view of the standing attained by the American Docks at Tompkinsville and the prospect of subway transit connection, it is doubtful if there would be any substantial objection by any class of traffic, not more than offset by the superiority of facilities. A pier development in this section should include warehouses and

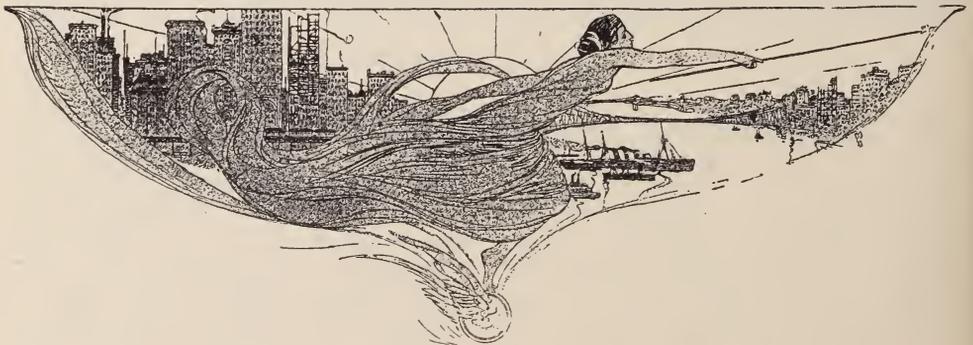
by private capital is not yet clear, but there is an increasing tendency toward municipal ownership of such facilities. The city is already undertaking to connect and organize the several disconnected operations on the Brooklyn shore and it is not unlikely that a Staten Island development will receive early considera-

tion, as it is known to be favored by several high officials.

The industrial side of Staten Island is now receiving more attention and study than ever before, and its advantages for manufacture are well established and generally known. Its railroad facilities are practically those of a terminal line having three direct rail connections through which it reaches all parts of the country. Bridge connections with the mainland make the service dependable and not subject to the difficulties and delays of water transportation under unfavorable weather conditions. Freight rates on raw materials and finished products are favorable, generally speaking, on the "New York rate basis" and frequently lower on raw materials. The best evidence of this is the number of industries located here manufacturing a great variety of products and shipping to all parts of the country. The supply of artesian water is large but is being augmented by the New Catskill supply, the contract for laying the pipe line across the bay having been awarded. The market for labor is not confined to local supply, which is ample, but has Manhattan, Brooklyn, Elizabeth, Newark and Perth Amboy to draw from. New York and vicinity as a market for products of almost every description is unequalled. These advantages, with the combination of rail and

water transportation service, make Staten Island preeminent as a future industrial center. Desirable sites along the present rail lines are scarce and the growth of the future, particularly of heavy manufacture, must be along the west shore, where there are several miles of frontage on Staten Island Sound entirely undeveloped, but which must be made available soon. This shore, if developed as a whole and on a broad scale, may become of great value to the community and to the railroad. The waterway, soon to have a depth of thirty feet, and the unusual width of the available land, make possible an intensive use at relatively small cost.

New York is now the world's greatest seaport. If it could have a continuing governing board empowered to manage the whole of the harbor without regard to city and state boundaries, the most courageous imagination could not adequately picture the great development which would accrue to the district around our national harbor, which now handles forty-seven per cent. of the nation's foreign commerce. And unless the United States of America cease to grow in population and commerce, and the great city and port of New York lose prestige and retrograde, Staten Island must progress and become a factor of increasing importance in the residential, commercial and industrial life of the country.



Inaugural Fellowship Dinner of New York Terminal Employes



THE Inaugural Fellowship Dinner of the Baltimore & Ohio employes of the New York and Staten Island Divisions was held in New York at the Hotel Gerard on the evening of Saturday, April 18th, at 7.30 o'clock. Almost two hundred employes, employes' wives, sweethearts and friends were there on time and although there was some delay in getting seated for dinner, the extra hour's wait permitted the men to shake hands with fellow-employes with whom in many cases they had been corresponding for years and yet with whom they had never had the pleasure of a personal acquaintance. The married and the near-married men held an informal reception with the ladies in the parlor of the Gerard and made many of the bachelors present envious of their good fortune. The entrance to the dinner hall was made to the tune of some popular melodies rendered by an orchestra of four pieces. After the guests had been seated, Mr. Kavanagh, who was the chairman of the dinner committee, called on some of his best cabaret artists, who entertained in the familiar and pleasing music hall style.

After an excellent dinner, well served by the hotel management, toastmaster Cornell outlined the purpose of the gathering and said that he hoped it would lead to more cordial relationships among the

employes. He then introduced the first speaker of the evening, Doctor E. M. Parlett of the General Safety Committee. Doctor Parlett spoke in his usual forceful and effective way and it was interesting to note with what attention his remarks were received by not only the men, but also the women. The latter undoubtedly realized what a tremendous salutary effect the good results of the Safety campaign will work in the home. Doctor Parlett's statement that the accidents and fatalities for the first three months of last year had been reduced twenty per cent. this year brought forth enthusiastic approbation from those present.

C. W. Tomlinson, our General Eastern Freight Agent, followed in a brief talk on the injustice of being limited to five minutes for an address which he had taken hours to prepare and which could not possibly be delivered in less than a quarter of an hour. Mr. Tomlinson's subject was "Cooperation Between Traffic and Operating Departments" and we hope to print some parts of his paper in an early issue of the Magazine.

In a short but comprehensive presentation of our newspaper publicity work, J. Hampton Baungartner, publicity representative from our general offices in Baltimore, explained how cooperation on the part of all employes would help him

keep the Baltimore & Ohio before the public in a favorable way. Some of his stories appropriate to the subject were particularly well received and he also outlined in an interesting way the change in the feeling of the railroads toward the general subject of publicity before the people of the country.

G. J. Brown, auditor and general traffic agent of the Staten Island Lines, hung up the record of the evening for



W. CORNELL
Terminal Agent and Toastmaster

brevity. He had prepared a comprehensive article on the subject of "Traffic" and extracts from this will appear soon in the Magazine.

The subject of "Good Fellowship" had been assigned to R. M. Van Sant, the editor of the *Employes Magazine*. He stated that good fellowship in the workaday world manifests itself as cooperation between fellow-workers, and that the man who cooperates most fully with his fellow-employee is the man who not only gives everything that good-fellowship implies, but also gets most of it in return.

J. B. Scott, our General Eastern Passenger Agent, had been expected to speak on the subject of "The Development of the Passenger Train," but the near departure of a special and very modern passenger train on the Baltimore & Ohio for Kansas City made it necessary that he leave the company at a comparatively early hour.

Some of the illustrations which J. W. Coon gave of the quantity and quality of loss and damage sustained by the Baltimore & Ohio were fairly appalling. He spoke, for instance, of the danger of not seeing that proper records are sent and kept with each shipment and told of a recent consignment of spring water which had been confused with a consignment of embalming fluid and which resulted in the sudden death of a priest who drank the embalming fluid sent to him in the belief that it was the spring water. Mr. Coon made a strong plea for support all along the line in the effort being made to reduce our loss and damage, and concluded with some felicitous remarks on the initiative shown by the local men on the New York Division in organizing the banquet and congratulated them on its success.

H. A. Cochran, our Coal Freight Agent, was obliged to eliminate the address he had prepared almost in its entirety, but he dwelt in a happy vein upon the benefits he believes will be derived from the getting together of the boys from Staten Island and New York. His paper on "Tidewater Coal" will be in a future issue of the *Employes Magazine*.

Mr. Syze, trainmaster on Staten Island, had been called upon at the last moment to take the place of general superintendent Averell, and he presented a splendid paper on "Ancient and Modern Water and Land Transportation." He closed his remarks with an

inspirational talk on the rewards which are bound to come to the man who is loyal to his job and to his employer. Extracts from this paper will be presented to the readers of the Magazine at an early date.

The speechmaking over, the floor was cleared and the one-step, maxixe, lame duck and tango followed each other in rapid order until the "wee sma' hours." Everybody present had a splendid time and if the other divisions on the System want to cultivate a stronger feeling of co-operation and unselfish interest among their employes, want to see that the men get to know each other better and incidentally to pass a very pleasant evening, they cannot do better than to emulate the example set them by our metropolitan division on the night of April 18th.

To Mr. Cornell, terminal agent, who acted as toastmaster, great credit is due for the splendid manner in which the affair was handled. From the remarks heard on all sides after the speechmaking was over, it is believed that we can confidently look forward to a much larger get-together in New York about a year hence.

A very successful and efficient dinner committee was composed of T. A. Kavanagh, chairman, on whom the bulk of the organization work fell, and H. M. Blakeman, R. M. Frey and F. W. Nelson.

Among those present were: Mr. and Mrs. G. B. Bertolett, Mr. and Mrs. L. S. Sanford, Mr. and Mrs. H. S. Smyth, Mr. and Mrs. F. L. Bausmith, Mr. and Mrs. J. W. Olsen, Mr. and Mrs. H. Bohlen, Mr. and Mrs. C. H. Kearney, Mr. and Mrs. T. F. Gorman, Mr. and Mrs. A. Garver, Mr. and Mrs. J. S. Fabregas, Mr. and Mrs. R. M. Frey, Mr. and Mrs. G. H. Miller, Mr. and Mrs. H. E. Smith, Miss Sue Smith, Miss Madeline Smith, Miss M. Bungey, Miss A. Herkey, Miss M. E. Bellent, Miss H. Marcusen, Miss Helen Belden, Miss Ruth Rosenberg, Miss I. C. Lynn, Miss C. E. Carolen, Mrs. K. Spinning, Mrs. Isabel Spinning, Miss Jeanne Spinning, Miss Lena Hoehn, Messrs. J. T. McGovern, S. D. Riddle, M. Watkins, C. M. Toomey, T. H. Clarke, J. W. Clarke, J. A. McCoy, P. C. Lynn of Baltimore, A. R. Little, A. Antola, G. Flamm, M. Hefftnar, W. K. Seaman, Jos. Young, M. Paine, R. Kelsey, R. J. Kavanagh, T. Lally, H. Holihan, G. T. Byrne, B. Woods, Edw. Kehoe, J. O'Reilly, J. F. Wummer, W. J. Kelly, J. Fulham, M. E. Whelan, T. J. Lenahan, D. J. Leonard, J. T. Honan, T. P. Pilkington, A. G. Hanauer, A. Levy, A. DeNyse, W. B. Redgrave, E. W. Evans, J. J. Bayer, C. Collins, H. Burk, J. E. Davis, T. F. Watson, W. B. Biggs, A. L. Mickelsen, F. W. Geagen, C. A. Schultz, J. Kadien, R. Loomis, S. Kennedy, A. Earp, W. G. McKenna, W. A. Bond, A. Vetter, J. D. Blackburn, C. A. Hitchcock, C. Bull, W. A. Lynch, H. Marcusen, B. A. Chevee, F. W. Nelson, J. McCallum, N. Levy, H. M. Blakeman, R. F. Briody, J. Lynch, J. Bradley, J. J. Curley, W. Dwyer, J. P. Ryan, J. J. Moglefsky, P. Bennett, L. W. Studwell, F. Molino, T. Brodie, P. J. Carey, E. Dimond, F. C. Troestel, J. J. Donohue, M. E. Degnon, J. E. Price, Jr., H. H. Morris, R. A. Burke, J. Newman, W. Rapp, W. J. Hagan, J. F. Normoyle, Edw. Phillips, H. F. Casey, B. A. Campbell, R. Riddell, H. Ruben, M. Moriarity, J. A. Hickey, T. McNamara, W. J. Honan, R. B. Nash, T. J. Flanagan, F. C. Wheeler, C. Schadt, J. T. Gorman, G. Kabatehnick, W. J. Ivers, J. Cunningham, A. Sadow-sky, J. Curran, H. W. Miller, P. G. Helt, W. Donohue, H. M. Wood, H. Koenig, J. Blonquist, L. Magnor, H. Roden, P. Ward, F. Ferrarra, W. H. Murphy, W. Schuler, R. E. Collins, L. E. Collins, W. T. Warren, C. M. Davis, W. Good-fellow, T. A. Roehrig, B. Kelly, F. J. Dolan, L. C. Copeland, E. A. English, W. McRoberts.



CONSTRUCTION



Physical Valuation of Company's Property Appointments—Promotions—Transfers

The Baltimore & Ohio System has completed its organization for cooperating with the government in placing a valuation on its property and facilities, as prescribed by the law delegating this work to the Interstate Commerce Commission.

The board consists of an advisory committee having general supervision over valuation matters and a valuation committee that will prepare and assemble reports, statistics of costs and other data for the Commission.

The advisory committee consists of George M. Shriver, second vice-president, Hugh L. Bond, Jr., general counsel, and Francis Lee Stuart, chief engineer. In valuing the property of the Cincinnati, Hamilton and Dayton Railway—a Baltimore & Ohio line—Morrison R. Waite, of Cincinnati, general solicitor of that company, will serve on the advisory committee with Messrs. Shriver and Stuart.

The valuation committee is H. R. Talcott, engineer of surveys, chairman; J. D. McCubbin, Jr., real estate agent; Jenks

B. Jenkins, valuation engineer; R. Marsden Smith, counsel, and J. J. Ekin, general accountant, secretary. This committee will have jurisdiction over the work on all lines of the System.

As valuation engineer, Mr. Jenkins starts upon a task which will probably take several years to complete. He will prepare the engineering reports for the government on the original cost of building the Baltimore & Ohio and its subsidiary lines, the estimated cost of reproducing these properties new and for the reproduction of the properties, less depreciation. A corps of engineers will work under Mr. Jenkins's direction.

In furnishing the government the Baltimore & Ohio valuation figures, it will be necessary to make a careful search to authenticate early records of facilities, showing the money which was spent in original construction and in improving the lines, building extra tracks, enlarging terminals and facilities, as well as the cost of right-of-way and other property used for rail-

road purposes. Property owned by the Baltimore & Ohio lines, but not used for transportation service, will be listed separately.

Mr. Jenkins regards the Baltimore & Ohio lines as unique with respect to arriving at their valuation, as it will be difficult to obtain some of the information because many of the records were destroyed by the Baltimore fire; and further, because there have been so many changes in facilities since the original road was constructed that the entire property has been renewed in the eighty-six years of its existence.

In compiling the figures for the Commission, the valuation engineer will be required to list the tonnage of rail used on each mile of the System as originally laid and of the heavier rail put in the tracks since; also the number of cross-ties laid and renewed. The reports will likewise describe the early station buildings and other structures, as well as the replacing structures and explain why it was necessary to make renewals.

Each article owned by the railroad will have its value reported to the Commission, all equipment, machinery, tools and

safety appliances, including the planing lathes and sledge hammers in the repair shops, lanterns used by trainmen, picks, shovels and wedges used by trackmen, coal buckets, stoves and umbrella racks in passenger stations; sign posts, whistle signs and every contrivance used in the many branches of the service.

Equipment now in use by the Baltimore & Ohio lines will have a fixed value

put upon it and the details of its cost and charges for depreciation will be set forth.

Property owned by the Company but used for other than transportation will be reported under a separate heading. The financial history of the Company and its subsidiaries will be embraced in the report, covering the issuance of stocks, bonds and other securities under the articles of incorporation and subsequently.

It is estimated that the final re-

port of the Baltimore & Ohio lines to the Commission will consist of 7,000 or 8,000 documents, including maps, profiles, drawings, plans, estimates and tabulations.

The valuation board has begun its examinations and the work is being allotted to the members of the committees to



G. D. BROOKE, SUPERINTENDENT
OHIO RIVER DIVISION

pursue with the officers throughout the territory.

Promotions

On April 9th, G. D. Brooke, superintendent of the Shenandoah Division of the Baltimore & Ohio Railroad, at Winchester, Va., was promoted and transferred to the Ohio Division of the Baltimore & Ohio Southwestern as superintendent, with headquarters at Chilli-cothe, Ohio. Mr. Brooke succeeded J. D. Stack, who resigned to enter the service of another railroad.



J. B. MYERS

On the same day S. A. Jordan, formerly district engineer maintenance of way on the lines between Philadelphia and Parkersburg, was appointed superintendent at Winchester. J. B. Myers, division engineer at Cumberland, became

district engineer maintenance of way and was succeeded by Phillip Petri, of the Connellsville Division. F. G. Hoskins, assistant division engineer of the Pittsburgh Division, with headquarters at Foxburg, Pa., went to Connellsville and was succeeded by H. L. Gordon, assistant engineer at Baltimore.

Mr. Myers has been a resident of Cumberland for the past eleven years and is well known in both business and social circles. He is a native of Frewsburg, N. Y., where he graduated from the high school. Later he got his degree from Allegany College, at Meadville, Pa., in civil engineering.

Entering the service of the Company at Pittsburgh in 1901 as rodman, Mr. Myers was promoted to levelman early in 1902, to transitman in June, 1902, and to assistant division engineer at Pittsburgh in May, 1903. In December, 1903, he was transferred to Cumberland, as assistant division engineer, and in May, 1907, was made division engineer at Winchester, but only remained a very short period on that division when he was brought back to the Cumberland Division as division engineer. He is a man of wide experience and his work has been of a very heavy and exacting nature, particularly during the period of the enormous construction work on the Cumberland Division.

P. C. Allen, who has been on the staff of the superintendent of transportation of the Baltimore & Ohio Railroad at Baltimore, has been appointed superintendent of the Philadelphia Division. Mr. Allen succeeds J. T. Olhausen, who has been assigned to other duties.

The new superintendent was born at Rock Island, Ill., December 20, 1869.

After attending the public schools he entered railway service in 1889 as a clerk in the operating department of the Atchison, Topeka & Santa Fe Railroad, and after filling various positions with this company he became trainmaster in 1901. In 1902 he entered the service of the Chicago Great Western, where he remained until

1904, when he entered the employ of the Great Northern Railroad. Mr. Allen filled the position of assistant superintendent and later superintendent of the Great Northern, continuing in this position until March 1, 1914, when he resigned to enter the service of the Baltimore & Ohio.



Progress of the Jennie Smith Fund

IN order to prevent the possibility of the holding over of the Jennie Smith Home Fund campaign beyond the summer months, it has been decided to make a determined effort to collect the necessary sum before the first of August. The anniversary of Miss Jennie's birthday is in August, and it would be a gracious tribute to be able to hand her the deed for the home on that day. Mr. W. I. Steere, the chairman of the committee in charge of the collection, is at present working along the Baltimore & Ohio lines and we hope that he will have the active and hearty support of all our employes who know what a splendid work Miss Jennie has done.

Miss Jennie paid us a visit in Baltimore on Thursday, April 23rd, and spent three hours in the employes' lunch room in the Central building. During this time she shook hands with over six hundred employes and had a splendid opportunity to observe the plan the Company has adopted for supplying a convenient way for them to get their noon meal. Miss Jennie found the food

to be of the very best quality, the service excellent, and was much impressed by the air of satisfaction and cheerfulness which pervaded the lunch room during the noon hour.

She also visited the rest room which was opened for young ladies last year, and said that she was proud indeed of the Baltimore & Ohio for providing such a comfortable retreat for the girls during their working hours.

Miss Jennie states that the winter just passed has been one of the most successful she has ever experienced in her work. Hundreds of persons along the Baltimore & Ohio lines have been converted and she is firmly of the belief that the change in their attitude toward life and their fellow men will be productive of lasting good to them, to their employers and to the communities in which they live. Surely this is a noble work that Miss Jennie is doing and we do not believe that any person who knows the excellent results it has brought about will hesitate in giving active support to the campaign for a fund to secure a home in which she can spend her declining years.

The Billopp House

Up to the year 1668 it was a disputed question whether Staten Island belonged to New York or New Jersey.

When the Duke of York received from King Charles II a grant of the province of New York, he settled the matter by decreeing that all islands in the harbor which could be navigated in twenty-four hours should remain within his jurisdiction. Captain Christopher Billopp undertook to sail

around Staten Island in his vessel, the Bentley, and accomplished the task within the

appointed time. In consideration of this feat, the duke presented him with a tract of land, containing 1163 acres,

and Captain Billopp then built this house, which he named the "Manor of Bentley" in honor of the ship. The stone for the walls and foundation was obtained on the ground; but the cement came from England and the bricks from Belgium.

The house is therefore about 240 years old, and until recently was in a remark-

ably good state of preservation. It is replete with historical tradition.



(For a full account of the house see *Proceedings of the Natural Science Association of Staten Island*, Vol. 2, pp. 65-70.)



Many New Problems Submitted

Additional correct answers to the problem submitted by J. S. Shiland and printed in the March issue have been received from the following:

S. H. Smith.....	1st Trick Operator—"DA" Tower.	Cleveland, Ohio.
T. R. Christy.....	Conductor.....	Point Marion, Pa.
G. S. Hardy.....	Brakeman—2nd Division.....	Martinsburg, W. Va.
J. R. Tinsler.....	Conductor.....	Lorain Yard, Ohio.
Bert Radasi.....	Yard Clerk.....	Lorain, Ohio.
F. Champion.....	Local Conductor.....	Toledo Division, C. H. & D.
J. W. Langfitt.....	Clerk, C. T. Timekeeper's Office.	Pittsburgh, Pa.
R. E. Wasmus.....	Chief Clerk to Prn. Asst. Engineer.	North Side Pittsburgh, Pa.
F. W. Robbins.....	Section Foreman, Section 64.....	North Vernon, Ind.
W. E. Hamer.....	Conductor.....	Seymour, Ind.
C. F. LaForce.....	2nd Trick Operator and Tower- man, Chicago, Terminal.....	Chicago, Ill.
A. E. Huntington.....	Agent.....	Dabney, Ind.
H. B. McNemar.....	Brakeman—West End.....	Cumberland, Md.
D. O. Leary.....	Timekeeper.....	Chicago, Ill.
M. Hogan.....		48th Avenue, Chicago, Ill.
O. G. Geil.....	Exp. Dispatcher C. & N. Division.	Columbus, Ohio.
B. L. Varner.....	Yard Clerk.....	Newark Division.
H. G. Riedel.....	Timekeeper General Foreman's Office.....	Cleveland, Ohio.
L. H. Kennedy.....	Yard Conductor.....	Zanesville, Ohio.
Geo. G. Wise.....	Conductor.....	Foxburg, Pa.
R. B. Watkins.....	Operator.....	Gaither, Md.
H. C. Shrader.....	Operator.....	Germantown, Md.
Benj. F. Battlemay.....		Gaithersburg, Md.
Frank Canistra.....	Ex-Gang Foreman.....	West Cumbo, W. Va.
Gerald Schoonover.....	Stores Department.....	Connellsville, Pa.
F. M. Tedrow.....	Brakeman.....	Fairmont, W. Va.
Unsigned.....		Staten Island, N. Y.
C. L. Culbertson.....	Agent C. H. & D.....	Octa, Ohio.

Correct answers to the problem in car weight submitted by H. E. Pursell and printed in the April issue have been received from

G. P. Hilton, loss and damage bureau, Camden Station; J. D. Spidler, operator, Sumner, Ill.; M. T. Shipp, brakeman, Martinsburg, W. Va.; E. B. Ritchie, clerk, G. P. Office, Cincinnati, Ohio; Hubert W. Miller, office boy, general manager's office, Cincinnati, Ohio; Roscoe W. Speer, tonnage clerk, Indiana Division, Seymour, Ind.; T. Henry Lynn, operator "JU" Tower, Alexandria Tower, Baltimore Division, Hyattsville, Md.; F. J. Haller, Agent Central Railroad Company of New Jersey, New York City; Leonard E. Hehl, office auditor coal and coke receipts, Room 1105, Central Building; E. C. Grimm, stenographer, baggage department, Cincinnati, Ohio; G. W. Smith, telegraph operator, Defiance, Ohio; Howard Wright, apprentice, car lighting department, Camden

Station; L. A. Jeanne, janitor, office superintendent shops, Mt. Clare; H. L. Scribner, clerk, superintendent timber preservation, Baltimore, Md.; J. A. Phelps, telegraph operator "DE" office, Akron, Ohio; P. H. Bell, chief clerk, division freight office, Fostoria, Ohio; H. G. Riedel, timekeeper shops, Cleveland, Ohio; J. A. Renahan, Mt. Clare; Eugene M. Chaney, office superintendent of transportation, Baltimore, Md.; R. P. Hennessy, car service department, Baltimore, Md.; John Francis Hohman, Jr., freight tariff department, Baltimore, Md.; H. P. Bangs, loss and damage bureau, Baltimore, Md.; William R. Mackin, car service department, Baltimore, Md.; Catherine Smith, loss and damage bureau, Baltimore, Md.; Rex, Pittsburgh, Pa.; Paul L. Faustman, car service department, Baltimore, Md.; Ruth M. Jefferson, clerk in car service, Baltimore, Md.; R. Edward Mitchell, office auditor merchandise receipts, Baltimore, Md.; Lester E. Fletcher, assistant secretary Y. M. C. A., Richmond, Va.; Fred Nodocker, assistant timekeeper, Staten Island lines, St. George, N. Y.; Wm. C. Puschel, clerk, freight claim department, Baltimore, Md.; J. L. Shiland, pensioner, Painesville, Ohio; R. G. Everett, operator, Proctor, W. Va.; Jacob Mathos, master mechanic's office, Glenwood, Pa.; Harry F. Bonnett, caller, Garrett, Ind.; Henry Bruner, caller, Flora, Ill.; G. E. Ebersole, fireman, Chicago Division, Garrett, Ind.; Wm. Fulton, Jr., car clerk, Wilmington, Del.; Roy Hinchman, ticket clerk, Athens, Ohio; W. J. Harris, operator, Byers Junction, Ohio; W. S. Black, general car foreman's office, East Side, Philadelphia, Pa.; Ralph W. McCormick, clerk, stores department, Connellsville, Pa.; J. E. Miles, agent, Whiting, Ind.; F. C. Miller, tonnage clerk, Dayton, Ohio; E. M. Perdue, clerk, cashier's office, freight house, Canton, Ohio; W. C. Waddell, operator, Hamler, Ohio; Carl Shoemaker, yard clerk, East Norwood, Ohio; D. O. Leary, timekeeper, Chicago Terminal, Chicago, Ill.; Wm. D. White, office auditor coal and coke receipts, Baltimore, Md.; John McDonnell, fireman, Mullvale, Pa.; Lee A. Matthews, clerk, assistant trainmaster's booth, South Chicago, Ill.; George Wright, operator, Philadelphia, Pa.; J. E. Albright, agent, Sand Patch, Pa.; G. F. Barclay, agent, Everson, Pa.; J. C. Carpenter, extra agent and operator, Jane Lew, W. Va.; A. S. Waller, chief yard clerk, Shops, Md.; Robt. S. Compton, bill clerk, Louisville, Ky.; Louie Traut, inspector, Sandusky, O.; W. F. G. Rochfort, Junction Transfer, Pa.; Joseph Snyder, switchman, Dayton, O.; W. L. Corrie, freight agent, Chester, Pa.; John Wehrly, yard conductor, South Chicago; John M. Turrell, 3rd trick operator, Vincennes, Ind.; J. A. E. Buhrow, operator, Whitfield, O.; W. Arthur Schnel, clerk, Dayton, O.; O. H. Holder, clerk, Washington, Ind.

Algebra gives us the shortest method for solving the Pursell problem, and although there were many different algebraical and arithmetical solutions offered, a majority read, viz.:

(1) Let x = the weight of body of car.

(2) Then $900 + \frac{x}{2}$ = weight of wheels.

(3) And $900 + 900 + \frac{x}{2}$ = weight of body of car.

Things equal to the same thing are equal to each other; hence from (1) and (3) we have

$$x = 1800 + \frac{x}{2}, \text{ or}$$

$$2x = 3600 + x, \text{ and transposing}$$

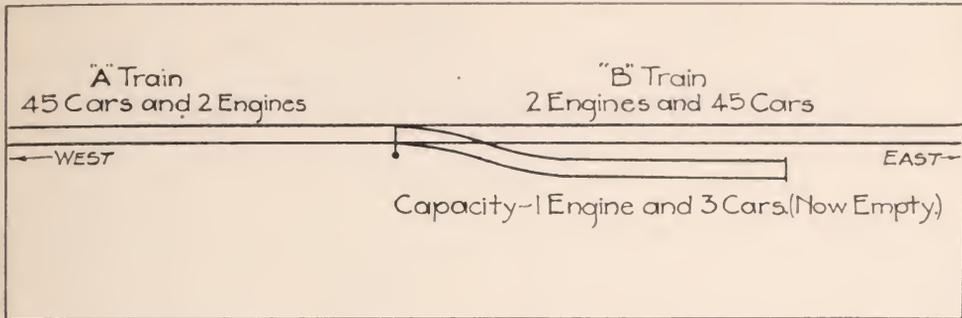
$$x = 3600 \text{ or weight of body of car.}$$

$$900 + \frac{x}{2} \text{ or } 900 + 1800 = 2700 \text{ weight of wheels.}$$

Hence the weight of car is

3600	weight of body
2700	“ of wheels
900	“ of trucks
7200	weight of car.

About a dozen new problems have been sent in during the past month from which we have selected two for immediate publication. The others are now being examined and those which appear to have sufficient interest will appear later. In submitting answers to the following problems, please refer to them by number:

Question No. 3

Two trains of forty-five cars, each pulled by two engines, are running toward each other on a single line of track and meet at a stub side track which has a capacity of only one engine and three cars, and which has no cars on it at the time trains meet. How are the trains to pass each other so that when they have passed, the engines and all the cars of each train will be in the same relative position in the trains as when they met? D. O. LEARY, Timekeeper, Chicago Terminal.

Question No. 4

Two one-way tickets and three return tickets cost \$6.25 and three one-way tickets and two return tickets cost \$5.50.

What will one one-way ticket cost? What will one return ticket cost?

H. W. SMITH, Agent,
Paint Creek, Pa.

“United States Safety Appliances” or “United States Safety Appliance Standards”

H. Leroy Irving, car builder and inspector of wheels and axles at Mount Clare, has asked us to explain the difference between the two expressions—“U. S. Safety Appliances Standard” and “U. S. Safety Appliance Standards.”

B. C. Craig, general safety appliance inspector and member of the general Safety Committee, explains these two expressions as follows:

“It was agreed by the Master Car Builders’ Association that on all cars that were in service before the government standards were promulgated, all the safety appliances be placed, when they receive general repairs, in accordance with the Federal standards, and such cars should be stenciled—‘United States Safety Appliances.’ This would

meet the requirements with the exception of the end ladder clearances, and the order of the Interstate Commerce Commission gives them the right to use those cars which had not less than 10½ inches end ladder clearance. All cars built after July 1st, 1911, must be equipped with all safety appliances in accordance with the standards, which include end ladder clearances, so the M. C. B. Association decided that all such cars be stenciled ‘United States Safety Appliance Standards.’ The former equipment should not have the word ‘Standards,’ but just ‘United States Safety Appliances.’ The government made no ruling on the matter of stenciling cars; this was the agreement among the different roads.”

Captain Thomas L. Morris, the Oldest Active Pilot in New York Harbor

By T. A. Kavanagh

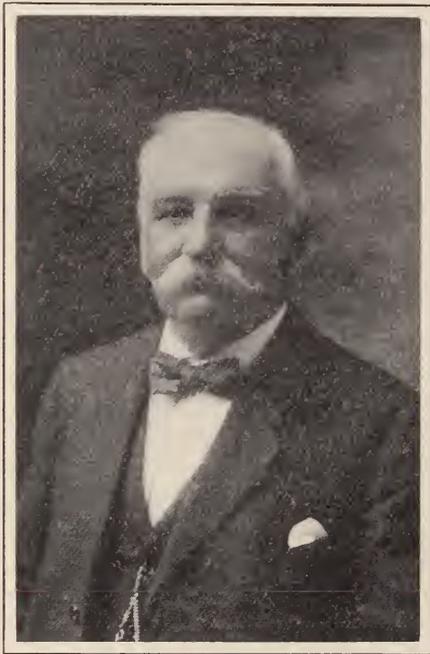
THOMAS L. MORRIS, now in the employ of the Company at New York, is the oldest active pilot in New York Harbor. The "Commodore," as he is familiarly known, was born in Boston, Mass., on the fifth day of September, 1841. His early days were spent in and around Boston harbor. At seventeen he showed strong leanings toward the life of a mariner and accordingly embarked on a sailing vessel

period were not like those of modern times and numerous hardships were endured. After his first venture, which increased his desire to follow the water, he secured employment in Boston harbor, and at the early age of twenty-one was awarded a pilot's license.

He entered the service of the Company as master of the tug A. C. Rose on November 12th, 1888, since which time he has been master of the tugs Baltimore (12 years), Hugh L. Bond (4 years) and the George L. Potter, of which he is still master. At the opening of the Harlem Canal at New York, captain Morris had the honor of being in command of the first boat passing through.

During his twenty-five years of service, captain Morris has distinguished himself on numerous occasions. At the time of the pilots' strike in 1910, he was confined to his home under the physician's care. When interviewed by one of the agitators in the strike, and requested to sign certain documents proclaiming his willingness to join forces with those of his fellow pilots who were seeking to stir up trouble, captain Morris refused to unite with them. Leaving his home against the wishes of his physician, he assumed command of a tug, and assisted by his son Harvey, brought from St. George, S. I., to Pier 22, North River, such perishable as well as other freight as otherwise might have been seriously delayed.

The captain has never worked a day on land in his life,—never used intoxi-



CAPTAIN MORRIS

bound for the port of Singapore, the capital of the Straits Settlements. This cruise was a great experience to the then young navigator, as the crafts at that

cants, and in his seventy-second year is still hale and hearty, and, as he says, of which Captain Morris is now in command, is a veritable Baltimore



TUG GEORGE L. POTTER, CAPTAIN MORRIS, WITH AGENT EVANS, SPECIAL AGENT ENGLISH AND SUPERVISOR FLOATING EQUIPMENT KOEHLER ABOARD, SALUTING S. S. OLYMPIC SAILING DOWN NEW YORK HARBOR WITH GENERAL SUPERINTENDENT W. H. AVERELL ABOARD



TUG GEORGE L. POTTER CUTTING THROUGH WAKE OF STATEN ISLAND MUNICIPAL FERRY BOAT

“Is still able to stand over the wheel with the best of them.”

The cabin of the George L. Potter, & Ohio Hall of Fame. Among other pictures he has those of Daniel Willard, president; George F. Randolph,

first vice-president; George H. Campbell, assistant to president, and Messrs. George L. Potter and Walter W. Anker, the latter for many years supervisor of our floating equipment. Scarcely a single official of the Baltimore & Ohio has not had the pleasure of visiting Captain Morris in his pilot house, enjoying his fine New England accent, which has stuck to him notwithstanding his long residence in the metropolitan section, listening to the interesting stories of his earlier days, and laughing over his quaint humor.

Captain Morris says that when he first began to navigate New York Harbor all of the ocean liners were side-wheelers. He remembers well the first trip of the *Europa*, which was then the largest boat afloat, and what a sensation she made as she came up into New York harbor. What a puny sight she would be now alongside of one of the giant liners like the *Vaterland*, the *Mauretania* and the *Imperator*!

The early seafaring days of Captain Morris were the most exciting that he has experienced, since it was then that he was a real sailor before the mast and

sailed the "Seven Seas." His first trip was almost around the world on a sailing vessel which carried eighteen thousand casks of alcohol in the going trip and in returning picked up a cargo of figs at Smyrna. Incidentally, the Captain's pay on this trip was only five dollars per month and his keep.

Captain Morris is a truly delightful gentleman and, notwithstanding his many years of service in the harbor, has as clear an eye and as ruddy a look as many men years his junior. He never wears glasses and can see farther and more accurately than the ordinary young man. The writer and the captain had quite a spirited talk about "women," a subject which, as you will all agree, offers manifold possibilities for discussion. And although the captain has the highest regard for women as an institution, he could not fail to take a parting indirect shot at them as we were separating. He was speaking of the necessity of constantly watching his tug in order to keep it in fine condition, and said:

"Yes, it is just like a woman, it always wants something."

Early History of Steam Roads on Staten Island

By W. D. Journeyay



FEW people realize the great progress which has been made on Staten Island in land transportation during the past sixty years. There was once a public stage line running between the old Vanderbilt Avenue boat landing at Clifton and Eltingville. It was called the South Side stage line, was in use from 1850 until about one year be-

fore the first steam railroad was built over the ground as the stage line.

The plan was to connect the county seat, Richmond, with the only boat landing. The original survey for the road took from Concord to the Stapleton flats. It was a very hard undertaking and Commodore Vanderbilt gave much valuable advice and helped financially on condi-

tion that they would run the road direct to Clifton. This was done. They attempted to build up the swamp along the line, but with very poor success at first. All the earth which was taken out of the cut at Grasmere was emptied into the marsh from Bachmann's ferry to Bay Street, an embankment was made and the rails were laid. The work was finished one afternoon and by the next

to Manhattan. Some of the men who formed the stage company were also interested in the new railroad, and to Albert Journey, Jr., of Eltingville, is due the chief credit for the conception and building of the road.

In the course of his employment with the Staten Island Lines, the writer has built three box cars and three flat cars, in addition to the five coaches numbered from nine to thirteen, inclusive. One of these old coaches is now used as the freight house at Pleasant Plains, and he also built the station at Grasmere. The first locomotive pilot that was ever built in Tottenville, and the patterns for the engines Albert Journey and Edward Banker, above mentioned, were also his handiwork.

✽

Staten Island in War Times

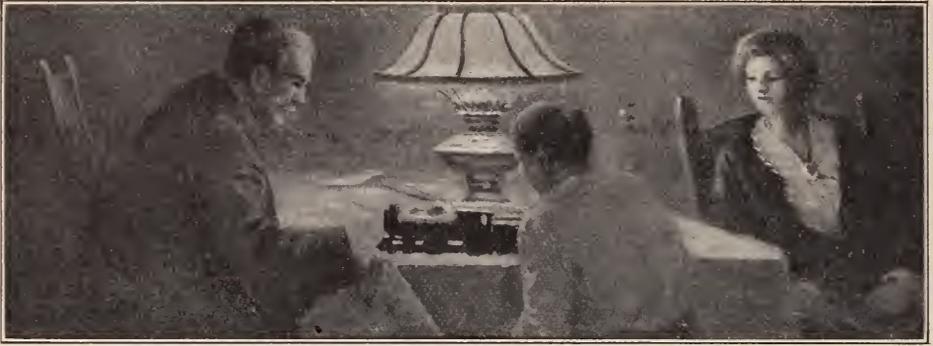
WHERE will you mobilize? Report at once," was dispatched by the Chief of Staff of the Department of the East at Governor's Island to the Adjutant-Generals of every State east of the Mississippi and Ohio Rivers in connection with the activities of the Army and Navy in Mexico. While many places were suggested for the encampment of the National Guard of the State of New York, Staten Island was selected as the most accessible, convenient, healthful and otherwise advantageous location. Col. Walton, Adjutant-General in charge of the National Guard headquarters, stated that all experts agree that the transportation facilities by rail and water, water supply and commissary conveniences of the camp sites on Staten Island are without rival in the entire state of New York. It is expected that many thousands of the New York State Militia will assemble here and prepare for service should they be required.



W. E. JOURNEY
Carpenter in service of S. I. Lines since 1865

morning the whole right of way had sunk into the marsh. The promoters thought they would have to change the line, but the difficulties were finally overcome.

For some time the railroad did not cross Bay Street. The passengers had to get off the cars near the turn-table and walk to the new Clifton landing to take the boat, which was then run by George Law, from the foot of Vanderbilt Avenue



HOME DEPARTMENT

Edited by Edith Henderson

Suffragettes and Antis

TO BE or not to be," that is the question which confronts the woman of America today. Whether it is better to cling to the fetters by which other days have bound her, or burst those bonds and step forth to take her place in the political arena on the same footing as man. In other words, shall she join the ranks of the suffragettes or shall she not? It is indeed a perplexing question to the thoughtful woman and she finds little of satisfaction or encouragement in the militant attitude of her English cousins.

To begin with, the very terms commonly used in discussing the question are none too clear to some of us. For instance, do you know the difference between the two words, "Suffragette" and "Suffragist"? Well, here it is, straight out of the dictionary:

Suffragette—A woman who advocates female suffrage, *i. e.*, votes for women.

Suffragist—One who already has the vote.

"Woman" or "Equal"—Suffragist—One (man or woman) who advocates suffrage for women.

Thus our suffragettes are demanding "votes" and "equal rights," while the many associations opposed to woman suffrage insist that suffrage must not be forced on those who do not want it. To this the suffragettes reply that to vote is woman's ethical and constitutional right, but she need not exercise that right unless she chooses to do so. She may have the privilege of voting and whether she votes or not may enjoy every other right of citizenship and yet not be burdened with any responsibilities which she does not care to shoulder.

The anti-suffragist asks what does woman's vote avail beyond the doubtful accomplishment of doubling the present vote by adding her's to that of her husband, father or brother? And further, woman's political weapon is not the vote, but her influence for good. We are told that the statement of man's selfish political attitude toward woman is refuted by every labor law on the statute books, nearly all of which are blanket laws and protect the woman who toils beside the man. Labor laws which discriminate

against woman in favor of man are hard to find, but there are many instances of special protection by law granted to women laborers. In the laws of marriage and divorce as provided by the different states the preponderance of protection is with the woman, and in view of the harsher standards by which the world judges her, perhaps she needs protection. And all these laws were made by man.

A member of the National American Woman Suffrage Association points out that those in the United States who may raise no voice for or against any measure of the government are listed as follows: children, aliens, idiots, lunatics, criminals and women, and further states that "we, the last-named item, desire to be removed from this catalogue, where we should never have been placed." Surely all will admit that, on the face of it, woman's place on this list is unfortunate, to say the least, the very least. Though man has placed her last, after children, idiots and criminals, though he withhold from her the right to cast a single vote, woman's power in the world of politics is by no means unfelt. After all, what is a vote without character behind it? And in character building who plays a more important part than woman? To whom shall we trust the molding of the characters of future generations yet unborn, but woman?

If the ballot marks the progress of the race, then in the course of evolution it should come to woman. However, whether she is wise in deciding that the time is now ripe, who shall say? It may be that our militants are unwittingly striving to pluck green fruit from the tree. It may be that equal rights do not necessarily mean similar rights. Always, it seems, there must be wrongs to be righted and glancing back over the political

history of city, state or nation and considering the dishonesty and corruption that much of that history reveals, we cannot but feel that man has made sad misuse of many of his vested rights. Surely woman could do no worse and possibly she might do just a little better.

In the "Woman's Protest" a prominent anti-suffragist says,

"Let us, rather, like the wise men, follow the light of a star and lay whatever gifts of genius we possess at the feet of a little child. Surely a wise woman can do no nobler thing."

Be this as it may, if our suffragettes or any sane and reasonable body of men or women can prove beyond a doubt that votes for women will surely mean the righting of such injustices as are embodied in the dual moral standard and other kindred evils of today, they cannot fail to enlist the serious attention of every woman worthy the name. In the time and space available it is not possible to do much more than skim the surface of this subject, but the above are a few thoughts worth considering that we may like the wise virgins, be prepared.



The Well Dressed Woman

DON'T FORGET that there are certain rules to be regarded in selecting your spring and summer wardrobe. We are all sometimes so carried away with what the merchants advertise as a "fetching" style of hat or coat or gown that we fail to consider whether it is likely to become us or not. For instance, look out for your sleeves. The short, fat woman should beware of the extremely puffy or high-shouldered sleeve. The tall, slight woman should

avoid the very tight one. Moderate and adapt every fashion to suit your own style. Some women have the perfect figure, but some of us do not, and the "lines" of our costume must be carefully considered. As Grace Margaret Gould cleverly says in her very clever book, "The Magic of Dress," success in tasteful dressing is more a matter of care than of good luck,—so take care. Don't get a big hat if you are tiny. Don't get too small a hat if you are tall and large. Unless you are pretty sure that you are very good-looking, do not wear conspicuous things. In fact, one of the most unpleasant features of the strikingly attired woman is that she seems to the observer to have rather too good an opinion of herself, or else she would never have dared to put on such a costume. Wear stripes and cultivate

long lines if you are short and fat. Break up the lines and wear figured materials if you are tall and thin.

But the main consideration, after all, is the spirit which dwells in you. This should include utter unconsciousness of your array, whatever it may be. Having garbed yourself with the utmost care and with the best taste that you can command, then forget yourself entirely; but do not forget to carry yourself like the traditional queen,—with self-respect, and dignity, without hurry or bustle or dawdling. Even if you are ill-dressed, either from a wrong choice of clothing, or from habitual carelessness, or from the hard necessities of poverty, carry yourself well, and your defects will be at least half overcome.—*Kate Upson Clark, in Leslie's.*



:: Snow Hills ::

By Mrs. Gordon S. Aikman
Wife of Operator, Hume, Ill.

Higher and whiter grew the hills of snow,
Built of pure crystals, each such a mite!
As the wind played and crept along the hedge-
row,
In the silence and gloom of the night.

Each thought and each act may help crown a
hill
Of sin, or of goodness, along Life's hedge-row,
Blown by our conscience, or held by our will,
Let us keep each one pure like the snow.

The Natural Resources of Mexico

For the photographs of Mexican war scenes shown in this issue we are indebted to Mr. D. Bankhardt, General Agent of the Baltimore and Ohio for the Republic of Mexico. When he sent them in he also gave us a most interesting article on the situation existing in the City of Mexico, but in view of the rapid changes which have taken place during the last six weeks it was thought that some information in regard to the wonderful natural resources of the country would be more appropriate. All of the pictures, except that of Villa and his staff, were taken in the capital city immediately after the revolution of February, 1913, which resulted in the downfall of the Madero government. They offer a rather suggestive commentary upon the character and degree of civilization of the native inhabitants of Mexico.

THE economic resources and the industrial possibilities of the Republic of Mexico are alike beyond measure or estimate. Its 767,000 square miles, politically divided into twenty-seven

In latitude, Mexico lies between the parallels 14° 30' 42'' north and 32° 42' north. A large part of its area is within the tropics. Its surface configuration, however, distinctly modifies its tem-



PANCHO VILLA—THE REBEL LEADER—AND HIS GENERAL STAFF

states, three territories, and one federal district, now sustain a population of approximately 15,000,000. Under conditions of no more than fair development, the country could easily maintain 100,000,000 people.

perature. It presents three fairly defined zones, thus: the hot country (tierra caliente), in which are included the coast line and a comparatively limited interior area of low altitude; the temperate country (tierra templada), including the

great central plateau ranging between 3000 and 6500 feet elevation above sea level; and the cold country (tierra fria),

The soil products of the various zones range from the distinctly tropical to those of the temperate zone, from



INCENSE TO THE GOD OF REBELLION—BURNING 250 BODIES ON THE OUTSKIRTS OF MEXICO CITY

in which lie the higher slopes and levels, up to 12,500 feet. Above that are a

bananas to corn and beans, from pine-apples and cocoanuts to wheat. The



HOW THE Y. M. C. A. BUILDING IN MEXICO CITY SUFFERED

few peaks of which three are perpetually snow-clad, Orizaba, Popocatepetl, and Ixtaccihuatl.

forest growth ranges from mahogany and other tropical trees to the oak and the pine. In the minerals buried in the

hills and mountains, and in the products and the possible products of its soil, cause of the relatively limited development of its pastoral, agricultural, and



BURNING A CORPSE IN STREET OF MEXICO CITY



WHAT ONE SHELL DID TO LIBRARY OF AMERICAN CLUB. NOTE PICTURES OF THEODORE ROOSEVELT AND PORFIRIO DIAZ

Mexico stands among the notable phenomena of the earth's surface. It is best known as a mining country, only be-

comological resources.—From "Mexico's Economic Resources," by A. G. Robinson, in the *American Review of Reviews* for May.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

A Good Lesson

SIX weeks ago official circles in Washington were sorely upset. It was not on account of the impending clash with Mexico; it was not because the majority party tried to enact legislation on an important campaign issue like the tariff. The controversy was over the administration's attempt to repeal legislation which exempts American coastwise shipping from the payment of tolls for going through the Panama Canal.

Strange indeed was the lineup of forces for and against the repeal. Radical and conservative men from both the old line parties and some out-and-out Progressives were against it; and the array of forces in favor of it contained the same heterogeneous elements.

We have our opinion on this question and you have yours, but let us leave aside for a minute its merits pro and con. Let us look at it as a very remarkable example of how the judgments of able, upright men may differ. The subject is almost absolutely non-political; that is, no party is so wholly committed to or against the exemption as to make it a real party measure. In fact the leader of the majority party, which in its campaign platform favored the exemption, is

now the strong leader of the opposition to exemption. It is generally admitted by all who are taking part in the discussion and by the newspapers, that high ideals of patriotism are the considerations which are influencing the legislators as they never have before on a similar subject. The question is almost wholly one of interpretation, influenced of course by the individual qualities which make men different and make them see the same subject in a different light.

Here is a good lesson for us. When we see men of such intelligence and integrity conscientiously supporting different sides of the same question, when we hear the leaders of the same party on opposite sides in the debate, when we find men who up to this time never have agreed on a political question, arm in arm and fighting the same fight, surely we should remember at all times that there can be honest differences of opinion. And this lesson will be properly applied and will be of benefit to us only if in the discussion of all questions we are willing to say of our opponent that he believes honestly in his contention, and continue so to consider his opinion until we are indubitably persuaded that it is due to prejudice.



We Want the Truth

One of the recent innovations introduced by Major Pangborn in the Divisional Safety meetings is the question put by him to those in attendance as to whether or not they themselves, members of the Divisional Safety Committees, are observing the Safety rules. At most of the meetings at which this question has been asked, it has met with a negative response from one or more men.

Before putting the question, Major Pangborn explained that an honest con-

fession on the part of any of the men would not be held against them and that one of the very best ways of accomplishing actual results in Safety work is to find out why men associated in the Safety propaganda are unable or unwilling to observe the very rules they are supposed to try to get the other men to observe.

At a meeting between the General and the Baltimore Division Safety Committees held during February at the general offices, Major Pangborn asked this question of the Safety Committee members in attendance. One man who has been a yard conductor for over twenty years rose and said that under certain conditions it was a mechanical impossibility to couple cars without kicking the coupler as they were coming together. On account of his large experience this statement created quite an impression, although Major Pangborn stated that even if this were the case, it was no excuse for the infraction of the rule laid down by the Safety Committee that employes must not kick couplers. Major Pangborn added that all of the men knew what president Willard has said in this connection, namely, that he would rather have cars come together a hundred times without connecting up than have an employe run the risk of an accident by kicking a coupler a single time.

The question was not allowed to rest here, however, for Mr. Kavanagh, assistant superintendent of the Baltimore Division, arose and said that the yard conductor who had made this statement was not only wrong for yielding to the temptation to kick couplers because it was an infraction of the rule, but that he

was also wrong in his statement and opinion that it is sometimes necessary to kick couplers in order to make a connection. Mr. Kavanagh explained logically and carefully that if the parts of the coupler were properly set before the cars bumped, there should be no trouble in making them couple. His opinion in this respect was so sincere and so full of conviction, that it created a deep impression upon all present.

These discussions are really what will in the end make the work of our Safety Committee a success. The Safety Committeeman who does not believe in the practicability of the Safety rules and who does not state his conviction in this respect, is a worse offender against the cause than the employe who actually infringes Safety rules. The former weakens the Safety movement by lending his name to it and then breaking its rules and regulations, and making them ridiculous. The latter frankly breaks the rules because he is foolish enough to run the risk thereby entailed.

If the members of the Divisional Safety Committees do not believe in the practicability of any of the Safety regulations, or in the methods adopted by the Divisional or the General Safety Committees, they are not doing their duty if they do not make their feelings known. No movement can make progress unless it is viewed and discussed from all angles, and the man who stimulates discussion by questioning the wisdom of some provision is doing more toward bringing out the truth, which is the one thing we want to get at in this work, than a dozen of his fellows who give tacit approval (in and outside of the meetings) of regulations with which they are not in sympathy.

“The first step toward the elimination of sin, is to get after the man who makes money out of it.”—Collier's.

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 everything else

THE HIGHEST SAFETY RECORDS
FOR MARCH, 1914

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Indianapolis...	\$13,131	\$11,463	\$15,304	\$13,789
Shenandoah...	10,240	.....	751	2,684
Wellston.....	10,190	16,643	4,289	11,249
Toledo.....	9,039	11,043	7,058	.....
Connellsville..	8,632	11,743	7,397	.....
Illinois.....	.....	10,174	.....	.....
Ohio River.....	.....	.....	.....	9,502
Cleveland.....	.....	.....	.....	21,167
Wheeling.....	.....	.....	.....	20,394
Chicago Ter'l..	.....	.....	.....	18,574
Philadelphia..	.....	.....	.....	16,410

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." Heretofore, we have 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, 1914

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia..	\$5,581.00	\$1,485.00	\$16,410.00	\$3,774.00
Baltimore...	4,712.00	1,099.00	10,787.00	3,008.00
Cumberland..	3,338.00	2,286.00	2,830.00	2,861.00
Shenandoah..	6,805.00	*751.00	*2,684.00	10,240.00
Monongah...	4,608.00	2,603.00	8,198.00	4,010.00
Wheeling...	4,430.00	2,683.00	20,394.00	4,219.00
Ohio River...	4,133.00	1,484.00	*9,502.00	2,947.00
Cleveland...	4,236.00	2,053.00	*21,167.00	3,628.00
Newark.....	3,114.00	2,435.00	6,407.00	4,106.00
Connellsville.	11,743.00	7,397.00	5,515.00	8,632.00
Pittsburgh...	5,319.00	3,245.00	12,562.00	4,744.00
New Castle..	5,247.00	2,851.00	7,636.00	4,562.00
Chicago.....	2,459.00	1,942.00	6,261.00	2,475.00
Chicago Ter'l.	4,664.00	3,255.00	18,574.00	5,019.00
Ohio.....	5,248.00	1,460.00	7,581.00	3,108.00
Indiana.....	5,088.00	2,173.00	6,726.00	3,875.00
Illinois.....	10,174.00	4,052.00	4,927.00	5,497.00
Toledo.....	11,043.00	7,058.00	10,941.00	9,039.00
Wellston.....	16,643.00	4,289.00	*11,249.00	10,190.00
Indianapo.is..	11,463.00	15,304.00	13,789.00	13,131.00
Average.....	4,757.00	2,511.00	8,002.00	3,961.00

* Indicates no accidents.

CREDIT WHERE CREDIT IS DUE

On page twelve of the March issue of the Employes Magazine there appeared an article, "Actions Speak Louder than Words," in which credit was given to engineer C. E. Walsh of the Baltimore Division for having run train 525, engine No. 5113, from Philadelphia to Washington Terminal in such a way as to indicate that he was an exceptionally expert and careful engineer, particularly in the handling of his air. Since the publication of this it has developed that engineer J. I. Way was at the throttle from Philadelphia to Baltimore, and it is a pleasure to make this correction and to give to him, as well as to engineer Walsh, the credit due for such splendid engine handling.



SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

W. D. Phillips, Childs, Md., discovered loose wheel on P. & R. car 2458 in train extra east 4198 on April 17th, and notified train crew, which resulted in the immediate stopping of train and possibly the prevention of a very serious derailment.

While walking through the Wharton Street tunnel on the morning of February 2nd, after inspecting a train, inspector Harry Whalen found about five inches broken out of the east-bound track. He reported the condition at once, and sectionmen put a new rail in without causing delay to any trains.

On April 13th, conductor I. C. Argo, of West Yard, Del., stopped at Barksdale, Md., when he discovered the platform at that point on fire and extinguished the blaze. A credit entry has been made on his record.

On March 14th, engine No. 4192 westward, blew out cylinder head on first curve west of Leslie. Immediately after train stopped, brakeman W. A. Pearce flagged train No. 94, thinking that cylinder head might have fallen on the eastward track. Train No. 94 stopped and was moved slowly by the extra west. The cylinder head was found clear of the track.

On March 19th, L. C. & S. local, engine No. 217, in going west passed a train lying on Singlerly passing siding without crew. Conductor J. A. Jones, flagman L. C. Slicer and brakeman M. Burk discovered M. & N. E. box car 1142 on fire. They applied the air brake from caboose calling engine crew's attention to the trouble. The train was brought to a stop, a flagman was sent out and the train was backed to a point where the engine was opposite the burning car. With the assistance of engineman A. J. Lawton, fireman W. Myers, track foreman Thos. Smith and two of his men and with buckets and the use of engine hose, the fire was extinguished

with but slight damage to car. Owing to the high wind, had this fire been discovered fifteen minutes later no doubt the car and probably one or more next to it would have been badly damaged or entirely destroyed and would have delayed No. 5, due forty-five minutes later. Conductor Jones made a report of the matter to the superintendent from Childs' station.

BALTIMORE DIVISION

On March 21st, as brakeman W. J. Woodcock was dead-heading to Brunswick, Md., he discovered brake rigging down on Company car No. 69392 in train of extra west No. 4274. He immediately had train stopped and the defect removed.

Extra 4025 (east) in charge of conductor R. L. Wilson and engineman J. C. LeFevre, consisting of twenty-nine loads from Mt. Clare Junction, had brake rigging on tender fall after passing Carroll's Switch on April 10th. The defect was reported by conductor J. J. Stier, who had train stopped at Camden Station and examined. Mr. Stier has been in the service of the Baltimore & Ohio Company for the past twenty-five years. This sets an example, which should be practiced by the younger employes—"Watchfulness," resulting in "Safety First."

On April 19th, 3rd 95, engine No. 4198, conductor H. Thompson and engineman H. E. Waltz, reported at 7.21, on their arrival at Gaithers, what they thought to be a broken rail east of Sykesville, Md. A flagman was immediately sent back, and he found a broken rail, and reported marks of a car being off the track and mounting again. Train was examined at once and found to be O. K. Conductor J. H. Hartman and engineer J. T. Miller of 2nd 95, engine No. 4310, were notified, and found C. H. & D. car No. 4089, Q. D. for Cincinnati, in train with a twisted truck, and had it set off at Mt. Airy Junction.

On April 17th, at 9.15 p. m., while the Alexandria Branch pick-up, in charge of conductor C. G. Bastain and engineman D. C. Zink, was being helped out of the yard by engine No. 1680, yard conductor D. Waters noticed a piece of



D. WATERS

wheel rim lying alongside of the track where this train had been made up. Mr. Waters had the train stopped, and a special inspection developed that the piece of wheel rim came off wheel under P. & R. car No. 82968 which was loaded with coal for the Washington Ordnance

Company at Uniontown. Had it not been for the ever watchful eye of Mr. Waters, this car would have gone forward, perhaps causing a serious accident. Mr. Waters entered the service of the Baltimore & Ohio Company in 1879, and has always been known to employer and employe as being on the alert and watching for just such cases of this kind.

On March 21st, J. H. Nuce, trackman, discovered a broken wheel on a car of train No. 94, engine No. 4292, but was too far from the engine to give any signal to stop, so he threw a stone against the caboose, attracting the attention of train crew. Mr. Nuce is commended for his interest and quick action, as this defect would no doubt have resulted in an accident, had it not been for his timely discovery.

CUMBERLAND DIVISION

On February 26th, flagman J. C. Baldwin, while performing his duty as flagman on eastbound way-train, discovered broken rail on eastbound freight track just west of Austin,



J. C. BALDWIN

W. Va. About two feet of cap of rail had broken off. Mr. Baldwin immediately notified track people, at the same time giving protection to approaching trains. Mr. Baldwin was commended by both trainmaster and assistant superintendent.

While second 88, engine No. 1846, was passing Strickers Tower, 2.50 a. m. on March 29th, third trick operator Guy L. Virts observed something dragging near the rear of train. He

stopped the train at advance signal and notified crew over telephone to examine it. It was found that a brake rigging had come down, and it was removed by the crew. Mr. Virts' watchfulness may have prevented trouble to the train further down the seventeen mile grade.

The accompanying photo is of watchman T. B. Miller, who, while off duty March 27th, found a broken rail on eastbound main track, one-fourth mile east of Tray Run Bridge, on the high side of the curve. Mr. Miller immediately went back and stopped helper which was approaching, at the same time protecting trains while repairs were being made to the track. This is the fourth broken rail that he has found in the past six months. A credit entry has been made on his record.



T. B. MILLER

On December 26th, 1913, patrolman L. Smith, of the Keyser city police force, while standing at Keyser Station, noticed a brake beam down on J. C. Co. car No. 1239, in train of extra east, while passing station. Mr. Smith notified the conductor who immediately stopped train and had car set out. Mr. Smith is not an employe of the Company, but was thanked by assistant superintendent Lampert for his interest and action.

MARTINSBURG SHOPS

On Monday, April 13th, John B. Welty, car repairman, prevented serious trouble to train No. 6 by detecting a coupler pin nearly severed. The position of this pin makes a thorough inspection difficult in so short a time as that taken by these through trains at this station. Had the defect escaped the eye of the inspector and the coupler dropped under the train while it was in motion, a serious accident might have been the result. The train was delayed here until a new coupler was placed on the car. Mr. Welty's close inspection is to be commended.



JOHN B. WELTY

SHENANDOAH DIVISION

On April 10th, brakeman J. D. Young, on train No. 71, noticed the brake rigging down on baggage car 142 on passenger train No. 55



J. D. YOUNG

coming into Charles Town. He promptly notified the crew and assisted in removing the brake rigging, possibly preventing an accident. This same brakeman on train No. 72, April 11th, found a brake beam down on Baltimore & Ohio box car 73568 at Millville, and

on April 13th, on train No. 71, found brake hanger broken and down on rails on M. C. & St. L. 13831 at Summit Point. In each case he notified the conductor and had repairs made. Brakeman Young is to be commended for his watchfulness.

On April 9th, extra conductor and brakeman T. E. Padgett on "Millville Digger" found a broken rail on the siding at Millville Quarry. He secured a claw bar and hammer and repaired the rail with angle bars so that the train could do its work. He then notified the track foreman. Properly commended.

Passenger brakeman E. J. Sullivan on train No. 18, while taking siding at Fort Defiance, Va., February 24th, to let freight train No. 95 (which was too long for the siding) pass, discovered a broken brake beam on one of the cars on passing train. He called the attention of the conductor to it, thus removing the possibility of an accident. His watchfulness and prompt action is commended.



E. J. SULLIVAN

MONONGAH DIVISION

On the evening of April 16th, Roy Sheets, who was formerly employed as yard clerk at Grafton, discovered a broken rail just east of Park. He made prompt report and necessary repairs were made.

On April 13th, Clark Cutright, residing near Weston, discovered a broken rail at mile post

27 plus six poles. This man knew that No. 8 was due and flagged the train, advising the crew of the break and the necessary arrangements were made for repairs.

On April 15th, G. & B. engineman A. J. Brannon, while enroute from telegraph office to his engine, found 5 inches broken out of frog on No. 5 track in westbound yard. Brannon remained to protect break until men could be secured to make necessary repairs.

Mr. Samuel Fox, who resides at Orlando, discovered a broken rail 900 feet east of mile post 45 on the Gauley Line. He walked about two miles to report the condition, which proves that he is deeply interested in the welfare of the railroad and the traveling public. It also shows that the Safety First movement is making a decided impression along our right of way.

Mr. M. A. Strader, constable of Lewis county, postoffice address Weston, W. Va., while walking on the track about two miles west of Roanville, on March 18th, found a stone weighing about 1300 pounds lying on the track. He notified Mr. D. L. Snyder, who lives across the creek. The latter notified the agent at Roanville and he located sectionmen. Mr. Snyder protected track until sectionmen arrived and removed the stone. He has been commended in behalf of the Railroad Company for his thoughtfulness.

WHEELING DIVISION

On Friday night, April 10th, while fireman A. E. Kent was flagging through Welling Tunnel he found a broken rail. He notified the crews on trains No. 4 and No. 55, thus preventing a possible accident, and is to be commended for his alertness.

On March 3rd citizen Frank Davis of Glen Easton found a broken spring bolt in the frog of main track at Glen Easton and reported it promptly to track men. Mr. Davis has the thanks of the Company for his prompt action and the service rendered.

On March 14th engineman John Coxen of the Safety Committee, while pulling through Fairmont yard, felt a jar under his engine, stopped and found a badly broken rail which he secured until he got over it. He reported the condition to general yardmaster Nuzum, who protected it until it was repaired.

On March 25th at 9.20 a. m., trackwalker J. L. Pethel found a broken rail at the west end of Glover Gap Tunnel. He flagged train No. 72 and spiked rail so that No. 72 could pass over very carefully, but he would let no other trains pass until a repair rail was put in after a delay of about forty minutes to No. 3.

On April 1st trackwalker L. M. Haught found a broken rail at bridge No. 123. He flagged No. 72, which he let pass, but he made repairs before permitting any other trains to go by, causing delay of about forty minutes to No. 3. This is the third defect which Mr. Haught has discovered just in time to prevent possible serious trouble, and he is to be commended.

On March 30th oil worker M. Leadly discovered a landslide on the track at the west end of Glover Gap Tunnel. He flagged No. 12, notified trackmen by telephone, and thus prevented a possible accident to No. 12.

On March 30th, supervisor P. Murtaugh noticed car 14863 in train of No. 21—M. C.—leaning towards the peach orchard. He notified the crew, whose examination developed a broken truck. The car was set off for a new truck and the contents were transferred.

On April 3rd engineman "smoke box" Wilson discovered a broken rail in the north siding at Underwood. He gave the usual notice and had it protected until repaired.

Engineman M. P. Simms, who was running helping engine behind derailment on Board Tree grade Tuesday, April 14th, is to be commended for his thoughtfulness in straightening out the telegraph wires while he could not do anything else, thus giving the train dispatcher a train wire, which was of very great importance in time of such trouble.

On April 11th, conductor G. E. Gatewood, train No. 25, felt his caboose give a lurch while descending Board Tree grade east of Denver; he notified track foreman who made investigation and found four inches broken off end of rail.

On March 24th, yard conductor A. W. Voight discovered a broken rail on the main lead in the west end of Benwood yard. On April 4th, he again discovered a broken rail on the lead track. His alertness prevented possible serious accidents in both these instances and he is to be commended.

At 6.20 p. m., March 18th, as signal repairman George McGlumphy was watching extra No. 2658 enter No. 1 siding at Fairpoint, Ohio, he heard a queer noise and saw a car jump the track at the west end of No. 13 crossover and retrack itself on guard rail and frog of No. 11 switch. Upon examining the car he found a piece of flange broken off and reported the condition to the conductor. On March 15th, at 4.30 p. m., this signal man found a broken rail just west of Barton station and notified track foreman with the result that the rail was changed the same evening.



GEO. MCGLUMPHY

OHIO RIVER DIVISION

On March 17th, while train No. 96 was passing Roxabel, conductor D. Thomas was standing on platform of caboose when operator W. C. Pratt signalled him that there was something dragging under his train. The dispatcher was also notified. The train was stopped at Musselman by the dispatcher and informed that a brake beam was down. In the meantime, however, conductor Thomas had stopped train about half mile east of Roxabel and found the brake beam was gone. This information was given to operator Pratt from Musselman, who walked down the track and found that the brake beam had come down and flown out from under the car just east of the elevator at Roxabel.

On Sunday afternoon, April 5th, while yard engine No. 319, in charge of conductor H. C. Bledsoe and engineer William Nuckles, was switching in Huntington yard, conductor Bledsoe noticed a small boy about four years old wandering on the tracks. He was crying and was very badly frightened. The conductor stopped the engine and after questioning the youngster as to his residence, which he could only give as a "yellow house," with some difficulty restored him to his almost frantic mother, and possibly saved his life.

CLEVELAND DIVISION

On March 30th, while switching at "XN" Tower, yard brakeman N. Wilbois, of Akron Junction, discovered a car with twenty-six

inches of flange broken off a wheel. He made a prompt report of this and arrangements were made to have car put in safe condition.

On April 2nd wreackmaster T. Hillery discovered brake rigging down on a car in train No. 94 passing the yard office at Akron Junction. He waved train down, called to the conductor on the caboose as train passed and also reported condition to the yard office. Arrangements were made to stop train at "BD" Tower, where brake beam was removed and car made safe to haul.

On the morning of April 5th while conductor G. F. Paxton was on engine No. 1150 going to lower yard at Cleveland with a drag, he discovered a broken rail on the eastbound main track under the W. & L. E. bridge, flagged No. 12 about forty car lengths from the broken rail and notified them to run carefully over this rail. He also advised the yardmaster in charge, who had sectionmen repair this rail. Mr. Paxton is to be commended for his watchfulness and action in this instance.

On April 12th O. T. Hastings, clerk at Freeport, Ohio, found both angle bars at three joints broken about ten rail lengths west of Bridge No. 9 at Tippecanoe, Ohio, and immediately notified the superintendent's office. This track was repaired without any delay to trains. Mr. Hastings is to be commended for his watchfulness and action in this instance.

On April 10th, about 9.00 p. m., while Miss Gladys Robinette, 228 McConnell Street, Uhrichsville, Ohio, was crossing our tracks, between First Street and Trenton Avenue, she discovered a fire box rigging weighing about forty-five pounds on the main track fast in a switch. She took the obstruction from the track and reported it to the proper parties at Uhrichsville. Miss Robinette is to be commended for her watchfulness and action in this instance, and superintendent Lechluder has sent her an appropriate letter.

On the morning of April 20th while brakeman R. A. Peltier was on train No. 1-52, he discovered Baltimore & Ohio 28324 in that train off center and arranged to have same set off at Berea for repairs.

On Sunday afternoon, April 5th, while brakeman R. E. Collins was out walking with a few friends, he discovered a switch point about one mile east of Piedmont which did not fit up by five-eighths of an inch. He had his switch key

with him and with the aid of his companions got the switch to fit up properly, and he also notified the track foreman.

On March 28th while engine No. 2258 west was passing the telegraph office at Elyria, Ohio, conductor W. T. Ryan, who was standing at the telegraph office, notified the conductor of No. 2258 that arch bar was broken on Baltimore & Ohio 39181. The train was stopped and it was found that car was in such bad shape that it had to be set out for repairs.

On March 21st Mr. Frederick Crites of Canal Dover, Ohio, found a broken rail on the eastbound track at Reeves' Crossover and immediately flagged a freight train which was due about that time. It is indeed gratifying to know that the public are helping in the "Safety First" movement and Mr. Crites is to be commended for his action. Superintendent Lechluder has written him an appropriate letter.

On April 22nd, brakeman E. F. Manson, while on train 75, discovered broken flange on Baltimore & Ohio 126035 at Freeport and had car set off at that point for repairs.

NEWARK DIVISION

On April 13th, conductor Shilling, while working in the Marietta yard, had a car of horses on which the shipper desired rush movement. The air on this car was found to be inoperative, and he and his crew borrowed tools and started immediately to repair the brakes, but on account of lack of necessary implements they were very much handicapped in getting the work done promptly. He was assisted by conductor J. L. Toller, who was off duty and happened along. He saw conductor Shilling working on the car, and turned in and assisted him. They found that they needed a small piece of pipe to make the repairs, and with their own money they purchased a piece and succeeded in getting the air working properly, avoiding the necessity of having to transfer the load of horses into another car. Hence they satisfied the shipper and got the car on its journey with very little delay. On the same afternoon a connecting company refused to accept an empty car on account of its being half full of refuse cabbage. Conductor Shilling pulled it out on the bridge, and with the assistance of his train crew cleaned it out by dumping the cabbage into the river, and

afterwards made prompt delivery, thereby saving per diem charges which would have accrued had the car been set out for the section-men to clean. Both conductors Shilling and Toller, for the interest displayed in the above two cases, have been given a meritorious entry on their service records.

On April 2nd, as train No. 22, in charge of conductor T. F. Mulquin, was passing Mt. Vernon depot, brakeman Thos. A. Scott discovered brake rigging down on C. I. S. 183182. It was in very bad shape and liable to fall at any moment. This might have caused a derailment, and as the car was in the center of an eighty car train, a bad accident might have resulted. Mr. Scott ran to the rear of the train, notified the conductor and succeeded in getting the train stopped and the car set off. For his alertness in this matter, Mr. Scott has been given a meritorious entry on his service record.

On March 16th, carpenter foreman J. A. Parlin, with headquarters at West Marietta, Ohio, was going to bridge 442 on O. & L. K.



J. A. PARLIN

Branch and found a broken rail at pole 26-3. He immediately put out a flag each way and succeeded in getting local freight train No. 31 stopped, thus preventing what might have been a derailment. Mr. Parlin put in a new rail and allowed No. 31 to proceed after only twenty minutes delay. On account of the interest he displayed we have given him a meritorious entry on his service record.

CONNELLSVILLE DIVISION

On March 23rd, while passenger train No. 11 west was standing at Brook to meet and pass train No. 8 east, conductor Wilson Christner, who was in charge of train No. 11, discovered a brake beam wedged in crossover switches at that point and with the assistance of one of his brakemen removed the obstruction just before the arrival of train No. 8.

While working at Rowena on March 23rd, flagman John Pyle noticed guard rail torn out in the main track, making the track unsafe for the movement of trains. He notified the train dispatcher, who arranged to use the passing siding to get trains around the trouble.

On March 27th, while his train was standing on the siding at Foley, engineer W. M. Kelly, who was in charge of the engine hauling this train, discovered a broken wheel on S. V. E. car 140437 and immediately notified the conductor, who switched the car out before the train left Foley.

While working at the slide at No. 1 Cut, just east of Indian Creek, March 30th, conductor E. G. Coughenour observed a broken arch on U. C. Co. car 2614 in train of extra west, engine No. 2822, which was passing that point. Conductor Coughenour stopped the train and the car was switched out.

On March 31st, Mr. H. L. Summers of Montana, W. Va., discovered that the switch leading to Elizabeth Mine was unlocked and that there was a piece of mine rail wedged between the frog points. He immediately sent his son ahead to flag No. 86 which was due and with the assistance of the agent removed the obstruction and reported the matter to the train dispatcher, who had the track put in proper condition. Mr. Summers has been given a letter of appreciation by the superintendent.

On April 3rd, conductor H. C. Benford, in charge of passenger train No. 22 east, running on the S. & C. Branch, discovered two broken angle bars in the main track at Shamrock. He sent in a prompt report of the trouble and repairs were made.

Engineer J. O. Albright, in charge of extra east, engine No. 2882, at Glencoe, April 6th, discovered an angle bar wedged in the points of the rails and removed the obstruction just before train No. 95, west, passed that point. This averted a possible accident to train No. 95.

On April 7th, conductor Jos. Baine, in charge of the Rockwood switching engine, and fireman H. Kregar, discovered a car in train of extra east, engine No. 2813, with a broken wheel. The train was being backed over on siding at Rockwood and the watchfulness of these men and their prompt action in stopping the train possibly averted an accident.

While working at Garrett, April 7th, section foreman J. W. Walters discovered a broken flange on Baltimore & Ohio 124302 which was standing in a train on the siding at that point. He reported the defect to the agent who had the car switched out of the train before any trouble resulted.

NEW CASTLE DIVISION

Operator F. L. Milburn reports that conductor W. A. Cavany, on April 17th, discovered track buckling two miles west of Lodi. Trackmen were notified and everything put in good shape promptly.

F. R. Gault, signal repairman at Lodi, discovered brake beam down on a car in train of extra 4137 east, April 17th. He stopped the train and notified the conductor, who made repairs.

On April 10th, a flock of sheep got out on the Millersburg Branch track near Kauke, O., and when train No. 109 came along, they crowded down close to the creek. Three of the sheep were shoved into the water, and were unable to get out. Baggage-master C. H. Willey and brakeman R. D. Beck went back and got the sheep out of the water. This humane action probably prevented the sheep from drowning and also the possibility of claims.

On April 7th, No. 95 was delayed at Ravenna in closing car door. Operator Pennell at Ravenna noticed a car in this train with the door open, and some barrels in the car which might have rolled out. He stopped No. 95 at the advance signal, and the crew closed the door. Commendable action.

Operator J. M. Garner, coming on duty at 11.00 p. m., March 18th, saw that the indicator was fouled, and called lampman Mace to locate the trouble. The latter found a broken rail about sixteen rail lengths west of the eastbound home signal and notified the operator and the sectionmen. The operator notified the dispatcher, and with everybody helping, the track was repaired and in shape by the time No. 6 arrived. Commendable action.

On April 13th, J. L. Shiland, of Painesville, Ohio, who is a pensioned conductor of the New Castle Division, called up the Painesville yard people on the telephone and advised them that there was a fire burning in an empty box car near the Nickle Plate transfer. Sectionmen were sent to extinguish the blaze. A little later, Mr. J. M. Palmer called the yardmaster on the telephone and stated that Mr. M. J. Flavin had discovered a broken rail in our Lake Branch track near Flavin's crossing, and had stationed one of his men to flag our trains until the rail could be replaced. The yardmaster got in touch with Mr. Shiland by telephone and

the latter very kindly went after the trackmen to inform them of the broken rail and have them make immediate repairs. Superintendent Cahill has communicated with these gentlemen, thanking them for their very kind interest and prompt action. Messrs. Palmer and Flavin are farmers living along our line, and their interest in this matter is very highly appreciated.

On February 27th, engineer L. J. Ludt, on engine No. 580, in going over the river bridge at Haselton, heard an unusual noise. He stopped and went back, and found about four inches of the ball of the rail missing, and at once reported condition to the yard office. A new rail was placed by the trackmen. We appreciate Mr. Ludt's prompt action and observance of conditions along the line, and superintendent Cahill has communicated with him to that effect.

CHICAGO DIVISION

On April 10th, George Burkowski, section foreman at Whiting, Ind., found a car roof lying on the main track. By exerting a very great effort he was able to move the obstacle unaided, thereby in all probability preventing the wrecking of an extra which passed soon afterward.

On March 3rd, car inspector E. P. Wagner, while walking along our right-of-way between Curtis Yard and Kirk Yard, Ind., discovered a broken rail on eastbound main track and immediately notified section gang to make repairs.

On March 13th, conductor Kistler on extra 4142 west found a broken flange on car in his train, and had the car set off.

On March 13th, car inspector W. H. Sullivan at Defiance discovered a brake beam down on a car in extra 2419 west. The train was stopped and the dangerous condition eliminated.

On March 3rd, while switching cars over the hump at Chicago Junction, yard conductor Shelby Archer discovered and promptly reported bent axle on Company No. 72672. This car was being switched into No. 97's train, and would possibly have caused serious accident had it gone forward.

On December 10th, 1913, conductor G. T. Prout, on Fostoria Turn, was waiting for No. 6. An extra east was backing into the siding, and Mr. Prout, hearing unusual sounds, investigated

and found that caboose and empty box car in train of the extra had buckled and fouled eastbound track. He immediately telephoned the operator at "WN" Tower to hold No. 6, flagged an eastbound train and had the engine extinguish the fire that had started in caboose.

On January 14th, 1914, brakeman W. E. Smith, while switching at Walkerton, noticed a pair of wheels on baggage car sliding, ran to telegraph office half a mile distant and had operator telegraph ahead, thus succeeding in getting the train stopped at Union Center and having the wheels examined.

On February 27th, 1914, conductor H. W. March, extra 4072 east, while in siding at Galatea for stock special, engine No. 4107, observed blazing hot box on stock train, flagged it from rear, and succeeded in getting train stopped and hot box treated, thus eliminating cause for possible accident.

On February 12th, 1914, conductor D. W. Strown of extra 4107 east discovered a broken rail 200 feet east of the switch at Scipio. He left his flagman to protect trains.

On March 3rd, W. F. Alford, brakeman on extra 4155 west, was on caboose passing North Baltimore and noticed what appeared to be a piece of flange on street car crossing. He stopped his train, found Company No. 236737 with broken flange, and had car set off at Hoytville.

On March 20th, conductor G. H. Shisley, at Syracuse, discovered a broken rail on the eastbound track, reported it at once, so that repairs could be made before an accident could happen.

On March 13th, 1914, yard conductor J. W. Fox, at Fostoria, noticed something wrong on train No. 13 as it was passing, and succeeded in getting the train stopped. It was found that an old brake beam from some freight car was lodged in forward truck of express car in such a manner that one end was dragging on top of the north rail behind rear wheel of forward truck. It is supposed that the brake beam was picked up at the H. V. crossing.

CHICAGO TERMINAL

On March 10th, James Gaghin, locomotive engineer, noticed about eight inches broken out of a rail on the outside wye at Robey Street roundhouse. The matter was immediately reported to the section foreman and the necessary repairs were made.

Car inspector J. G. Baker, employed at Chicago Heights, while in the north yard on the morning of April 8th found a broken rail just south of the C. & E. I. viaduct, the broken parts having been pulled apart about five or six inches. He immediately located the sectionmen and the necessary repairs were made.

OHIO DIVISION

On Monday morning, February 23rd, conductor Robert Willey of the Newark Division, running between Newark and the Stock Yards, was in charge of extra west 2571 arriving at "GN" Tower at 8.45 a. m. There was considerable snow at that time and he got off the train at Big Four Junction and swept and cleaned the snow from the switches and derails from that point to "GN" Tower so that they could be operated from the tower and let his train through. This was a very commendable act on the part of conductor Willey, who did the work without any assistance, and at a time when the weather was extremely cold and stormy.

INDIANA DIVISION

On Sunday morning, March 8th, sectionman Ed. Lentz found a broken rail one-half mile east of Clarke on the Louisville Branch. He made the necessary repairs without delay to traffic. Mr. Lentz was not on duty at the time and deserves special credit, as he undoubtedly saved a serious accident.

On March 2nd, conductor Newton A. Jones, of the Seymour, Washington, local, found a broken rail on the main track near Vallonia and notified the trackmen. He also stopped passenger train No. 4, which was due then.

CINCINNATI TERMINAL

On April 4th, yard clerk James Bryan, while acting as assistant yardmaster in South Hamilton yard, discovered something dragging on train No. 56 passing South Hamilton; he immediately telephoned the general yardmaster's chief clerk at Hamilton passenger station and notified engineer Ward. An inspection showed that the brake rod on engine had broken loose. It was removed after the station stop at Hamilton.

ILLINOIS DIVISION

On March 2nd, yard clerk H. Hogan, of Flora, Ill., while checking cars, noticed a small line of smoke issuing from crack of a car door. Upon investigating he found quite a litter of straw on fire, and extinguished it. The car was in a long cut and adjacent tracks were also full of cars and considerable damage might have been caused had not the fire been put out.

On April 8th, while switching at Odin on extra 1543 east, brakeman R. R. Parish discovered two broken rails in eastbound passing track, and promptly reported them before an accident occurred.

On March 10th, engineer B. O. Chattin, fireman W. U. Overbay, and conductor H. Mowry, on train No. 89, discovered a trestle on fire just east of Clay City, and by passing buckets of water up from the small creek extinguished the fire. They also notified the chief dispatcher and men were sent on No. 48 to repair the trestle.

Upon being notified by a trespasser, agent Phil. Henry of Furman, Ill., investigated and found eighteen inches broken out of a rail on a very sharp curve just west of Furman. He displayed stop signal at his station and notified the operator at Caseyville to do likewise until he returned to his office. He also held No. 97 and extra 5033 west at Furman. The broken rail was on a very sharp curve and a steep grade and



PHIL. HENRY.

Mr. Henry's action probably prevented a serious accident. Mr. Henry has been in the service of this Company since 1886, and writes the correspondent that his motto is always "Safety First."

On April 13th, conductor J. S. Champion discovered a broken rail near Cairo, Ohio. He

was given a letter by the superintendent, in which his action in reporting promptly and calling the sectionmen to make the necessary repairs was commended.

On March 4th, operator G. P. Christey, at Tontogany, Ohio, noticed a broken arch bar in No. 94's train. He immediately notified the dispatcher, who instructed that car be set off when the train reached the next telegraph office, thus avoiding an accident.

On March 27th, conductor E. Fisher, while walking along siding at Criddersville, discovered a broken rail in the main track. He wired the superintendent that he had called the sectionmen and also flagged No. 4.

On April 6th, conductor Geo. Deitler discovered a broken rail in the main track at the road crossing north of Milton. He called the sectionmen and notified the superintendent.

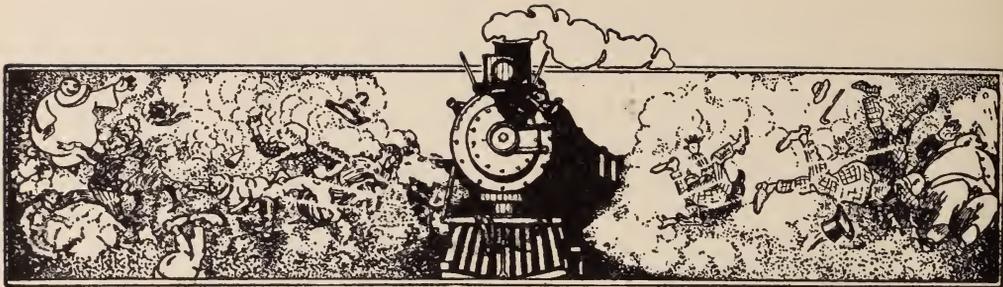
On February 27th, operator J. R. Morton, at Deshler, Ohio, discovered a brake beam down on C. & O. No. 36588 in train No. 92 pulling out of Deshler. He immediately stopped the train and the car was cut out at that point.

On March 2nd, operator G. F. Airing, at South Dayton, observed a brake beam dragging in train No. 93, stopped the train and notified the crew, who made repairs. We appreciate the interest of the employes in the Safety First movement, and are glad to commend them for their cooperation.

Engineer Sam Hartsing, on train No. 10, March 31st, found an open switch at North Dayton passing track, stopped his train immediately and closed it. He was given a letter of commendation for being on the alert and watchful of the Company's interests.

On April 20th, brakeman J. S. Mounts, when looking over his train at Weston, Ohio, found a broken arch bar on Big Four car 42671 loaded with cement. The car was switched out at the station and repaired.





EXHAUSTS

Paid in Full

"My dear man," said young Saphead to the battered specimen of humanity who had just pulled him from the path of an onrushing auto, "you saved my life! What can I do to cancel the obligation?"

"Just slip me a dime, boss," replied the battered one, "and we'll call it square."—*Judge*.

Only Papa

Robbie ran into the sewing room and cried: "Oh mamma. There's a man in the nursery kissing Fraulein."

Mamma dropped her sewing and made a rush for the stairway.

"April fool," cried Robbie, gleefully, "it's only papa."—*Baltimore Trolley News*.

The Bravest Man

They say that the man that drove Harry K. Thaw from the Asylum in an automobile, was the most reckless auto driver in the world. He went eighty-five miles an hour with a loose nut.

Wrong Diagnosis

A man called upon a physician for advice. The physician diagnosed the case as one of nerves and prescribed accordingly. The fee was five dollars and the prescription two dollars. The man had only five dollars. He said to the physician,

"Doc, five dollars is all I have. Lend me two dollars and I'll have the prescription filled."

The physician gazed at the man for a moment, then said, "I have made a mistake in my diagnosis. Your nerve is all right. You are afflicted with an enlarged gall. There is no remedy for that."

—*Judge*.

Not Really

"Now be careful, my man," said the lawyer, in an insinuating voice. "Was my client on the track?"

"He was," said the engine driver. "As I turned the bend of the curve I saw"—

"Yes you saw"—

"I saw a man walking between the rails."

"Sir," thundered the great man, "my client swears he tramped all the way through the wood by the side of the railway."

"But I swear he was on the track. How else did he get injured?" said the engine driver, heatedly.

"Don't question me," roared the lawyer. "My client did not go on the rails, sir."

"Well, then," yelled the driver, "do you think I ran my engine into the wood after him?"—*N. Y. Evening Journal*.

Rubbing It In

"My dear," remarked Jones, who had just finished reading a book on 'The Wonders of Nature,' "this is really a remarkable work. Nature is marvelous! Stupendous! When I read a work like this, it makes me think how puerile, how insignificant is man."

"Huh!" sniffed his better half. "A woman doesn't have to wade through four hundred pages to find out the same thing."—*Judge*.

Within the Law

However brave the policemen are, they are careful about not breaking the laws and ordinances. A patrolman was idling on the lake front the other morning when an excited boy ran up to him and cried: "Say, hurry up! A man has jumped off the pier!"

"With his clothes on?" asked the officer.

"Yes—fully dressed. Hurry!"

"What do you want me to do?" There ain't no ordinance against a man swimmin' as long as he's properly dressed."—*New York Globe*.



Strata of 1885

"Professor," inquired Farmer Jimp, "what are you digging for in my back yard?"

"I'll pay you well!" shouted the archeologist. "Great discovery! I've found the bones of a prehistoric mammal hitherto unknown!"

"Sorry, professor; but that's an old wire bustle that I buried over twenty years ago, along with some other junk."—*Judge*.



One on the Editor

An editor who started about thirty years ago with only fifty-five cents, is now worth \$10,000. His accumulation of wealth is due to his frugality, good habits strict attention to business, and the fact that an uncle died and left him \$9,999.—*Baltimore Trolley News*.

Showing George Up

William J. Burns, the noted detective, was congratulated in Pittsburgh on a successful coup.

"My success," said Mr. Burns, "was due to the fact that I went to the right source for my facts. You must always know the right source to go to—then your facts will be valuable. It's like the sister story.

"Nobody like a sister, you know, to give you a line on a young man. Thus a girl had just got engaged to a fine, handsome chap, and she said to this chap's sister one day:

"'Next Thursday is George's birthday, and I don't know what to give him. Will you, as his sister, understanding all his tastes as you do—won't you suggest some present for him?'"

"'Oh, I hardly know what to suggest,' said the sister carelessly; 'but, from my knowledge of George, I should say that he'd prefer something that he could pawn easily.'"—*N. Y. Tribune.*

The View Point

A farmer, says an Irish paper, was asked to buy a bicycle. "What is that?"

he asked. "It's a machine to ride about the town on." "And, sure, what might the price of it be?" "Fifteen pounds." "I'd rather see fifteen pounds in a cow." "But what a fool you would look riding round the town on the back of a cow!" "Sure, now," replied the Irishman, "not half such a fool as I'd look trying to milk a bicycle!"

TANGOCITIS
by C. W. DORFLINGER.

There's an epidemic raging all around this whirling sphere;
It is prevalent in Paris, it is very common here;
English bobbies and their lasses are afflicted, and they say
It has struck the tawny natives down in tropic Mandalay;
Singapore's inoculated; and the charming geisha girls
Are cavorting 'neath the bamboo in their pantaloons and pearls.
Dr. Terpsichore avers it's tangocitis—strange to me,
Every race has the affliction in a most pronounced degree.

There are tango teas and dinners, there are tango hats and hose;
There are tango garden parties with their tango belles and beaux;
In a cafe, your own waiter executes a tango strut,
As he brings the tango vintage and the juicy tango cut;
Then the cabaret enchantress lures y our glances with a smile,
And she tempts the other fellows as she tangoes down the aisle;
When you leave, the genial boniface endearingly declares,
"Glad you came," and waves a tango au revoir toward the stairs.

Father sold our flat on Pico and has bought a new machine
That is run with some peculiar fluid known as tangoline;
Mother keeps the tinware shining with tangolio, and Sis
Makes emphatic declaration that she likes the tango kiss;
In the club and in the parlor, in the pulpit and the pew,
There is tango talk until one thinks there's little else to do;
Bride has lost its charm and suffrage, somehow, ceases to allure;
Get a case of tangocitis, and you're socially secure.

THE AUTHOR OF "TANGOCITIS," MR. C. W. DORFLINGER, IS OUR TRAVELING FREIGHT AND PASSENGER AGENT IN LOS ANGELES. IT ORIGINALLY APPEARED IN THE "LOS ANGELES HERALD" AND IS REPRINTED WITH THEIR PERMISSION



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, *Chairman*

E. R. SCOVILLE, Transportation Department

JOHN HAIR, Motive Power Department

W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic

DR. E. M. PARLETT, Relief Dep't, Sanitation

B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

J. W. COON, Operating Department

DR. J. F. TEARNEY, Relief Department

GENERAL OFFICES, BALTIMORE

MARRIED MEN vs. SINGLE MEN.

A baseball game was played between the married and single men of the office of auditor coal and coke receipts on Good Friday morning at Yokels Park. W. B. Stockett acted as manager of the married men and G. E. Pritchard for the single men.

The game resulted in a victory for the bachelors, who outclassed the benedicts at all stages of the game. They took especial delight in the poor throwing of C. P. Spedden, who was not able to throw the ball the required distance to catch the runners. All present admitted it was a treat worth enjoying, and one to be long remembered, particularly H. G. Shakspeare, who was so tired and worn out from the effects of the game, that to date he is not willing to pledge himself to participate in another in the near future.

C. W. Maccubbin, the star second baseman for the married men, displayed wonderful activity for the oldest man on the team. Wm.

Henry, the famous silver-toned cornetist of Steinwald's band, played a star game at first base.

Sidewheeler J. Landerkin, and his battery mate, L. C. Hehl, of the single men, played a creditable game, having many strike-outs. Outside of the battery work of the single men, there was little left for the other players to do.

It is expected that another game will be played in the near future and the married men promise that they will come back and give their opponents a much harder rub than in the first contest.

In Bulletin No. 5, published by the Norfolk and Western Railway Company's Safety Commission, due notice was given of the reorganization of our General Safety Committee with a short description of its personnel. The Bulletin commented as follows:

"These gentlemen will devote their entire time to Safety Work. Each will specialize in the work with which his past experience has made him most familiar. This is undoubtedly the most forceful organization which has yet



PHOTO BY THE
J. C. WOODS STUDIO
565 FULBON ST. N.Y.

DINNER GIVEN BY C. W. TOMLINSON, GENERAL EASTERN FREIGHT AGENT, TO TRAFFIC FORCES IN NEW YORK

been perfected for the systematic and businesslike promotion and administration of Railway Safety Work."

Mrs. J. H. Menslage, wife of J. H. Menslage, one of the head clerks in the office of the auditor passenger receipts, died at her residence, No. 637 N. Fulton Avenue, Thursday morning at about ten o'clock. The sudden death of Mrs. Menslage was a shock to us all, and we sincerely sympathize with the husband in his bereavement.

The employes of the auditor passenger receipts office tendered to Mrs. H. Albert Green, formerly Miss Estelle Funk of the same office, a handsome present, in the shape of a set of silver knives and forks. We wish Mr. and Mrs. Green happiness and good luck in a superlative degree.

NEW YORK DIVISION

Correspondent, T. A. KAVANAGH, *Chief Clerk*,
Pier 22, N. R., 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. SALISBURY.....	Asst. Terminal Agent, Pier 7, N. R.
ALFRED OSWALD.....	Foreman, Pier 22, N. R.
M. E. DEGNAN.....	Foreman, West 26th Street
GUS FLAMM.....	Foreman, St. George, S. I.
C. T. TOOMEY.....	Foreman, Pier 21, E. R.
E. SHEEHY.....	Foreman, Pier 7, N. R.
LOUIS POLLY.....	Laborer, Pier 7, N. R.
CHAS. ROSS, No. 15.....	Laborer, Pier 22, N. R.
CHAS. MONCHINO.....	Laborer, 26th Street
JAS. RICH.....	Laborer, Pier 21, E. R.
JOHN LOOSE, No. 177.....	Laborer, St. George
C. H. KOHLER.....	Supervisor Floating Equipment, Marine Department
HENRY BOHLEN.....	Captain, Marine Department
J. W. LETTS.....	Engineer, Marine Department
F. MORROW.....	Oiler, Marine Department
W. MEAD.....	Fireman, Marine Department
JOHN MURPHY.....	Deckhand, Marine Department
JOHN TRUNK.....	Lighter Captain, Marine Department

NEW YORK TERMINAL

DIVISIONAL SAFETY COMMITTEE

W. CORNELL..... Terminal Agent, Chairman

Station Service

W. B. BIGGS.....	Agent, Pier 22, N. R.	} Representing Agents
E. W. EVANS.....	Agent, St. George, S. I.	
J. ELLERMAN.....	Asst. Foreman, Pier 7, N. R.	} Representing Labor
E. MEROLD.....	Receiving Clerk, Pier 21, E. R.	
M. E. DEGNAN.....	Foreman, 26th Street	

Marine Department

CAPTAIN C. H. KOHLER.....	Supervisor Floating Equipment, for Marine Matters in General
CAPTAIN HENRY BOHLEN.....	} For Steamboatmen
ENGINEER J. W. LETTS.....	} For Lighters and Barges
CAPTAIN JOHN TRUNK.....	
CAPTAIN HARRY PETERSON.....	

Repair Department

JOHN JOHNS.....	Master Carpenter, M. of W. Dept.
NICHOLAS JOHNSON.....	Floating Equipment, Clifton Shops

The annual meeting of the freight traffic staff under C. W. Tomlinson, general eastern freight agent, was held at the latter's office at 379 Broadway, New York City, on Saturday, March 28th, 1914, the following being present: Messrs. S. D. Riddle, C. F. A., Produce Exchange, N. Y.; C. A. Hitchcock, A. C. F. A., Brooklyn; W. F. Richardson, C. F. A., Boston, Mass.; C. A. Schultz, chief clerk, 379 Broadway; C. J. Beckert, chief clerk, Produce Exchange; F. J. Couse, assistant foreign freight agent; soliciting agents F. W. Geagan, H. H. Morris, J. P. Ryan, J. E. Price, L. W. Studwell, E. L. Young, A. B. Fulton, J. D. Blackburn, W. R. Cox; H. C. Couse, traveling freight agent; R. M. Frey, secretary to G. E. F. A., and the following clerks and stenographers: Messrs. F. Molino, F. C. Afferton, T. McNamara, W. J. Honan, H. Klein, D. Fleming, C. Bull, P. P. Bennett, W. A. Judge, J. J. Donohue, J. A. Hickey, H. Garten, J. Mogolefsky, F. Bartsch, R. A. Burke, F. C. Trostel, J. P. O'Reilly.

Mr. Tomlinson opened the meeting with an inspirational talk for the men in the field and also outlined the general situation in the traffic end of the business in the east. At intervals during his remarks the following subjects were presented:

How to Increase Your Own Personal Efficiency—By F. W. Geagan.

How to Develop Efficient Understudies—By W. F. Richardson.

How to Impart Definite Knowledge to an Employee—By J. E. Price.

How to Organize and Conduct an Educational Department—By C. A. Hitchcock.

Mr. Tomlinson also distributed tonnage charts showing the fluctuations of the various roads out of New York and the relation of the Baltimore & Ohio to its competitors.

The meeting was closed at 5.50 p. m. when all adjourned to the Dunn Building Restaurant, Broadway and Read Street, for an appetizing dinner.

In addition to those at the meeting Mr. Tomlinson had as his guests C. C. F. Bent, general superintendent; W. H. Averell, assistant general superintendent; R. E. L. Bunch, traffic manager of the American Brake Shoe & Foundry Company, and E. E. Tomlinson (his brother), president of the General Traffic Service Company of Chicago.

S. P. Randolph, Commercial Freight Agent of the Staten Island Lines, also joined the party at the restaurant.

After the dinner Mr. Tomlinson, as toastmaster, introduced Mr. Bent, who spoke on transportation matters in general. Mr. W. H. Averell followed with an address on "The Troubles of the Transportation Department," and M. R. E. L. Bunch, the next speaker, spoke from the standpoint of the shipper and gave the gentlemen the benefit of his experience in dealing with freight solicitors and encouraged them in their efforts in this line.

E. E. Tomlinson was then introduced and spoke as the representative of a combination of shippers, outlining how it is now possible, in a great many instances, for a solicitor to

call on but one person to solicit freight from possibly several hundred shippers who handle their business through one traffic bureau.

Our "toastmaster" then thanked the gentlemen for their kind attention and with additional words of cheer and encouragement brought the meeting to a close.



GENERAL SUPT W. H. AVERELL

Those present went away with renewed vigor, and with a determination to increase their efforts in behalf of The Baltimore & Ohio. They adopted the new slogan "Watch Your Step!" "Step Lively!" and there never was a happier, more satisfied and more confident crowd of railroad men or a company prouder of representing the Baltimore & Ohio.

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
- W. B. REDGRAVE.....Engineer Maintenance of Way
- F. A. HAMM.....Acting Master Mechanic

- A. CONLEY.....Road Foreman of Engines
- J. JOHNS.....Master Carpenter, M. of W. Dept.
- E. ALLEY.....Superintendent of Track, M. of W. Dept.
- W. L. DRYDEN.....Signal Supervisor, M. of W. Dept.
- H. E. SMITH.....Foreman Carpenter, Mechanical Dept.
- H. LAWRENCE.....Draughtsman, Marine Dept.
- DR. F. DE REVERE.....Physician to E. M. B. A.
- F. PETERSON.....Supervisor of Station Service
- M. HEFFNER.....General Foreman, Mechanical Dept.
- H. W. MILLER.....General Freight Car Foreman
- D. A. McLAUGHLIN.....Yardmaster
- R. E. COLLINS.....Passenger Conductor
- P. HELT.....Assistant Freight Car Foreman
- A. ROMING.....Yard Committeeman
- L. MAGEE.....Yard Committeeman
- F. E. HORAN.....Locomotive Engineer

On Monday evening, March 30th, 1914, W. H. Averell, general superintendent, had as his guests at dinner in Hugot's Hotel, St. George, a number of the officials and their assistants. Short addresses were made by Geo. J. Brown, general traffic agent and W. H. Averell. Among those present were: W. H. Averell, general superintendent; Geo. J. Brown, general traffic agent; S. P. Randolph, commercial freight agent; F. C. Syze, trainmaster; B. F. Kelly, assistant trainmaster; S. G. Eilenberger, chief train dis-



R. GROELING

Secretary to Master Mechanic, Clifton, and Magazine Correspondent, to whom great credit is due for the assembling of the material for this issue

patcher; M. O'Hearn, general yardmaster; A. G. Garver, yardmaster, St. George; T. C. Gambrall, yardmaster, Arlington; D. A. McLaughlin, yardmaster, Cranford Junction; W. B. Red-

grave, engineer maintenance of way; J. H. Bowditch, assistant engineer maintenance of way; W. J. Vidler, chief clerk, maintenance of way department; John Johns, master carpenter; E. Alley, supervisor; W. L. Dryden, signal supervisor; F. A. Hamm, acting master mechanic; R. Groeling, chief clerk, mechanical department; Harry Lawrence, mechanical draftsman; Harry Smith, carpenter foreman; Max Heffner, machinist foreman; A. Reckhow, painter foreman; C. H. Kohler, superintendent ferries; E. A. English, special agent; W. J. Ivers, car accountant; A. Conley, road foreman of engines; J. B. Sharp, coal agent; J. H. McNulty, chief clerk, coal piers; H. W. Miller, general car foreman; Philip Helt, car foreman; J. W. Turner, stationmaster; Frank Peterson, supervisor station service; E. W. Evans, freight agent, St. George; Patrick Burke, local freight clerk; Augustus Flamm, general foreman Itg.; M. J. Murphy, foreman, St. George Transfer; Daniel Bedell, storekeeper; J. H. Lamberson, captain police; and J. S. Fabregas, chief clerk to G. S.

He had the honor of making the final trip from Pier 1, East River, N. Y., to the North Shore on Staten Island. Mr. Turner became a land-lubber in March, 1886. He was then appointed a brakeman on the Staten Island Lines, and in



JAMES W. TURNER

July, 1889, he was made conductor. In April, 1898, there was a vacancy, and Mr. Turner was promoted to the position of stationmaster. During the absence of Mr. Syze in 1912, Mr. Turner was temporarily appointed acting assistant trainmaster, in which capacity he showed himself a capable and efficient officer.

Mr. Turner enjoys the friendship and good will of the thousands of passengers who pass through the St. George terminals, and is very popular among the men on this division.

Bernard Franklin Kelly was born January 8, 1872, in Chester, Orange County, New York. He attended grammar and high school at Chester, and while in the latter learned the art of telegraphy. From May, 1888, until March 15th, 1891, Mr. Kelly acted as operator, ticket agent and towerman on the following roads: New York & Rockaway Beach, Long Island, Erie and New York Central Lines; so that his wide and varied experience fits him for his present position of assistant trainmaster on the Staten Island Lines.

Mr. Kelly came to the Staten Island Lines March 15th, 1891, as a telegraph operator, and has since then successively held the positions of brakeman, station agent, dispatcher, chief dispatcher, division operator, and on September, 1912, was promoted to assistant train-



HENRY BEDELL, PAINTER

In continuous service since March 15, 1884

Among the pioneer members of the old S. I. R. T. operating force is James W. Turner, the stationmaster at St. George, S. I. Mr. Turner started with the S. I. R. T. R. R. in 1884 as mate on the steamer Adelphi which that company operated for the transportation of passengers between Staten Island and New York City.

master. In the fall of 1912 during trainmaster Syze's temporary service on the Baltimore & Ohio Southwestern Division, Mr. Kelly acted as trainmaster with success.



B. F. KELLY

During the fall of 1913 he acted as supervisor of transportation on the main line in order to become more familiar with operating conditions.

At present Mr. Kelly is active in bringing the stations on this division up to a high standard for the accommodation of passengers. He is advocating the following set of rules by which

the agents are to be guided, and is trying to bring about a greater interest in their work. He often says:

"Digest Rule 811 of the Book of Rules and follow it literally. Give particular attention to the use of stationery, consumption of electric light, oil, water and coal. Keep in close touch with the public, and at every favorable opportunity call their attention to the fact that our passenger and freight service is second to that



EDWARD WHALEN, FOREMAN FITTER

of no railroad in the United States. Our line is small, but our effort and enthusiasm are great. Be particular at all times while on duty; wear the prescribed badge and uniform and be neat

in appearance. Keep your office and waiting room tidy and comfortable and warm during the cold months. Also be particular about the ventilation of the station at all times. Your best friend and guide while on duty should be the little blue book entitled 'Book of Rules of the Baltimore & Ohio System.'"

J. S. Sheafe is the new master mechanic at Clifton. He is a graduate of the University of Washington at Seattle in the classical course, and of mechanical engineering from the Massachusetts Institute of Technology.

He began his railroad career in 1896 as freight brakeman on the Northern Pacific



J. S. SHEAFE
Master Mechanic at Clifton, S. I.

Railroad, and has been successively clerk in the freight and transportation department, locomotive fireman, locomotive engineer and special apprentice on that road; locomotive engineer and locomotive foreman and draftsman on the Great Northern; machinist, general foreman, mechanical inspector and engineer of tests on the Illinois Central.

Charles H. Kohler is one of the old employees of the Staten Island Lines. He was superintendent of the old Staten Island ferry, and can give many interesting tales of the troubles he has had when the bay was full of ice. At present he has charge of the operation of the floating equipment in New York harbor and also is superintendent of the Perth Amboy ferry.

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

P. C. ALLEN	Superintendent, Chairman
W. T. R. HODDINOTT	Trainmaster, Vice-Chairman
T. B. FRANKLIN	Terminal Agent
F. H. JAMB	Claim Agent
DR. A. L. PORTER	Medical Examiner
R. C. ACTON	Secretary
WM. SINNOT	Master Mechanic
J. R. SANFORD	Division Operator
T. E. THOMAS	Master Carpenter
A. A. BRADLEY	Air Brake Inspector
J. A. WARD	Road Engineer
W. M. GABLER	Road Fireman
G. A. GOSLIN	Yard Conductor
G. W. TAYLOR	Road Conductor
W. F. GATCHELL	Relief Agent
E. D. JACKSON	Division Engineer
J. C. BUSFORD	Assistant Road Foreman
S. M. HOY	Assistant Yardmaster
WM. CHAPMAN	Truck Packer
Geo. GENNERL	Machinist
W. S. CHAMBERS	Yard Engineer
I. D. SHEPPARD	Yard Fireman
O. R. MOUNT	Yard Conductor
A. J. SHUTT	Warehouse Foreman
H. H. CARVER	Freight Agent

B. K. Swarr and L. F. Kirk, train dispatchers, who have been ill, have returned to duty.

On April 6th, the new position of terminal trainmaster was established and R. A. Grammes is the first incumbent. Mr. Grammes has been general yardmaster at Cumberland, Md., for some time past.

The Baltimore & Ohio Railroad Clerks' Association took in thirty-six new members at their last meeting, April 16th. They now have a membership of 116.

R. H. Tideman, for several years general yardmaster at Philadelphia, Pa., has returned to the train service and is running a Royal Blue train between Philadelphia and Baltimore.

On March 20th, R. H. Campbell was appointed agent at Singery, Md., vice T. P. Smith, transferred.

The night car men at East Side defeated the day shop men in a baseball game played on April 5th, the scores being as follows:

	R	H	O	A	E
Night car men.....	13	9	21	7	1
Day shop men.....	1	4	18	3	9

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore
DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS	Chairman
C. W. MEWSHAW	Trainmaster, Vice-Chairman
R. B. BANKS	Division Claim Agent
W. I. TRENCH	Division Engineer
D. M. FISHER	Agent, Washington, D. C.
J. I. MALONE	Yard Brakeman, Brunswick, Md.
J. A. WILLIS	Yard Conductor, Camden Yard
A. M. KINSTENDORFF	Agent, Camden Station
DR. E. H. MATHERS	Medical Examiner, Washington, D. C.
D. C. WEBSTER	Yard Conductor, Washington, D. C.
W. T. MOORE	Agent, Locust Point
M. E. NICHOLS	Machinist, Brunswick, Md.
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
S. C. TANNER	Master Carpenter, Camden
J. O. F. COVELL	Engineer, Riverside

G. H. WINSLOW	Secretary, Y. M. C. A., Washington, D. C.
DR. J. A. ROBB	Medical Examiner, Washington, D. C.
J. P. KAVANAUGH	Assistant Superintendent, Camden
E. C. SHIPLEY	Road Foreman of Engines, Riverside
E. E. HURLOCK	Division Operator, Camden Station
H. S. WILSON	Relief Agent, Hanover, Md.
A. W. AMSPACKER	Yard Conductor, Curtis Bay
C. H. MIKESSELL	Yard Conductor, Locust Point
J. S. POTRET	Fireman, Riverside
A. MILLER	Yard Conductor, Bay View
J. W. RONEY	Yard Conductor, Mt. Clare
N. A. REESE	Conductor, Baltimore
A. G. ZEPP	Supervisor, Camden Station
T. L. STRUGGS	Truck Foreman, Camden
J. KIRKPATRICK	Master Mechanic
J. W. WELSH	Car Inspector, Washington, D. C.
E. H. PETITT	Tool Room Man, Riverside
R. K. TAYLOR	Leading Car Inspector, Brunswick, Md.

The Baltimore Division regrets very much having lost C. L. Todd, the assistant trainmaster, who was transferred to Weston, W. Va., on April 1st, as trainmaster. He has the best wishes of all those he left on the Baltimore Division.

The boys all wish to express their regret in seeing Charles L. Todd, Jr., leave the division engineer's office. Charles decided, that out of all his friends, his mother was the best. Charles is the only son of C. L. Todd, trainmaster, who was recently transferred to Weston, W. Va. "Toddy," we feel sure will soon have an equal number of friends in Weston.

On April 14th, 1914, a meeting was held in the superintendent's office to organize a baseball club. The meeting was a decided success and things look favorable for many good times this summer.



IMPRESSIONS FROM MT. CLARE

The following officers were elected: W. C. Kinney, manager; H. H. Cox, captain; W. H. Schide, secretary and treasurer.

The boys are getting in trim, and judging from their enthusiasm, it will not be surprising if they make application for membership with the "Feds" next season.

J. B. Adams, the well known gateman at Camden Station, and Mrs. Emma Wright, of Baltimore, were married early Monday morning, April 2nd, and took No. 526 to New York for their honeymoon, returning Friday, May 1. Adams's smile when he left was insignificant in comparison to the one he brought back with him.

George Bobb and Tom Kines, both of the superintendent's office, spent Easter Sunday at Atlantic City. George was asked how he spent all his time, and said: "You can find all you want to do in watching the sights. I have them all to see yet." These two young men seem to favor the "school teachers," Tom giving them special attention.

Ed. J. Creighton, formerly of the office of the captain of police is again in our midst. Ed. has accepted a position with our maintenance boys.

P. T. Coleman, maintenance of way clerk, says that he does not care how much trouble we have in Mexico, as long as we do not take his little dog away from him.

Since the gentle spring breezes have been stirring, W. H. Schide, assistant chief clerk, has purchased a home at Hamilton, a beautiful little suburb. Now, boys, for the "house warming."

Fred Rogers, car distributor, has agreed to play short stop on the baseball club. Go to it, "Doolan the Second."

water-front, H. N. Constantine, file clerk. Harry is an active member of the Iroquois Canoe Club. His father, H. Constantine, also a lover of out-door sports, and who is a conductor on our fine trains, enjoys all these pleasures with his son. They remind us of "two boys out of school."

D. M. Ambrose, machine shop foreman at Riverside, and Webb Snyder, spent Easter Sunday at Atlantic City.

We are glad to state that B. T. Kelley, machine gang foreman at Riverside, who was badly injured on April 1st, has resumed his duties.

We are pleased to announce the marriage of John Lang to Miss May Snyder, April 14th. The groom is employed in the boiler repair gang. We all wish John much happiness.

J. H. Bing, yard conductor at Locust Point, has taken out an extra share in the relief department, after having had some exciting experiences in his new green touring car.

Bill Victor wants one trip pass to Cleveland and return. Why?



COMPANY STOCK YARDS AT BARNESVILLE, MD.

Bernard Moriarty, of the superintendent's office, expects to beat Perry's record this summer in his new motor boat.

We are proud to boast of having a good "sailor" in the office of the superintendent, a boy who loves the water, and who lives on the

J. J. Linke, W. E. Snack, R. A. McHale, and C. A. Anderson, spent Good Friday visiting friends in Washington. The movies there attract the boys from Baltimore.

Walter E. Sinn, Melvin U. Ramsburg and L. T. Feeser, of the superintendent's office

each spent Easter Sunday at their homes, Frederick, Md., Lewistown, Md. and Littletown, Pa., respectively.

The checker season closed at Locust Point with Anderson and "I Am" Lowman, tied for first honors.

J. J. Linke, ordinarily water-front dispatcher, made his debut on the stage Monday, April 14th, and after two nights starring in "The Troubles of Murphy," decided that giving side signals to immigrant trains is a better pastime.

BAILEY'S

A meeting of the baseball club was held in the shop and the following officers were elected: President, W. D. Burnham; vice-president, J. H. Taylor; treasurer, D. W. Landes; secretary, H. O'C. Cross; manager, Robert O'Farrall; captain, W. E. Laird.

Lightning Lem Lerch spent Easter in Frederick but returned to Baltimore in time to see the opening game at Federal League Park. Lightning is some fan.

Jim McLaughlin, driver, is shaving himself each morning. There certainly must be some reason.

G. J. Gruber, repairman, "Bailey's Comedian" has been in Pittsburgh for the last two weeks. We certainly have missed "Jake."

Bob Montgomery, electric machinist, has placed his new motor boat in commission. Bob expects to spend his holidays on the water fishing. Judging from some of the stories Bob has told of his catches, he is *some* fisherman.

The stork visited the home of Frank Andrews, armature winder, and left a bouncing baby boy. Shorty is now the proud father of three boys.

G. W. Newcomb, wireman, has been very busy this spring plowing. George lives in the suburbs and has a large garden. He never tires of telling of the wonderful vegetables he raises, and has promised to show us some of his crops this summer.

We understand that Charles Ruhl, electric machinist, refuses to use the Washington road for trying out his automobile. Charlie exceeded the speed limit on this road several Sundays ago and is a little dubious about going out in this direction again.

Karl Seiland, machinist, spends four nights a week in South Baltimore, and looses as little time as possible from his work. Karl only smiles when you ask him his reason for so doing.

A. M. Barrick, armature winder, spent a week in Green Spring, W. Va., on the Company's business. Al. said it's the life in a big town for his.

W. S. Peregoy, armature winder and Bailey's champion heavyweight, in an effort to reduce weight has joined the Hikers' Club. Some one suggests that Bill purchase one of the new style English walking suits. Imagine it!

Bill Norris and George Knight, both musically inclined, are taking lessons, Bill on the cornet and George on the flute. It won't be long before Bailey's will have a complete band.

This time last year it was "Hoey's Yanigans" but this year its "Hoey's Automobile."

R. H. Williams, Jr., was one of the spectators at the opening game of the Federal Baseball League in Baltimore on April 13th. Harry thinks the Terrapins are some class. Even M. H. Crawford deserted the scoreboard and went to the game.



FIVE MONTHS OLD—TWENTY-FIVE POUNDS
Master Charles, son of Harry Phillips of Bailey's

On April 5th, A. Williams, employed as car repairman at Bailey's, and Mrs. Bertha Mentzer, formerly employed at Bailey's, were united in marriage. Much happiness is wished the "Newlyweds." Anyone experiencing trouble in finding his affinity should apply for a position at Bailey's. Our matrimonial agency has been very busy for the past few years.

On March 31st, the stork visited the home of H. Macauley, car cleaner at Bailey's. Harry is now wearing a broad smile. It's a girl.

MOUNT CLARE SHOPS

Correspondent, GEORGE L. HENICK,
Secretary

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..... Boilermaker, Boiler Shop
- R. W. CHESNEY..... Moulder, Brass Foundry
- J. H. WARD..... Machinist, Number 1 Machine Shop
- J. O. PERIN..... Machinist, Number 2 Machine Shop
- H. E. HAESCOPE..... Tinner, Pipe, Tin and Tender Shops
- Geo. R. LEUBACH..... Manager, Printing Department
- C. R. YOUNG..... Clerk, Iron Foundry

Car Department

H. A. BEAUMONT.....	General Foreman, Chairman
H. H. BURNS.....	Car Repairman, Mt. Clare
L. A. MARGART.....	Clerk, Mount Clare Junction
J. T. SHULTZ.....	Cabinet Shop, Mount Clare
C. W. GEGNER.....	Passenger Car Shop, Mount Clare
OTTO A. FRONTLING.....	Paint Shop, Mount Clare
C. W. KERN.....	Stenographer, Baileys
R. W. UFTON.....	Clerk, Curtis Bay
T. H. BACKENDORF.....	Car Inspector, Mount Clare
M. D. EDWARDS.....	Day Car Inspector, Camden
W. DAY.....	Night Car Inspector, Camden
S. E. SOMMERS.....	Assistant Foreman, Locust Point
P. J. REICHENBERG.....	Car Inspector, Locust Point
W. W. BIRD.....	Car Inspector, Locust Point
S. T. SEYMOUR.....	Clerk, Bay View

The accompanying photograph is of Luther B. Hildenbrand, assistant piecework inspector on Mt. Clare repair track, who is one of our brightest young supervisors and is well liked by all the men on the repair tracks. We expect great things of him some day.



LUTHER B. HILDENBRAND

J. D. Blinke, piecework inspector on Mt. Clare repair track, is now spending most of his time looking for a country home, as the "back to the soil movement" has infected his system. If he receives much more literature on this subject, he will have to hire a secretary to handle it.

Charles E. Moxley, hurry material man on Mt. Clare repair track, is inquiring about prices on diamond rings.

The boys in the paint shop have got hold of the idea of mailing their Magazines to friends along the line of road, when they are through reading them. It would be a good thing if

every one would try to do this, for the circulation of the Magazine would be increased without any additional output, and inasmuch as the Company is trying to reduce expenses we should give them all the help we can.

WASHINGTON TERMINAL

Correspondent, G. H. WINSLOW

Y. M. C. A. Secretary

The "Washington Terminal R. R. Y. M. C. A. March" is a new musical number composed by J. C. Kester, a member of the R. R. Y. M. C. A. orchestra. The march will be played for the first time in public at the anniversary supper May 20th. The composition is a fine one, will prove popular among the members and reflects great credit upon the composer.

John F. Moore of New York gave two lectures at Union Station that were intensely interesting and instructive. "The Railroads of Japan," described the railroads, equipment and operation of the six thousand miles of railroads there. He was followed by a brief address from S. Kasamatsu of Tokyo, Japan, who was sent to this country by the government of Japan to study conditions and operation of the American railroads, and he spoke in the highest terms of the railroad service here and the courtesy of the employes.

Mr. Moore's second address on "Present Day Railroad Problems" ought to have wide publicity. In speaking of the new and serious problems facing the railroad world, among other things he mentioned:

Business Depression—That a railroad must always be prepared to meet maximum demands and that during a time of depression there are still costly fixed charges and idle equipment.

Government Regulations, and the necessary dealings with the state and Interstate Commerce Commission. The laws regarding schedules, rates, equipment, hours of labor, number in crews and other regulations that must be given attention were spoken of.

High Cost of Operation—Not only the advance of prices of all necessary supplies, and the higher taxes, but also the greater demand for costly stations and all modern conveniences in train equipment and service.

Men connected with railroads and others ought to give these questions serious consideration and realize the great problems that are confronting railroads at this time and be fairminded and just in rendering their opinions.

Easter brought a large number of tourists to Washington, and with the extra work of caring for the various graduating classes that make this journey as an educational feature of their courses, the Terminal employes as usual were equal to the occasion.

The seventh annual anniversary of the terminal R. R. Y. M. C. A. will be held in the

Gymnasium, Wednesday, evening May 20th. Speeches will be made by men prominent in public life, and the amusement features will be of the best. Reports of the year's work will be given and an enjoyable time is anticipated.

H. Y. Dawkins, Relief Department clerk in the auditor's office, has recently purchased a home in Takoma Park. Mr. Dawkins is a horticulturist and has commenced to make his property one of the beautiful spots of our delightful suburban city.

The Washington-Baltimore hike of A. J. Sherman and E. S. Wise of the ticket office was a strenuous vacation, but thoroughly enjoyed. Possibly they were training for the next international six day walking match.

Under the supervision of master carpenter W. M. Cardwell the wooden platforms are being replaced by concrete. This improvement will greatly facilitate the handling of passengers and baggage.

The terminal R. R. Y. M. C. A. baseball League for the season of 1914, got an early start. The officers elected were J. F. Waters, president; Edward Birch, vice-president; G. H. Winslow, secretary; O. J. Rider, treasurer. Four teams will play in the league—Union Station, Jos. Hurney, manager; car department, L. H. Taylor, manager; shops, R. E. Wollett, manager; Southern Railway B. R. Humrickhouse, manager. J. A. Handiboe will be official umpire. Games will be played on the Terminal R. R. Y. M. C. A. grounds with the schedule from May 2nd to July 10th.

The seventh annual R. R. Y. M. C. A. family excursion will be held at Chesapeake Beach, August 11th. All railroad men are asked to keep that date open for the usual good time at the beach. A program of athletic events will be arranged for men, women and children.

T. E. Stacy of Baltimore was a welcome visitor recently.

B. H. Miller, one of the crack bowlers of Washington, attended the tournament at Atlantic City.

Trophies were presented to the successful competitors in basketball and the indoor athletic meet, at an entertainment on April 24th. The Reds, consisting of Henderson, Gregory, Munch, Riddle, J. D. Thompson and Nottingham finished in first place in the basketball league and each received a silver medal. The Greens finished in second place, and Moffett, Wolfe, Starr, Boyd, Maier and Khuen each received a bronze medal. The winners of points in the athletic meet were first, Daily, gold medal; second, Riddle, silver medal; third, Kehl, bronze medal. Others receiving silver pins were, A. L. Thompson, Clements, Wacksmuth. The interest in the physical department has been maintained during the winter and indications are that the work will increase next season.

CUMBERLAND DIVISION

Correspondents

W. C. MONTIGNANI, *Y. M. C. A. Secretary*,
Cumberland
H. H. SUMMERS, *South Cumberland*
T. F. SHAFFER, *North Cumberland*
W. L. STEPHENS, *Martinsburg*
E. H. RAVENSCRAFT, *Keyser*

DIVISIONAL SAFETY COMMITTEE

J. W. KELLY, JR. Superintendent, Chairman
E. J. LAMPERT Vice-Chairman

East End

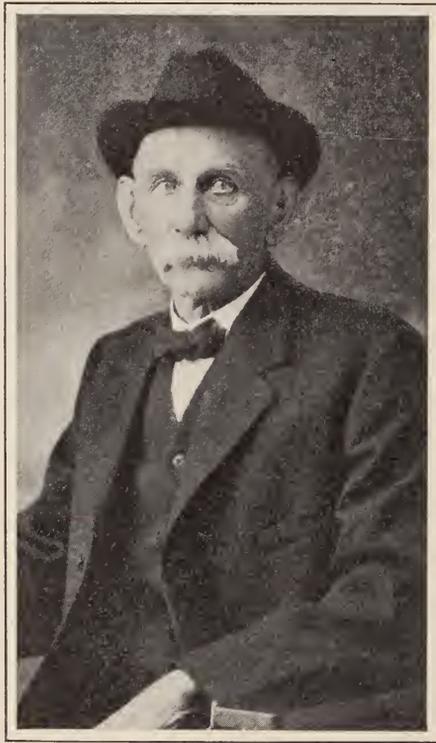
J. W. DENNEEN East End, Trainmaster
T. F. SHAFFER Secretary
W. C. MONTIGNANI Secretary, Y. M. C. A.
I. S. SPONSELLER General Supervisor
H. E. NORRIS Engineer
A. R. LINDSAY Planerman
A. Y. WILSON Machinist
H. RUPENTHAL Engineer
J. W. MANFORD Conductor
W. B. TANSILL Car Inspector
J. E. WELSH Conductor
J. R. BELL Division Freight Agent
W. E. YARNALL Chief Clerk
H. C. McADAMS Terminal Trainmaster
C. M. GEARHART Assistant Trainmaster
E. C. GROVE Assistant Trainmaster
C. J. TURNER Assistant Trainmaster
E. M. PRICE Assistant Trainmaster
C. E. RILEY Assistant Trainmaster
E. G. SHIRLEY Chief Train Dispatcher
W. H. LINN General Yardmaster
L. J. WILMOTH Road Foreman of Engines
E. DWIGGINS Assistant Road Foreman of Engines
L. CRAMBLITT Assistant Road Foreman of Engines
H. P. BRANDT Traveling Fireman
D. MOORE Traveling Fireman
T. R. STEWART Master Mechanic
F. W. BOARDMAN Assistant Master Mechanic
W. W. CALDER General Car Foreman
F. KIRBY S. O. L.
P. PETRIE Division Engineer
W. T. HUGHES Assistant Division Engineer
F. L. LEYH Storekeeper
A. O. TEDRICK Supervisor
J. W. RIGGINS Supervisor
H. H. TEDRICK Supervisor
W. F. McBRIDE Supervisor
F. A. TAYLOR Supervisor
E. C. DRAWBAUGH Agent
A. ERDMAN Coal Billing Agent
J. C. TONRY Agent
W. D. STROUSE Agent
W. S. HARG Claim Agent
J. E. PRICE Agent
J. N. MARTIN Agent
J. W. MARTIN Relief Agent
G. R. BRAMBLE Agent

West End

E. J. LAMPERT Assistant Superintendent
DR. J. A. DOERNER Medical Examiner
O. S. W. FAZENBAKER Secretary to Assistant Superintendent
D. A. NILAND Machinist
W. G. WAGONER Fireman
L. A. RIZER Brakeman
A. N. JEFFRIES Operator
J. G. LESTER Signal Supervisor
E. LOWERY Conductor
E. A. RAPHAEL Medical Examiner
E. V. DRUGAN Assistant Division Engineer
W. H. BROOM Assistant Wreck Master
E. P. WELSHONCE Trainmaster
C. W. DIXON Assistant Trainmaster
J. MULLEN Assistant Trainmaster
C. E. McCARTY Assistant Trainmaster
F. P. GRANEY Assistant Trainmaster
W. E. MALONEY Assistant Trainmaster
W. H. VIRTS General Yardmaster
H. W. GRENABLE Chief Dispatcher
M. A. CARNET Road Foreman
F. C. WINTERS Storekeeper
F. R. BROWNING Assistant Road Foreman

J. B. MARKS	.....	Traveling Fireman
R. E. FUREY	.....	Traveling Fireman
D. H. WATSON	.....	Assistant Master Mechanic
G. W. HOFFMAN	.....	Supervisor
J. CLAY	.....	Supervisor
J. M. DAVIS	.....	Agent
H. P. STUCK	.....	Agent
C. A. FLEEGLER	.....	Agent
W. V. FAIRALL	.....	Agent
H. R. COOLE	.....	Agent
Z. D. HENSELL	.....	Agent
C. F. HUTH	.....	Coal Billing Agent
H. A. RASCHE	.....	Agent

Our readers will be glad to hear of the promotion of A. W. Bratt to the position of general foreman at East Side, Philadelphia. It took effect on March 6th. Mr. Bratt has for some time been general foreman at Cumberland, where he made many friends who regretted to see him leave, but were glad to know that his service had merited this promotion. He has been with the Company a number of years, having served in the capacity of foreman and general foreman at several other points.



L. M. KEMP

L. M. Kemp, carpenter foreman, entered the service of the Baltimore & Ohio as carpenter on May 13th, 1864, at Baltimore, under Thos. W. Heskett, supervisor of bridges and buildings, and remained in the same capacity until March, 1873, when he was promoted to carpenter foreman and located at Harper's Ferry.

In September of the same year he was sent to the Valley Division to strengthen bridges for the heavier type of engines used by the Company. He placed three spans of Howe Truss Bridge, one 125 foot and two 75 foot spans at Edenburg; two 100 foot spans at Tumbling Run; three 100 foot spans at Pugh's Run. On this job he was severely injured by being knocked off the bridge to the bed of the creek, 67 feet below, and was disabled for sixty-four days. His next work was at Tom's Brook, where he placed four 100 foot spans, then four 100 foot spans at Mt. Jackson. He was then brought back to Harper's Ferry where he put up two 75 foot spans. At this bridge he was also injured by the breaking of a scaffold and was disabled for about forty days. When he recovered he replaced three spans of Bowlman with two spans of steel Platt Truss at Frederick Junction and then placed one span of Platt Truss, 175 foot, at Opequon, where there was double track. At Back Creek he put in two 100 foot spans of steel truss.

In October, 1880, he was sent to the Somerset Branch under Major Randolph, chief engineer. While there he placed nine spans of steel truss, 100 foot each, one span 75 foot and two spans 45 foot, completing this work by March 3rd, 1881; from this time until September, 1902, he had charge of the M. of W. carpenter shop at Harper's Ferry, when the shop was moved to Cumberland, and he has served in the same capacity ever since.

In his fifty years of service he has only lost four days on his own account, and has only had one pass for personal use, that one on Christmas day, 1869, when he went to Baltimore. On this trip he lost one and one-half days, also one-half day to go to Washington to attend President Garfield's funeral; one day to attend the cornerstone laying of the post office building at Martinsburg; and one-half day to go to Washington, when Admiral Dewey returned from the Philippines.

In the full length of his service he has never served any time, and never had an attachment served against his wages. He has never delayed a train on account of his work nor had an accident of a serious nature.

Mr. Kemp is one of the most popular men on the Cumberland Division, is a man of exceptional ability and has countless friends. His subordinates have always considered him the hardest worker in his gang.

It is also worthy of special note that on three of the four occasions on which he has been off duty on his own account it was to attend some patriotic celebration.

Mr. Kemp has made application for a pension and will be retired this month. It is a peculiar pleasure to the employes of this division to testify to their respect and affection for this grand old man, who is a credit to the Company which he has so loyally served and a fine example of the splendid citizenship of the country which he so dearly loves. May many years of restful happiness now be his as a reward for a life well lived.

C. A. Gage, who has for some years been night engine house foreman at Cumberland, has been appointed as general foreman in place of A. W. Bratt, transferred.

C. W. Dixon, assistant trainmaster located at Hardman, W. Va., has been temporarily placed at Keyser to fill C. E. McCarty's position on account of Mr. McCarty's going to Kansas City to undergo an operation in the hospital at that point.

J. E. Howell, assistant trainmaster of the west end of Cumberland Division, located at Keyser, has returned to his old turn as conductor in the freight service.

Mrs. Wm. C. Montignani, wife of secretary Montignani, of the Baltimore & Ohio Y. M. C. A., while on a visit to her home in Montreal, Canada, was stricken with an attack of heart failure. Mr. Montignani was wired to come to Montreal at once, and we are glad to report that after two weeks of careful nursing, Mr. Montignani was able to get his wife home to Cumberland, where she is recuperating.

MARTINSBURG SHOPS

In the account of the organization meeting of the Martinsburg Company Veterans, it was stated that Z. T. Brantner, president, entered the service of the road in 1867. This was an error, since Mr. Brantner came with the Company on January 1st, 1863, and has been in continuous service ever since.

Raymond Russler, a machinist in the local shop, has located temporarily in Somerset, Kentucky, and has accepted a position as machinist in the C. N. O. & T. P. Railway shop. We hope to welcome Ray home again when the local shop resumes.

M. E. Mullen, foreman of the motive power shop, has gone to Cumberland to accept a similar position in the shop there. Mr. Mullen takes the position left vacant by the promotion of W. A. Bratt, who goes to Philadelphia, Pa., as master mechanic.

On March 17th, flagman Joseph H. Baker and Miss Ethel F. Allen were married at the home of the bride, 211 Winchester Avenue. After the wedding ceremony the happy couple departed on train No. 16 for a bridal trip to the eastern cities. They are now comfortably domiciled at 411 West King Street.

Willard H. Grimes, an assistant in the office at the local freight station, and Miss Ella Rose Marshall were married on March 19th at the home of the bride's parents, Mr. and Mrs. Mason Marshall, near Shepherdstown, W. Va. The bride is a charming girl who graduated from Shepherd College, Shepherdstown, and later taught school at Falling Waters, this county. Mr. Grimes is one of the best known men of this city. For several years he was secretary of the local Y. M. C. A. and later spent some time in business at Sapulpa, Oklahoma. After returning to his home city from the west he

entered the employ of the Baltimore & Ohio at the freight station and still works there.

The oldest "Vet" on the roster of the Veterans' Association of Martinsburg is Andrew Jackson Ringer of 713 North Queen street, this city. "Uncle Jack," as he is familiarly known by the railroad men, entered the Baltimore & Ohio service on August 12th, 1851—nearly sixty-



A. J. RINGER

The oldest veteran in the association at Martinsburg

three years ago—as a wood handler. At that time the Company used much wood as fuel, and "Uncle Jack" handled many a cord which was afterwards fed into the fire boxes of the old "wood-burners." After serving some time in this capacity he went to fring and later to braking, and was finally promoted to conductor, which position he held until he was injured by being caught between the cars. After he recovered he was given a job as watchman, and for many years faithfully guarded Queen Street crossing in Martinsburg. On September 30, 1901, he was placed on the pension roll after a continuous service of fifty-one years. Mr. Ringer carries his seventy-nine years well and, except for a slight limp, is in fairly good health. In serving in the different positions he held, he worked over several divisions and was familiar with railroad work in many different phases. He has watched the Baltimore & Ohio grow and develop for over sixty years and followed her fortunes from the "wood-burners" to the Mallets. No doubt "Uncle Jack" could spin many an interesting yarn of the "old days," when railroading was "what it used to be." His long and efficient service gained him many friends in the cities and terminals to which he ran, and these will be glad to hear of his good health and that he is enjoying a well-earned rest.

William T. Eversole, a Baltimore & Ohio flagman, aged fifty-two years, died at his home in North Mountain on April 3rd. The deceased

had been in failing health for some time and had recently submitted to an operation in Johns Hopkins Hospital in what proved to be a vain effort to restore his health. A widow and six children survive him. The funeral took place on Sunday, April 5th, at his late home, where many sorrowing friends and acquaintances gathered to pay a last sad tribute to the deceased.

The citizens of Martinsburg were appalled at the terrible toll exacted by escaping illuminating gas on the night of April 3rd, when George W. Rutherford, a retired Baltimore & Ohio freight conductor, and his wife, Martha J. Rutherford, were asphyxiated while they slept at their home No. 112 North Maple Avenue. A broken gas main in the street caused the flow of gas which followed a service pipe into the cellar of the adjoining house, and coming up through the floor into the upper rooms, caused the death of the aged couple. The people occupying the house adjoining were overcome but suffered no serious results. Mr. and Mrs. Rutherford's son, John W. Rutherford, occupied a room next to that of his parents and was so seriously affected that for several days his life was despaired of, but he has since fully recovered. So sudden a death of man and wife while they were peacefully sleeping in the supposed security of their home came as a shock to the community and especially to railroad men, among whom the dead conductor was widely known, and impressed railroad men and citizens alike with the truth of the admonition of the Master, "In the midst of life we are in death."

George W. Rutherford was seventy-two years of age on March 16th, and until retiring a few years ago was a Baltimore & Ohio freight conductor. He served in the Union army during the civil war and was a member of the local post G. A. R. Just a month before his death he joined the Baltimore & Ohio Veterans' Association at its organization in this city.

Martha J., wife of George W. Rutherford, would have been sixty-eight years old had she lived until April 15th. One of the saddest things connected with the sudden death of the aged couple was that both were enjoying continued good health and looking forward to many years of life.

The funeral services were held at the First M. E. Church, Burke Street and Maple Avenue, just opposite the late home of the deceased, on Monday afternoon April 6th, and were conducted by Rev. G. C. Smith of the Baptist Church and Rev. Z. T. Brantner of the M. E. Church. The members of the G. A. R., the Baltimore & Ohio Veterans' Association and many railroad men and friends of the dead couple attended the obsequies.

Thomas E. Auld, aged seventy-four, a retired Baltimore & Ohio freight agent, died at the home of his daughter, Mrs. Thomas L. Cline, Thursday, April 9th. Mr. Auld's death was due to paralysis, from which he had suffered since last August. His serious illness at that time was noted in the Magazine.

Mr. Auld was born in Baltimore, February 4, 1840, and spent the first thirteen years of his

life in that city. He moved to Martinsburg in 1853 and has lived here since that time. When the civil war was declared he cast his lot with the South and served in the second Virginia regiment of cavalry under General J. E. B. Stuart. Several years after the war he entered the employ of the Baltimore & Ohio at the freight station as a clerk, from which position he was promoted to that of agent. He served the Baltimore & Ohio for thirty-five years, retiring six years ago to live quietly at his home in this city. He was a member of the Berkely Camp of Confederate Veterans and the Baltimore & Ohio Veterans' Association, his being the third death in the local association since its organization on March 3rd. The funeral services were held at St. John's Lutheran Church on Monday, April 10th, at ten o'clock, the Rev. Dr. Charles S. Trump officiating. The pall-bearers were selected from the members of the Lutheran Church Council, of which the deceased was formerly a member, the Baltimore & Ohio Veterans' Association and the Berkeley Camp of Confederate Veterans. Interment was in Green Hill cemetery.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

S. A. JORDAN.....	Superintendent, Chairman
DR. J. F. WARD.....	Medical Examiner
H. F. HOWSER.....	Road Foreman of Engines
S. J. LICHLTER.....	Supervisor
E. D. CALVERT.....	Supervisor
J. L. BOWLER.....	Conductor
W. L. SEIBERT.....	Engineer

Engineman M. W. Phalen and fireman T. A. Riley on trains Nos. 55 and 18 are to be congratulated for the handsome appearance of their engine, No. 1406. They have it handsomely decorated and it presents a very neat and cleanly appearance. This crew seems to take special pride in keeping their engine in the best condition.

Engineer E. A. Langley on trains Nos. 95 and 8 has had the flues on engine No. 1370 overhauled and now train No. 95 is never late. Mr. Langley says if a man knows what he wants done when he goes to the shop at Brunswick he always gets it done.

The employes of the Shenandoah Division congratulate G. D. Brooke on his promotion to the position of superintendent of the Ohio Division and wish him the very greatest success in his new field. They will extend to his successor, S. A. Jordan, the same hearty cooperation that was given Mr. Brooke.

J. E. Glenn, ticket agent at Harrisonburg, and family have returned from a vacation in the south, and Mr. Glenn is again on duty. His health has been very much benefited by the rest.

T. C. Lindamood has been appointed acting agent and operator at Cave Station, Va.

A. S. Allen, freight agent at Charles Town, W. Va., has been given leave of absence and F. R. Cockrell appointed acting freight agent.

Track foreman C. E. Pope of Middletown is wearing a very broad smile because of the visit of the stork which brought him a fine daughter several days ago.

A. W. Shull, ticket clerk at Winchester, took unto himself a wife a few days ago. Mr. Shull and his bride are spending their honeymoon in the far south.

Supervisor E. D. Calvert has recently moved his family. Mr. Calvert promises to keep the employes at Winchester in vegetables during the coming summer from the splendid garden which he has recently planted.

MONONGAH DIVISION

Correspondent, C. L. Ford, *Assistant Shop Clerk*, Grafton

DIVISIONAL SAFETY COMMITTEE

J. M. SCOTT.....	Superintendent, Chairman
E. T. BROWN.....	Division Engineer
M. H. OAKES.....	Master Mechanic
E. D. GRIFFIN.....	Trainmaster
T. K. FABERTY.....	Road Foreman of Engines
M. F. GREENE.....	Division Operator
DR. C. A. SINSEL.....	Medical Examiner
W. T. HORKE.....	Master Carpenter
J. D. ANTHONY.....	General Agent
J. O. MARTIN.....	Claim Agent
W. M. MALONE.....	Supervisor
D. F. McCORD.....	Section Foreman
W. O. BOLIN.....	General Car Foreman
W. BEVERLEY.....	General Yardmaster
G. A. SCHAFFER.....	General Foreman
E. B. HORNER.....	General Foreman
B. THOMPSON.....	Agent
S. H. WELLS.....	Agent
E. J. HOOVER.....	Agent
W. P. CLARK.....	Machinist
R. G. BURNUP.....	Machinist
J. J. LYNCH.....	Car Inspector Foreman
C. M. SHAW.....	Yard Engineer
G. RAMSBURG.....	Engineer
C. R. KNIGHT.....	Fireman
C. A. MICHAEL.....	Yard Fireman
W. R. WILLIAMS.....	Conductor
E. D. RICE.....	Brakeman
T. D. O'CONNOR.....	Warehouse Foreman
J. W. LEITH.....	Foreman Carpenter

WHEELING DIVISION

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

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN.....	Superintendent, Chairman, Wheeling
M. C. SMITH.....	Claim Agent, Wheeling
C. M. CRISWELL.....	Agent, Wheeling
J. H. KELLAR.....	Relief Agent, Wheeling
DR. C. E. PRATT.....	Medical Examiner, Wheeling
DR. J. E. HURLEY.....	Medical Examiner, Benwood
A. G. YOST.....	Operator, Glover Gap
O. A. VAN FOSSEN.....	Car Inspector, Holloway
E. S. WILLIAMS.....	Machinist, Holloway
W. GANDY.....	Car Repairman, Benwood
W. H. HABERFIELD.....	Air Brake Foreman, Benwood
S. SLOAN.....	Shopman, Cameron
J. COXEN.....	Engineer, Benwood (Main Line)
C. McCANN.....	Engineer, Benwood (O. R. & C. L. & W.)
A. DIXON.....	Engineer, Benwood (Yard)
V. B. GLASGOW.....	Conductor, Fairmont (Road)
T. H. BREWSTER.....	Conductor, Benwood (Yard)
P. McCANN.....	Fireman, Benwood

E. WILKINSON.....	Agent
E. M. POMEROY.....	Agent
G. ADLESBERGER.....	Car Foreman
L. M. COLLINS.....	Car Foreman
L. B. KEMM.....	Master Carpenter
J. T. COYNE.....	Section Foreman
L. D. MCCOLLUGH.....	Track Supervisor
H. HAGGERTY.....	Track Supervisor
P. MURTAUGH.....	Track Supervisor
T. C. STONECIPHER.....	Track Supervisor
D. PIERCE.....	Signal Supervisor

G. F. Eberly, assistant division engineer at Newark, has been appointed division engineer of the Wheeling Division, vice H. H. Harsh, promoted.

William Gilligan, for the past four years employed in the superintendent's office at Wheeling, has accepted a position with the U. S. Government at Washington, D. C.

Bernard L. Helfer has been promoted to "report clerk" in the Wheeling office, vice William Gilligan, resigned.

Nicholas Schiffler, captain of police, has just returned from a visit in sunny Florida. Nick is as brown as a berry and healthy as can be.

Walter L. Cockrell, chief dispatcher, has been examining men on the book of rules.

The car record office, for the past ten years located at Wheeling, has been moved to Benwood yard.

Larry O'Connel, an employe of Benwood yard, is ill at his home in McMechen.

Samuel H. Cooper, retired conductor, died at his home in McMechen, of pneumonia fever, on Saturday, March 14th, aged seventy-two years. Mr. Cooper entered the Company's service in the early seventies as brakeman. He then became a conductor and later had charge of the construction forces in building the F. M. & P. road between Fairmont and Morgantown. After its completion he took his place as a conductor again and held this position with credit until retired a few years ago. He leaves a wife and three daughters and a host of friends and relatives to mourn his demise.

Operator C. E. Miller, third trick, Glover Gap, has resigned his position and entered the law business at Fairmont, starting as clerk to the clerk of the circuit court, with bright prospects for advancement. He is a graduate of the university at Morgantown.

The telegraphers of the Wheeling Division are proud of the increase in salary recently granted them by the Company, and wish to acknowledge their appreciation through the columns of the Magazine.

The stork paid the home of conductor G. E. Riley a visit, March 23rd, and left a fine big boy. There is no box car too high for Mr. Riley to see over it.

Conductor V. B. Glasgow of the safety committee had quite an exciting experience at Cameron, recently. While on a siding waiting for trains to pass a large bull made its escape

from a car in his train. He called on the crew for help to try and recar "his bullship." Engineman Clyde Stephens made the first charge, but the bull met him more than half way and Mr. Stephens' bravery wilted. He made a rush for his engine and reached it just in time to avoid a rear end collision.

Mr. Glasgow was next to the bat. The bull charged him with his head lowered for action and bellowing like thunder, but Glasgow was equal to the emergency and as the beast was about to toss him into the air he side stepped and brought a shillalah down across his nose with all the power at his command. Down went Mr. Bull to his knees, relieved of most of his ferocity. By this time quite a crowd had gathered and they finally drove the animal into the stock pens and reloaded him, after making sure that he was well secured. Mr. Glasgow thinks one more lesson of this kind will qualify him for the Juarez bull ring.

assumed a rather alarming stage, is back on the job arranging for the summer business from this district.



BRIDGE FOREMAN C. W. PARSONS AND GANG ON BRIDGE AT PT. PLEASANT, W. VA.

OHIO RIVER DIVISION

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

Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN	Superintendent, Chairman
P. J. MORAN	Yardman, Parkersburg
C. L. PARR	Fireman
W. M. HIGGINS	Maintenance of Way
W. E. KENNEDY	Claim Department
A. J. BOSSYNS, M. D.	Relief Department
J. H. OATEY	Y. M. C. A.
J. P. DUVAL	Trainman
O. F. WHEELER	Shopman, Locomotive Department
J. W. MATHENY	Engineman
G. R. VAN VALEY	Agent, St. Mary's
R. T. EVERETT	Yardman, Huntington
H. M. MCPHERSON	Platform Foreman, Parkersburg
J. J. FLAHERTY	Platform Foreman, Huntington
C. F. CASPER	Chief Dispatcher and Division Operator
S. F. BAILEY	Yard Track Foreman
S. S. JOHNSON	Supervisor
J. S. ECHOLS	Chief Clerk to Agent, Parkersburg
H. E. PURSELL	Relief Agent
W. A. BUTCHER	Shopman, Car Department
F. C. MORAN	Trainmaster
L. M. SORRELL	Road Foreman of Engines
L. E. HANSLIP	Division Engineer
J. B. ELLIOTT	Division Master Mechanic
F. A. CARPENTER	General Yardmaster
F. P. COE	Master Carpenter

In the February and March issues, we failed to acknowledge correct solution of problem which appeared in the January issue from R. P. Hennessy of the car service department, general offices, Baltimore, and are glad to do so now.

The work of razing the frame buildings on Green, Fourth and Avery Streets in preparing the ground for the erection of our freight depot is moving along with success. The grading will be begun as soon as possible, and it is expected that work on the freight house proper will be started soon after the ground is cleared. The improvement will be the largest and most costly the Company has made here for a number of years.

Col. J. McMartin, traveling passenger agent, who has been confined to his home for a few days with a severe case of acute indigestion, which

The telegraphers and telephoners are well pleased over the new schedule which they have secured. In addition to the increase of six per cent. to be distributed on a pro rata basis on each division, they have secured other privileges.

All not relieved from Sunday duty, and who have been in the service one year and less than two years will receive a seven days' vacation annually with pay. All not relieved from Sunday duty and who have been in the service two years or more, will receive fifteen days' vacation with pay. Overtime for line offices is to be thirty-five cents per hour and hours of service will remain as at present.

A letter to all employes in the local freight office from third vice-president A. W. Thompson has been given very general publicity here.

The matter of loss and damage also received attention at the last meeting of the Divisional Safety Committee, and it is generally conceded that as far as the local condition is concerned there will be a very necessary and resultful emphasis placed on this important matter.

Frank Reynolds, machinery department clerk, has been transferred from the O. R. to the Baltimore & Ohio shops.

On Wednesday, April 1st, Miss Pansy Violet Jewell and Mr. Carleton Taylor, two popular

young people of this city, were united in marriage. The bride is an attractive young lady and the groom is a splendid young gentleman and one of our local employes. The many friends of the young people in this city extend to them best wishes for happiness.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

A. N. NEIMAN, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER	Superintendent, Chairman
A. N. NEIMAN	Vice-Chairman
J. E. FAHY	Trainmaster
J. A. ANDERSON	Master Mechanic
H. H. HARSH	Division Engineer
P. C. LOUX	A. R. F. & A. T. M.
J. T. MCLWAIN	Master Carpenter
DR. R. D. SYKES	Medical Examiner, Cleveland, Ohio
F. M. BOND	Hostler, Akron Jct., Ohio
E. R. TWINING	Shop Clerk, Cleveland, Ohio
R. W. BAIR	Engineer, Lorain, Ohio
WM. CANFIELD	Engineer, Cleveland, Ohio
F. W. HOFFMAN	Conductor, Cleveland, Ohio
W. SHAAR	Hostler, Canal Dover, Ohio
W. S. BERKMYER	Brakeman, Canton, Ohio
C. G. MOINET	Fireman, Lorain, Ohio
H. H. BEARD	Assistant Yardmaster, Lorain, Ohio
J. H. MILLER	Agent, Strasburg, Ohio
J. CLINE	Assistant Yardmaster, Cleveland, Ohio
O. P. EICHELBERGER	Ass't Yardmaster, Akron Jct., Ohio
F. H. GARRETT	Foreman, Akron Freight Station
G. A. ARGANBRIGHT	Supervisor, Massillon, Ohio
E. M. HEATON	Division Operator
C. J. MAISCH	Division Claim Agent
C. E. PIERCE	Terminal Agent, Lorain, Ohio
M. T. HILL	Relief Agent
J. J. HERLIHY	General Foreman, Cleveland, Ohio
J. A. SUBJEK	General Foreman, Lorain, Ohio
A. J. BELL	Terminal Agent, Cleveland, Ohio
C. BENDER	Foreman Steel Car Dep't, Lorain, Ohio
B. J. WATERSON	Yard Foreman, Canton, Ohio

There was quite an outpouring of our boys at the dance given by the City Railroad League on Wednesday, April 15th. The Baltimore & Ohio will again be represented in the League this season, and while they are not claiming the bunting as yet, they feel as if they have it all but nailed to the staff.

J. G. Jasper, M. of W. clerk, and his mother went to Cincinnati to spend Easter Sunday.

G. A. Arganbright was appointed supervisor of sub-division No. 4 with headquarters at Massillon, Ohio, vice G. O. Everhart, transferred, effective April 18th.

E. F. Keffer, chief clerk to trainmaster, was called to New Philadelphia a few Sundays ago on account of the sickness of his father. We wish for the latter's speedy recovery.

J. Lewis, piecework inspector at Lorain shop, who had his right leg severely injured, is getting along nicely and we hope to see him around as usual in a short time.

The slogan now on the Cleveland Division is "Safety First and Efficiency."

The accompanying photograph is of Harrison Lynch, passenger locomotive engineer on the Cleveland Division. Mr. Lynch was born in Cleveland, Ohio, on June 26th, 1851. At the

Now that the coal and ore season has started on the Cleveland Division, the boys are lining up for handling a greater business this year than last.

We are glad that our New York friends were pleased at the Cleveland Division boys taking advantage of their vacations by riding around the System. The saying up this way is "See the Baltimore & Ohio First."

E. D. Thomas, who was furloughed several months ago to accept service with the U. S. Government, has again returned to his old position of material clerk. We are glad to have him back.

H. Barnard, stenographer to the chief clerk, having resigned, Julius Sternicke, stenographer in the trainmaster's office, has been promoted to this position.

A. G. Lindrose, M. of W. timekeeper, slipped away one afternoon and took unto himself a better-half. We wish him the best of luck in his life journey.

M. Abramowitch and J. W. Brothers, stenographers in the M. of W. department, resigned to accept service with outside concerns. H. Rogers was employed for one of these positions and he is now in the ring to make good.



ENGINEER HARRISON LYNCH

age of twelve he went to work for his board, clothes and schooling and continued on these rations for three years. In 1866 he took a position as night watchman at the Stock Yards for the C. C. & C. R. R. in Cleveland.

In 1867 he went to braking for the same company and remained in that service two years. In 1869 he began to fire on the C. C. C. & I. R. R., but on July 5th, 1872, he resigned to take charge of a locomotive for the Lake Shore & Tuscarawas Valley R. R., now the Cleveland Division of the Baltimore & Ohio, on the construction train, which laid the rails from Grafton to Lorain and pulled the first freight train which ran from Lorain to Warwick daily, except Sunday. On account of slack business on the L. S. & T. V. R. R. he was sent to Cleveland with his engine to work for the Big Four, running from Cleveland to Columbus, and remained there until 1881. He then came back to the C. L. & W. R. R. pulling freight. In 1882 he was assigned to passenger service and he has served in that capacity ever since.

The General Safety Committee of the Cleveland Division met at Lorain on Tuesday, April 2nd, with the local committeemen. After an inspection of the shops and yards, luncheon was served in the assembly room of the Board of Trade. A general meeting followed the luncheon and Mayor J. J. Pollock of Lorain welcomed the guests to the city and stated that he was glad that they had come to spread the Safety doctrine in Lorain.

It is felt that the day was not only profitable from the standpoint of Safety but of business relations as well. This is the first meeting of its kind ever held in Lorain, and the business men thought that the meeting in the afternoon and the gathering at night were very profitable.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

C. W. GORSUCH	Superintendent, Chairman
O. J. KELLY	Master Mechanic
DR. A. A. CHURCH	Medical Examiner
H. B. McDONALD	Engineer
R. B. McMAINS	Yard Brakeman
H. W. ROBERTS	Yard Brakeman
C. L. JOHNSON	Agent, Columbus, Ohio
D. B. LUBY	Shopman
C. G. MILLER	Shopman
A. R. CLAYTON	Claim Agent
R. W. LITTLE	Yard Brakeman
A. N. GLENNON	Road Brakeman
E. C. ZINSMEISTER	Master Carpenter
C. C. GRIMM	Trainmaster
E. V. SMITH	Division Engineer
J. S. LITTLE	Road Foreman of Engines
G. R. KIMBALL	Division Operator
W. A. FUNK	Medical Examiner
JAMES VANDIVORT	Conductor
A. D. PIERSON	Assistant Car Foreman
C. R. POTTER	Agent
E. DOW BANCROFT	Secretary, Y. M. C. A.
J. E. BUSHEW	Section Foreman
S. FREAS	Supervisor
R. E. McKEE	Agent
D. L. HOST	Trainmaster

John Cosgrove, thirty-three years a resident of Newark, and a valued employe of the Baltimore & Ohio Railway System, died at his home in North Second Street, on Tuesday night, January 13th, at 9 o'clock, after having been confined to his home for the past eleven weeks suffering with an aggravated attack of hiccoughs.

Mr. Cosgrove was born in Cumberland, Md., in 1838 and at the age of fourteen years entered the service of the Company at Mt. Clare, Md., as a messenger. Later he entered the mechanical department of the Road and after completing his apprenticeship was sent to McConnellsville, Pa., as an expert mechanic. In 1881 he was transferred to Newark as an erecting-house foreman and later was made foreman of the machine shops, which position he retained until his retirement seven years ago.

The calling of Mr. Cosgrove takes one of the few surviving pioneers of the Company in Newark. His entire life was spent in its services and he was regarded as one of the most expert mechanics of the entire System. He was of a kindly nature, fond of his home and family, well liked by his associates and will be sadly missed by a large circle of acquaintances.



"JACK"—THE RAT KILLER OF ZANESVILLE FREIGHT SHEDS

The freight shed at Zanesville has been infested with rats for some time, and the agent and all his staff have been sorely tried by various endeavors to get rid of the pests. About a month ago a tramp dog, who now honors the name of "Jack," arrived on the scene, and because of several friendly salutations from the men on the platform, decided to remain; he almost immediately got busy with the rat proposition, catching and killing seven out of a nest of eleven that were camped in a bureau. He has since kept up the good work, and now a rat is a rarity about the freight shed. The men, to show their appreciation, have formally adopted "Jack," and he is soon to be presented with a handsome brass-studded collar with his name and official capacity engraved thereon. His picture accompanies this article.

There is still in active engine service on the Lake Erie Division one of the oldest engineers, in point of service, west of the Ohio River. For nearly half a century he has performed continuous service for the Company and during this time has not injured a passenger or an employe.

This is the creditable record of William F. Dayton, who commenced service as a fireman July 5th, 1867, on engine No. 225, with engineer J. P. Souder, on what was then the old second division of the early system, running out of Martinsburg, W. Va. He continued to serve as fireman until October 6th, 1870, at which time he was promoted to engineer and given engine No. 85, with fireman John Orndorf. He remained on the second division until March 26th, 1875, when he was transferred to the Trans-Ohio Division. In November, 1878, he was given a regular engine in passenger service and has been in continuous passenger service since.

Mr. Dayton is now in his sixty-sixth year, with every faculty well preserved and an eye as bright as a boy. The many years of dangerous and strenuous life in the cab of an engine have not warped his nerve, and he can still ride them as fast as they can turn a wheel. His life in the railroad service refutes the oftmade statement that the roads "do 'em up quick." His good fortune and success are the results of a life cleanly lived, and of an early cultivation of the Safety First habit.

At the time he started, railroading was in its pioneer stage. He has seen its development, is proud of the fact that he is in the service of

and hear the hooks drop in, when with the starting bar the motion was changed. Engine No. 225, the first one that he fired, had just been returned to its owner after having been confiscated by the Confederates in the civil war, to haul men and supplies. It was pulled by horses on the pike from Martinsburg to Winchester. The memories of the active part it took in that momentous war still lingered when he was assigned to it. Mr. Dayton has kept pace with the improvements which brought out larger and more powerful equipment and now rides an engine capable of developing a speed of seventy miles per hour, over the same division on which he rode the kettle four decades ago at a speed of thirty to forty miles per hour.

He is now beginning to feel the strain and realizes that he is nearing the time when he must lay the burden he has carried so long on younger shoulders, and he sincerely hopes that good fortune may follow those who succeed him. On the younger men in the service, Mr. Dayton would urge the furtherance of the prosperity of those who make them prosperous, honest and faithful efforts to do their duty by their employer and the public, clean lives and Safety First always.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

O. L. EATON	Superintendent, Chairman
S. C. WOLFERSBERGER	Assistant Superintendent
P. PETRI	Division Engineer
T. E. MILLER	Master Mechanic
T. E. JAMISON	Trainmaster
G. N. CAGE	Road Foreman of Engines
H. B. PIGMAN	Division Operator
DR. M. H. KOEHLER	Medical Examiner
J. M. CONNORS	Car Foreman
H. D. WHIP	Relief Agent
JOHN IRWIN	Repair Track Clerk
D. N. DUMIRE	Conductor, F. M. & P. Branch
J. R. ZEARFOSS	Conductor, S. & C. Branch
G. E. BOWMAN	Locomotive Fireman
R. W. HOOVER	Train Dispatcher
S. M. BITTNER	Foreman, Maintenance of Way Dep't
F. BRYNE	Claim Agent
E. B. SMALL	Machinist
S. W. HUDDLESTON	Conductor
W. D. SEATON	Conductor
M. E. MARTZ	Foreman, Motive Power Dep't
P. J. ADAMS	Inspector, Maintenance of Way Dep't
M. P. HEANEY	Supervisor
J. A. FLEMING	Freight Agent
W. E. WEST	Locomotive Engineer
J. T. GRIFFIN	Agent
C. A. ALBRIGHT	Freight Agent
J. RUSSELL ANDERSON	Secretary



WILLIAM F. DAYTON

one of the greatest roads in the country, and is very earnest in his praise of the officials under whom he now serves.

He can look back into the sixties and see the Ross Winans camel in all its paint and splendor,

For many years inventors have been endeavoring to perfect a device that would throw the rays of a locomotive headlight on the track ahead, whether on a straight run or going around a curve. A Connellsville employe has invented such an equipment. His invention was given a severe test on the Boswell Branch April 15, and it is declared to have proved a success.

The inventor is C. H. Walters, formerly a train dispatcher at Rockwood, who was trans-

ferred to Connellsville several months ago. It is said that the tests were conducted under the most rigid requirements and that the instrument designed by Walters did the work in a most satisfactory manner.

The Boswell Branch is a very crooked piece of track, but when the pony wheels of the locomotive rounded the curves the headlight was shifted in such a manner that it shone on the

its chief, T. J. Brennan, who is shown standing directly in front of the carriage. The prompt and efficient manner in which they respond to alarms attracted favorable comment from the assistant superintendent of insurance, who made an inspection of the terminal fire fighting facilities recently, at which time badges were furnished each member, as shown in the photograph.



FIRE COMPANY AT CONNELLSVILLE SHOPS

track directly in front of the engine and when a straight piece of track was reached the headlight was restored to its normal position of "straight ahead."

Several local employes who witnessed the tests declare them to have been entirely satisfactory and if this proves to be the case it will reduce to a very great extent the dangers to which the employes and passengers as well are frequently subjected at night.

Walters is the entire owner of the invention and is in a position to reap all the benefits that may accrue therefrom.

The accompanying photograph is of the day fire company at the Connellsville shops. Reading from left to right the names of the members are as follows:

M. A. Rottler, nozzle man; L. B. Otto, nozzle man; Carl Snyder, hose man; Sam. Stillwagon, hose man; Carl Schibley, hose man; P. A. King, plug man; J. J. Friel, assistant chief; R. O'Donnell, hose man; T. J. Brennan, chief; F. A. Sliger, valve man; J. C. Hunter, nozzle man; J. E. Murphy, captain.

This company has attained a high standard of efficiency through the untiring efforts of

The company is now a member of the Western Pennsylvania Firemen's Association and as such may call on the city firemen for assistance, in case of necessity. This, in itself, speaks highly for the interest displayed by the members in their work, as they were instrumental in obtaining membership in this association.

A nine pound boy was born on the evening of March 28th to Mrs. William Carroll of Connellsville, wife of a train dispatcher in the local offices.

We regret that Robert Welsh, sixty-two years of age, died at his home in Connellsville, April 3rd, following a lingering illness of arterio sclerosis. He had been in poor health for the past year and had been unable to work since June. For several weeks previous to his death he was confined to his bed. Funeral services were held from the family residence with Rev. J. L. Proudfit, pastor of the First Presbyterian Church, officiating. Fayette Lodge No. 239, Knights of Pythias, was in charge. The body was shipped to Brownsville, Pa., for interment.

Mr. Welsh was born in Scotland, October 13, 1851, coming to this country with his grandparents at the age of sixteen. He settled in

Bellevernon, and after residing there for a short time came to Connellsville, where he spent the remainder of his life.

Forty-four years ago Mr. Welsh entered the service of this Company as storekeeper at Connellsville, and was later made a clerk in the master mechanic's office, which position he held until his late illness. He made a wide circle of friends among the employes of this division, who extend their sympathies to the bereaved family.

Captain J. R. Porter, sixty-five years old, one of the oldest passenger conductors in point of service on the Baltimore & Ohio, died at 5.20 p. m., March 29th, at his home in East Green Street, Connellsville, of pneumonia. Captain Porter's death is attributed to exposure when the Duquesne Limited, on which he was conductor, was derailed at Ursina Junction four weeks previous. The train was held up for several hours and Captain Porter contracted a severe cold which developed into pneumonia. Funeral services were held on the afternoon of April 1st from the family residence. Rev. W. R. Warren

ploy of this Company as a locomotive fireman. He soon after left the service of this Company for a more lucrative position with the Pennsylvania Railroad Company, remaining there for three years. He was also on the Allegheny Valley Railroad for a short time. He later returned to our service and had been in the service for about forty-five years at the time of his death. He passed through successive grades of promotion in the transportation department, attaining the position of passenger conductor, and thirty years ago he resigned as night train dispatcher. He took the first train through the old Sand Patch tunnel, and was conductor on trains Nos. 50 and 51 for about twenty years. For the past four years he was conductor on the Duquesne Limited. He also served in a similar capacity on the West Newton and Mount Pleasant accommodations and the Versailles accommodation.

He had many thrilling experiences in his long career on the railroad, not having gained his title as veteran without experiencing every sensation that falls to the lot of the modern



ENGINE No. 2400 AND CREW (See Note).

of Indianapolis, Ind., a former pastor, officiated. The Masons were in charge of the funeral and the interment was in Hill Grove cemetery.

The deceased was a son of Peter and Isabel McCreary Porter and was born at Jacobs Creek, Westmoreland County, August 9th, 1849. He was educated in the public schools at Jacobs Creek and remained on the paternal farm until he was a young man, when he entered the em-

ploy of this Company as a locomotive fireman. He was the best known railroad man on the Pittsburgh and Connellsville Divisions and by his courteous and congenial manner won the respect and esteem of the traveling public and of others with whom he came into contact. He was a faithful employe, and in his death we have lost one of our most trusted and popular fellow workers.

Captain Porter came to Connellsville at the

age of eighteen years, and on April 15, 1875, married Miss Caroline McBeth, daughter of John McBeth, deceased, and Mrs. Anna McBeth of Connellsville. To the union the following children were born: Anna Mae Evans, deceased; J. Donald, Ralph Ewing, Elmer Reed and Miss Kathryn Porter, all of Connellsville and Imogene A., wife of E. R. Doud of Pittsburgh. Mr. Porter was a member of King Solomon Lodge, F. & A. M., 346, Connellsville; Knight Templar of the Pittsburgh Commandery, the Pennsylvania Consistory and of the Asyria Temple, Mystic Shriners, of Pittsburgh. He was also a member of the Order of Railroad Conductors, No. 281, Pittsburgh.

The accompanying photograph is of engine No. 2400 and enginehouse foreman Thomas Nee and force, taken while the engine was at Connellsville shops undergoing repairs. This engine is used to help the heavy tonnage trains up the Sand Patch grade.

An important change in the clerical force of the mechanical department at Connellsville was made in the promotion, effective April 15th, of J. A. Davis, as chief clerk to the master mechanic at New Castle Junction. Mr. Davis came to us from New Castle Junction where he was assistant chief clerk to the master mechanic, from which point he was promoted to fill a similar position at Connellsville. While at this point he made many friends by his congenial disposition, who extend their heartiest congratulations upon his well deserved promotion. As a token of the esteem in which he is held by his co-workers, a pearl and diamond stick pin and fountain pen were presented to him by the stores and mechanical department forces in a few well chosen words delivered by chief clerk, H. T. Beck.

PITTSBURGH DIVISION

Correspondent, T. M. JONES, *Chief Clerk*, Pittsburgh

DIVISIONAL SAFETY COMMITTEE

- C. B. GORSUCH..... Superintendent, Chairman
- T. W. BARRETT..... Trainmaster, Vice-Chairman
- M. C. THOMPSON..... Road Foreman of Engines
- C. C. COOK..... Division Engineer
- L. FINEGAN..... Master Mechanic
- G. W. C. DAY..... Division Operator
- W. BATTENHOUSE..... General Car Foreman
- H. N. LANDYMORE..... Operator, Pittsburgh, Pa.
- E. L. HOPKINS..... Machinist, Glenwood, Pa.
- H. G. WALTOWER..... Yard Conductor, Demmler, Pa.
- S. C. RYLAND..... Road Engineer, Glenwood, Pa.
- H. J. SPANGLER..... Yard Brakeman, Pittsburgh, Pa.
- C. C. AINSWORTH..... Yard Brakeman, Glenwood, Pa.
- R. H. PATTERSON..... Passenger Fireman, Glenwood, Pa.
- W. E. BURTOFT..... Car Foreman, Pittsburgh, Pa.
- J. W. CLAWSON..... Signal Supervisor, Pittsburgh, Pa.
- FRANK BRYNE..... Claim Agent, Pittsburgh, Pa.
- N. B. STEWART, M. D..... Ass't Med. Examiner, Glenwood, Pa.
- W. H. RALEY..... Passenger Brakeman, Pittsburgh, Pa.
- W. DAVIS..... Yard Conductor, 36th St., Pittsburgh, Pa.
- G. G. WISE..... Road Conductor, Foxburg, Pa.
- T. F. DONAHUE..... General Supervisor, Pittsburgh, Pa.
- R. J. SMITH..... Agent, Junction Transfer, Pa.
- W. F. DENEKE..... Agent, Pittsburgh, Pa.
- P. COLLIGAN..... Agent, Allegheny, Pa.
- C. G. HARSHAW..... Yard Conductor, Willow Grove, Pa.
- H. KNOPP..... Road Conductor, Connellsville, Pa.
- R. J. MURTLAND..... Road Conductor, Connellsville, Pa.
- T. D. MAXWELL..... Road Engineer, Connellsville, Pa.
- J. S. BARTLETT..... Superintendent's Office, Secretary

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- M. H. CAHILL..... Superintendent, Chairman, New Castle, Pa.
- J. B. CAMERON..... Division Engineer, New Castle, Pa.
- J. J. MCGUIRE..... Master Mechanic, New Castle Junction, Pa.
- F. H. KNOX..... Agent, New Castle, Pa.
- C. P. ANGELL..... Trainmaster, New Castle, Pa.
- E. J. LANGHURST..... Ass't Road Foreman, Chicago Junction, O.
- E. C. BOCK..... Division Operator, New Castle, Pa.
- R. J. CARRIER..... Division Claim Agent, Youngstown, O.
- J. G. SHEELY..... Medical Examiner, New Castle Junction, Pa.
- F. C. GREEN..... Track Supervisor, Ravenna, O.
- W. L. MADILL..... Track Supervisor, Lodi, O.
- P. THORNTON..... Track Foreman, New Castle Junction, Pa.
- F. D. ABLETT..... Car Painter Foreman, New Castle Junc., Pa.
- ALBERT VOSS..... Machinist, New Castle Junc., Pa.
- E. L. HANNON..... Air Brake Repairman, Painesville, O.
- CHAS. CRAWFORD..... Engineer, Chicago Junc., O.
- M. L. RANEY..... Yard Engineer, New Castle Junc., Pa.
- G. L. WAGNER..... Conductor, New Castle, Pa.
- G. A. PURKEY..... Conductor, Chicago Junc., O.
- C. B. SMITH..... Conductor, Painesville, O.
- D. B. MCFATE..... Yard Conductor, New Castle Junction, Pa.
- W. H. O'MARA..... Yard Conductor, Haselton, O.
- G. W. RICHARDS..... Warehouse Foreman, Youngstown, O.
- C. K. SPIELMANN..... Relief Agent, New Castle, Pa.
- JAS. AIKEN..... Agent, Youngstown, O.
- G. W. TAYLOR..... Agent, Painesville, O.
- E. J. RAIDY..... Secretary, New Castle, Pa.
- M. F. RILEY..... Track Supervisor, Youngstown, O.
- E. C. FOWLER..... Track Supervisor, DeForest Junction, O.
- H. L. FORNEY..... Master Carpenter, New Castle, Pa.
- W. D. CARROLL..... Signal Supervisor, New Castle, Pa.

Brakeman C. W. Robinson, who is employed at DeForest Junction, is endowed with a poetical strain. After reading the instructions with reference to sending foreign cars home, he places himself in the position of a Baltimore & Ohio car, and gives vent to the following:

We Company cars go near and far,
 And sometimes ne'er return.
 If one is lost a lot it costs,
 So this I beg you learn.
 As over foreign roads I roam,
 When I am empty, send me home.

Chief dispatcher "Jack" Huston has been on the sick list, but is again able to be around. Jack was thinking of getting his voice trained, but will wait until in good shape again. While he was away, night chief Charlie Steinmetz handled the job in the day time and dispatcher C. M. Trussell held it down at nights.

John A. Davis, assistant shop clerk at Connellsville, has been promoted to shop clerk at New Castle Junction, vice C. E. Bagnall, transferred to the C. T. department. John is an old New Castle Division boy and is right at home again.

A young man walked into the chief dispatcher's office a few days ago and commenced chatting in a friendly fashion. The boys could not place him until he turned around, when by his build and the color of his hair, they recognized him as engineer "Matt" Garrett, who handles first No. 94 and first No. 97. Matt had shaved off his mustache, and by so doing, took off twenty years in his looks, and he now seems too young to hold down these fast freight runs.

J. H. Haun, manager of the telegraph office, has been promoted to extra train dispatcher, and O. C. Bedell of Newton Falls has been brought to New Castle Junction to take C. C. Robinson's place, the latter being promoted to manager.

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN	Superintendent, Chairman, Garrett, Ind.
C. W. VAN HORN	Trainmaster, Garrett, Ind.
T. B. BURGESS	Trainmaster, Garrett, Ind.
JOHN TORDELLA	Division Engineer, Garrett, Ind.
F. W. RHUARK	Master Mechanic, Garrett, Ind.
GEO. NOVINGER	Road Foreman of Engines, Garrett, Ind.
F. N. SHULTZ	Division Operator, Garrett, Ind.
J. D. JACK	Claim Agent, Garrett, Ind.
T. E. SPURRIER	Claim Agent, Tiffin, Ohio
DR. F. DORSEY	Medical Examiner, Garrett, Ind.
A. B. HINKLE	Supervisor, Walkerton, Ind.
R. R. JENKINS	Secretary Y. M. C. A., Chicago Jct., Ohio
M. J. DRISCOLL	Shop Committeeman, Garrett, Ind.
L. J. DAVIS	Shop Committeeman, Chicago Jct., Ohio
M. A. POLCASTER	M. P. Committeeman, South Chicago, Ill.
S. ARCHER	Yard Committeeman, Chicago Jct., Ohio
W. E. SARGENT	Yard Committeeman, Garrett, Ind.
N. B. BAIR	Yard Committeeman, South Chicago, Ill.
C. H. MARTIN	Engineers' Committeeman, Garrett, Ind.
D. G. THOMPSON	Fireman's Committeeman, Chicago Jct., O.
O. F. BELL	Conductors' Committeeman, Garrett, Ind.
H. P. WEIRICH	Brakeman's Committeeman, Garrett, Ind.
C. C. GREER	Agents' Committeeman, Chicago Jct., O.
JOHN DRAPER	Agents' Committeeman, Chicago, Ill.
G. W. SMITH	Operators' Committeeman, Defiance, Ohio.
JOHN RATHWELL	Section Foreman, Garrett, Ind.
H. A. MARTIN	Relief Agent, Garrett, Ind.
J. C. LINK	Car Dep't Committeeman, Chicago Junction
H. S. GARDNER	Agents' Committeeman, Defiance
P. H. CARROLL	Signal Supervisor, Defiance
D. B. TAYLOR	Master Carpenter, Garrett
H. W. ROSS	Car Department Safety Committeeman
H. S. GARDNER	Agents' Committeeman, Defiance, Ohio

General yardmaster F. H. Garner, assistant yardmasters P. V. Myers and C. J. Richards of Chicago Junction made a trip to Cumberland and Connellsville in early April to familiarize themselves with the movement of Nos. 94 and 97 east of the Junction.

Homer Slagle, an old time Chicago Division conductor, who had the misfortune to lose an arm at Fostoria about five years ago, and has since been operating the push button on westbound hump, Chicago Junction, has been promoted to assistant yardmaster, and has been handling the westbound hump during the illness of yardmaster R. A. Mason. This is another instance in which the Company has shown a disposition to take care of its men, in advancing them when ability is demonstrated. Mr. Slagle has many friends, who will be pleased to note his promotion.

Operator P. M. Geer, who has been working in the Pittsburgh relay office for the past year, has returned to Chicago Division, and taken second trick in "RX" office, Chicago Junction.

S. C. Rumbaugh, who for many years was chief clerk to the general yardmaster at Chicago Junction, has resumed duty as assistant to general yardmaster F. H. Garner. Mr.

Rumbaugh has been on sick furlough for the past year, and his many friends are glad to see the genial "Sam" back in the harness.

Engine No. 4000, the pride of Chicago Junction yard, is again back on the westbound hump after a few days' retirement in the shop. This engine is in charge of engineer A. Archer on the day shift and of "Doc" Barr at night. You will find her deck as clean as a kitchen, and her brass parts polished to the highest degree of perfection. Mr. Archer is one of the best and the oldest engineers in Chicago Junction yard, and the young engineers would do well to follow his example. He is the father of a railroad family, his oldest son, Shelby, was for a number of years assistant yardmaster, and is at present a yard safety committeeman. William, formerly conductor on the New Castle Division, is at present conductor on the Toledo Belt. Almon is a passenger brakeman on Chicago Division. John Wallace, a son-in-law, is an engineer on the New Castle Division.

Operator G. A. Elder at Holgate had the misfortune to lose his infant son, an only child, a few days ago. His many friends extend their sympathy.



J. FRED. SOMMERS, JR.

It is gratifying to be able to advise so many friends that J. Fred. Sommers, Jr., was recently promoted from the mechanical department as traveling car foreman, to the transportation department as night yardmaster at Wolf Lake.

Mr. Sommers has been connected with the mechanical department of the Baltimore & Ohio Railroad for nearly fifteen years and has had varied experiences in almost every car shop on the System.

Just prior to making the change to become yardmaster at Wolf Lake, the men in the various departments in the South Chicago car shops and round house presented Mr. Sommers with a beautiful ring as a token of their kindly feeling for him. Those at the presentation were:

C. W. Burke, general foreman; W. F. Booth, assistant trainmaster; W. T. Wilhelm, yardmaster; H. A. Blair, district M. C. B.; Oscar Wacker, car distributor; R. R. Huggins, assistant agent; Wm. F. Ross, car foreman; D. L. Gibson, assistant car foreman; H. B. Atherton, gang foreman; F. Merton, gang foreman; Thomas H. Berry, stationary engineer; L. Staszewski, piecework inspector; O. E. Anderson, shop clerk; F. Kuglen, car clerk; Joe Szelung, gang foreman; L. Napierkowski, claim clerk and Miss G. Lindstrom, stenographer. The presentation speech of assistant agent Huggins was in part as follows:

"Mr. Sommers, I was called upon today to extend the appreciation of your associates for the consideration that you have given all of those in the mechanical department during your administration at South Chicago. They all desire to thank you, and as a token of their esteem they have requested me to present to you this ring. You have been an employe of the Baltimore & Ohio for many years and have worked for the benefit not only of the railroad itself, but of the employes as well. We all wish you great success in your new position."

Mr. Sommers' reply was as follows:

"Gentlemen, I hardly know how to express my feelings. I have tried to be fair to the men with whom I came into contact in the service of the Company as well as to do my utmost to protect the Company's interests. I want to say that I thank you for what you have been able to do for me in the past and hope that we will work harmoniously in the future. Loyalty to one another means loyalty to the Company and I can assure you that I will do any thing that I can to promote our joint interests. Again I thank you."

Other remarks were made by C. W. Burke, Oscar Wacker and H. A. Blair.

Oscar Wacker, car distributor at South Chicago, recently returned from St. Luke's Hospital, where he underwent a serious operation. It seems to have been very successful as he is back at his desk again, to the delight of his fellow employes.

Our per diem clerk, Ralph Ashton, is burning up the roads on a new motorcycle. Look out for Ralph!

John Staszewski, our manifest clerk, and his bride have now settled down in their new home.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS	Chairman, Chicago
J. W. DACY	Trainmaster, Chicago
G. P. PALMER	Division Engineer, Chicago
F. E. LAMPERE	Assistant Engineer, Chicago
ALEX. CRAW	Division Claim Agent, Chicago
J. F. RYAN	Captain of Police, Chicago
C. L. HEGLEY	Examiner and Redorder, Chicago
H. McDONALD	Supervisor, Chicago (Chicago District)
WM. HOGAN	Supervisor, Chicago (Calumet District)
J. F. FOGG	Master Mechanic, East Chicago
F. S. DEVENY	Ass't Road Foreman of Engines, Chicago
CHAS. ESPING	Master Carpenter, Chicago
DR. F. J. HUGHES	Medical Examiner, Chicago
MORRIS ALTHERR	Assistant Agent, Forest Hill
JAMES GAGHIN	Engineer, Robey Street
ARTHUR JENSEN	Fireman, Robey Street
CHAS. BEAM	Conductor, Robey Street
JOHN HALEY	Car Inspector, Robey Street
HARRY JOHNSON	Engineer, Blue Island
OLIVER JOHNSON	Fireman, East Chicago
C. B. BIDDINGER	Conductor, East Chicago
WM. JENKINS	Machinist on Floor, East Chicago
A. A. MCLENE	Machinist in Shop, East Chicago
WM. DAVIS	Boilermaker, East Chicago
T. P. YATES	Blacksmith, East Chicago
JOHN MCLEAN	Car Inspector, East Chicago
J. P. BARRY	Engineer, East Chicago
E. SNYDER	Conductor, Blue Island
HARRY MARSHALL	Car Inspector, Blue Island



M. D. CONNORS

H. E. HANSEN, Correspondent,

Dear Sir:

I wish to present a short biography of Matthew Connors, one of our old and honored engineers who at the present time is unable to work, but who wants to get back into the harness. Every

STOP!



Conductor C. D. Hottenstein and Engineer C. Westernman, P. R. R. Both have carried Hamilton Watches for years with perfect satisfaction.

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FROM THE B. & O. EMPLOYEE'S MAGAZINE FOR MAY
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visit I make at his home I am asked if any new time card has been issued and whether there are any changes in track or any improvements in the brakes, lubricators or injectors on our engines. He still takes a deep interest in the fortunes of the Road, although he has not worked for more than eleven months. In the winter of 1910, his fireman could not get the spout down at the water tank at 48th Avenue, on account of its being frozen, and while assisting him Mr. Con-

Helper R. J. Osborne while working with engine No. 907, on March 20th, and standing on the west wye at Harvey Junction, noticed a flange break off of a car handled by a C. T. H. & S. E. train while going around the east wye to make a delivery at Barr yard. Mr. Osborne succeeded in attracting the attention of the conductor, had the train brought to a stop and the car set out. He is to be commended for his alertness and prompt action.



JOINT SAFETY COMMITTEES AT CHICAGO TERMINAL

nors slipped and fell from the top of the tender and broke his hip in two places. On account of his advanced years, this injury mended slowly. He never was of robust health and it was eight months before he resumed his railroad duties. He worked but a short time and was taken down with a growth on his intestines, which has kept him in a hospital or his home ever since, and it is questionable if he will be able to resume the strenuous work of running a yard engine again.

Mr. Connors has three beautiful daughters, who idolize him. He is well known by many old engineers, who in reading his biography, will remember "Old Matt Connors" and his conscientious work on the Baltimore & Ohio C. T. Railroad.

Matthew Connors was born in New York in 1850, and worked on the farm for many years. He started railroading on January 3rd, 1870, and came with the Wisconsin Central, now the Baltimore & Ohio C. T., in 1889.

GEO. E. NEIMUTH,
1813 W. 13th St., Chicago, Ill.

OHIO DIVISION

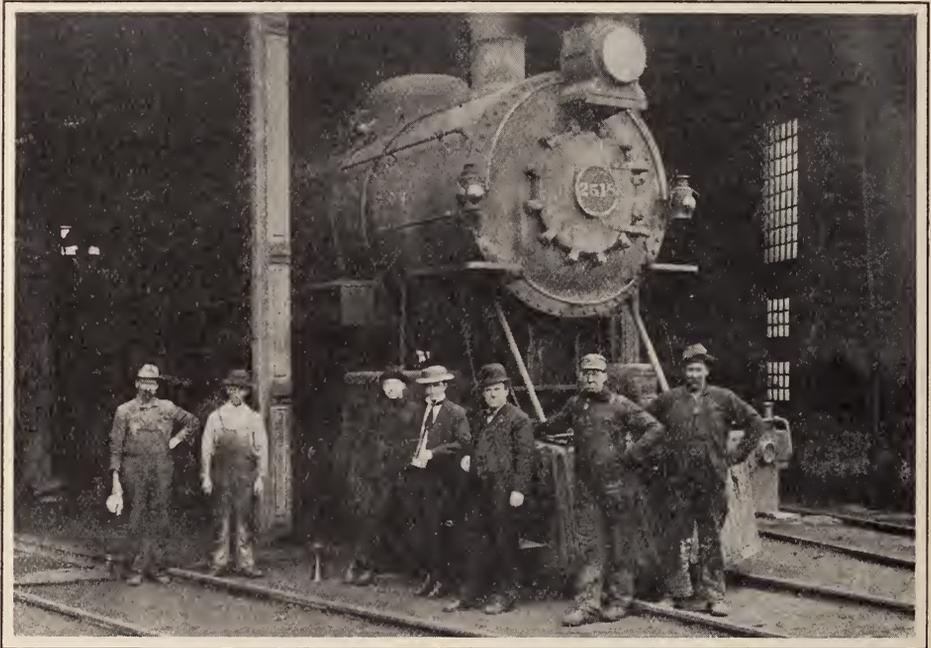
Correspondent, H. M. COLE, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

- G. D. BROOKE, Chairman..... Superintendent
- E. N. BROWN..... Assistant Superintendent
- R. R. SCHWARZELL..... Trainmaster
- R. MALLEN..... Road Foreman of Engines
- G. W. PLUMLY..... Division Operator
- P. S. LANSDALE..... Medical Examiner
- W. R. MOORE..... Agent, Chillicothe, Ohio
- J. B. VANCE..... Relief Agent
- C. H. R. HOWE..... Master Carpenter
- P. H. REEVES..... Master Mechanic
- R. W. GABRIEL..... Supervisor
- JOHN CLIFFORD..... Section Foreman
- F. MATHIAS..... Assistant Shop Foreman
- H. M. COLE..... Draughtsman
- C. DULLMEYER..... Foreamn Car Shop
- S. W. CAIN..... Road Brakeman
- THOS. TULL..... Piece-work Inspector
- C. C. GRAVES..... Road Fireman
- J. I. BOTKIN..... Warehouse Foreman
- T. E. BANKS..... Trainmaster
- W. A. BURNS..... Road Conductor
- E. J. ALLEE..... Signal Supervisor
- O. C. CAVINS..... Road Engineer
- H. M. HAYWARD..... Division Engineer
- W. I. GICKLER..... Yard Conductor
- W. W. WOODWARD..... Train Dispatcher
- L. H. SIMONDS..... Claim Agent
- G. E. WHARFF..... Agent, Portsmouth, Ohio
- R. R. KIBLER..... Agent, Washington Court House, Ohio

For the past eighteen years he has been wrecking foreman, a position which requires exceptionally good judgment and plenty of physical vigor. He is now inspector at Seymour, and in that capacity has proven himself a most valuable employe. During one month he detected and had sent to the repair track thirty pairs of cracked wheels. That was many years ago when we were using the old Steadman wheels cast at Aurora, Ind. Only recently he had removed a pair of wheels that were cracked from rim to rim. After they had been removed several employes examined them and it took

Hole" order and he is president, secretary, treasurer, and no one has any say as to the management but him. Four years ago he gave an outing to members and friends on the banks of White River. It was largely attended. Mr. Hodapp is sixty-two years old and does not use glasses. He is the father of six boys and one girl, and the picture shows him with his two grandsons—Earl and Everett—the sons of Fred Hodapp, road foreman of engines on the Illinois Division. Another son, Albert, is a conductor here and his youngest son will complete a four year high school



ENGINE No. 2518 IN ROUND HOUSE AT SEYMOUR (See Note)

them some time to locate the defect. During his long service as wrecking foreman he formed the acquaintance of nearly everyone along the road within a radius of ten miles.

A few years ago he was elected city councilman in the first ward. It had been Democratic by one hundred votes but he, a Republican, was elected by a majority of thirteen. During the Cleveland-Blaine campaign he made an election bet with one of his Democratic friends on the result of the election. The loser was to shave off his beard and ride a mule at the head of the ratification parade. Hodapp lost, and true to his promise was on hand, smooth shaven, at the head of the parade. But he had the joke on his Democratic friend, for not a person who witnessed the parade knew it was Mr. Hodapp, the man who later was to become the leader of a fraternal organization 3,324 strong, and bear the honored title of the "Whole Cheese." His order is known as the "Button

course in June. At his present age Mr. Hodapp is a most valuable employe, a man whom everyone respects. Employes are always ready to listen to his advice, which is invariably for the best interest of the employe and the Company he has so faithfully served for thirty-four years.

Born to the wife of brakeman Harry Purkhiser on Lincoln's birthday, an eleven pound girl. "Purk" says there is nothing like this girl in Seymour.

The accompanying picture is of engine No. 2518 taken in the round house at Seymour, with general foreman P. Horan and some of his men. Reading from left to right they are: Curt Gray, boiler washer; J. R. Lemen, machinist's helper; Joe Helcht, boilermaker; W. J. Donohue, clerk to Mr. Horan; P. Horan, general foreman; C. V. Manning, boilermaker's helper; J. M. Weddle, stationary fireman.

Conductor F. S. Gilbert of the Bedford branch has taken a leave of absence, moved to Mitchell and started a restaurant there. Conductor L. J. Routt has taken the Bedford run temporarily in place of conductor Gilbert.

Firemen Ed Steward, Roy Furguson and Robinson have taken a ninety day leave of absence.

Machinist H. Burkley has just returned from Benwood, W. Va., where he was called by the serious illness of his uncle, W. H. Burkley, machine shop foreman at that place.

Engineer H. W. Kirbert of the Cincinnati yard force and a member of the Indiana Safety Committee, was married February 21st to Miss Mathilde Tischbine in St. Louis, Mo., by a German minister. They now reside at 3446 Price Hill, Cincinnati, Ohio. Mr. Kirbert is very popular with his fellow employees.

Engineer Oscar Stevens has been promoted to the position of road foreman of engines in the Cincinnati Terminals, reporting to road foreman of engines S. A. Rogers of Seymour.

Harry Dixon of the timekeeper's office has resigned and gone on a farm near Montgomery, Ind. It has been predicted here that the morning glories will grow so high that they will choke him to death before the summer is over. He has invited many of his friends to visit him and enjoy a good old-fashioned chicken dinner later, but we are wondering what Harry expects to feed his prospective chicks on, as it is said the farm he is on is so poor that one could not even raise a fuss on it. He boasted about exchanging the dust of a wicked city for hay seed. Give us the dust! Harry is a well-known soap box orator around North Vernon, and his friends at that point will be surprised to learn of his change from pen to hoe.

Day caller Chester Spillman, who has been so kind as to furnish photos for the Magazine of late, has had bad luck with the picture recently taken of the new eight wheel standard cabooses just built at shops, but we hope to be able to furnish the picture soon. Chester will get it if he has to call on his brother Barney to do the sighting for him.

Wm. Donohue of the clerical force, Washington shops, relieved clerk Bothwell here and during his absence it is said that his best girl was so lonesome for him that she refused to take any solid nourishment and subsisted on tooth-picks and water. It's a good thing that it was not a regular position.

During the past three months the General Safety Committeemen have been meeting with us about the 12th.

Superintendent Hagerty posts bulletins inviting all employees who can to attend these meetings and it is a pleasure to note that every man that can possibly attend is there and is much impressed by the talk of the Committeemen. You hear men out along the line talking Safety now who a year ago thought it was a trick "to put something over on them." It will be remembered by the older employees how we all advocated air brakes, patent couplers,

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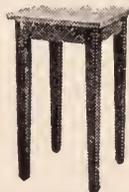
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Please mention this magazine

grab irons and other devices for our safety and how anxious we were to see the time when they would be in use on all the roads in the country. We now have all that we asked for and the Company has gone us one better and adopted other devices to make our work safer. Every man on the System should get down to business and help in every way possible to eliminate dangerous practises and make railroad work as safe as other occupations. In doing this we will drive from the minds of our neighbors and friends the horror they have always had of our chosen occupation. Boys put your shoulders to the wheel.

CINCINNATI TERMINAL

Correspondent, H. ECKERLE

DIVISIONAL SAFETY COMMITTEE

C. L. BREVOORT... Supt. Cincinnati Term. Div., Chairman
 HENRY ECKERLE... Chief Clerk, Secretary and Correspondent
 R. B. FITZPATRICK... Trainmaster, Cincinnati, O.
 J. J. CAREY... Master Mechanic, Ivorydale, O.
 H. W. BRANT... Division Operator, Cincinnati, O.
 M. P. HOBAN... Road Foreman of Engines, Cincinnati, O.
 C. M. HITCH... General Inspector, Cincinnati, O.
 F. S. DeCAMP... Claim Agent, Cincinnati, O.
 E. C. SKINNER... Freight Agent, Cincinnati, O.
 R. ARCHER... Supervisor, Cincinnati, O.
 G. W. KYDD... Supervisor of Signals, Cincinnati, O.
 A. W. KOPF... Engineer, Ivorydale, O.
 R. E. MCKENNA... Yard Foreman, Ivorydale, O.
 A. GRANBACH... Yard Foreman, Hamilton, O.
 H. STANSBURY... Car Foreman, Cincinnati, O.
 J. FOGT... Section Foreman, Cincinnati, O.
 H. C. ATKINSON... Carpenter Foreman, Hamilton, O.
 J. REISTER... Agent, Hamilton, O.
 S. O. MYGATT... Depot Master, Cincinnati, O.
 WM. ROESCHE... Machinist, Ivorydale, O.
 F. ZURICH... Boiler Inspector, Gest Street

J. D. June, ticket agent at Woodlawn, has acquired some of the finest chickens in that part of the country and he is very proud of them.

Baggagemaster W. Olney on Toledo runs is still confined to his home. We expect him to be fit for duty within a very short time.

Herbert J. Mayer, formerly stenographer in the superintendent's office, has recently been promoted to a similar position in general superintendent Begien's office.

Baggagemaster H. Silvers has been confined to his home owing to a dislocation of his left shoulder. Silvers entered train service on the C. H. & D. September 1st, 1874.

Leroy Smith, timekeeper in superintendent Brevoort's office, took the boys to his home in Carthage, March 28th, where they celebrated his 22nd anniversary. Here is hoping that he will continue to have birthdays.

Trainmaster R. B. Fitzpatrick, accompanied by his wife, returned a few days ago after a trip to Key West and Cuba; they both enjoyed the trip immensely until they boarded the boat, where Fitzpatrick's only regret was that he could not do justice to the meals placed before him. Most of his time at sea was spent in feeding the sharks.

Friends of Jas. Phelan, employed in the Cincinnati Terminal Division superintendent's office, were grieved to hear of the death of his son Robert, aged eleven months and a few days.

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*,
 Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

E. W. SCHEER... Superintendent, Chairman, Flora.
 J. A. TSCHOUR... Master Mechanic, Shops, Ind.
 E. A. HUNT... Shop Inspector, Shops, Ind.
 H. R. GIBSON... Division Engineer, Flora, Ill.
 W. D. STEVENSON... Medical Examiner, East St. Louis, Ill.
 C. R. BRADFORD... Claim Agent Springfield, Ill.
 G. H. SINGER... Agent, East St. Louis, Ill.
 R. C. MITCHELL... Relief Agent, Flora, Ill.
 C. V. MOWRY... Conductor, Flora, Ill.
 W. P. McDONALD... Engineer, Flora, Ill.
 FRED SCHWAB... Engineer, Shops, Ind.
 W. GORSAGE... Yard Foreman, Shops, Ind.
 R. G. LLOYD... Yard Foreman, Vincennes, Ind.
 C. W. SHROTER... Switchman, Flora, Ill.
 H. E. PRICHETT... Yard Foreman, Springfield, Ill.
 C. G. STEVENS... Trainmaster, Flora, Ill.
 H. E. ORR... Master Carpenter, Flora, Ill.
 C. S. WHITMORE... Signal Supervisor, Flora, Ill.
 W. G. BURNS... Supervisor, Vincennes, Ind.
 F. WYATT... Supervisor, Flora, Ill.
 W. COOK... Supervisor, Springfield, Ill.
 B. O'BRIEN... Supervisor, Cone, Ill.
 W. C. KELLEY... Agent, Vincennes, Ind.
 C. B. KELLER... Agent, Washington, Ind.
 T. T. LONG... Agent, Springfield, Ill.
 M. A. RUSH... Agent, Beardstown, Ill.
 C. D. RUSSELL... Division Operator, Flora, Ill.
 J. B. HARWARD... General Foreman, Flora, Ill.
 W. PLATZ... Brakeman, Flora, Ill.
 W. W. McNALLY... Fireman, Cone, Ill.
 W. E. ROSS... Machine Shop Foreman, Washington, Ind.
 H. C. AIKMAN... Car Foreman, Washington, Ind.
 R. H. MARQUART... Car Foreman, Cone, Ill.
 H. C. THRASHER... Machinist, Cone, Ill.
 F. HODAPP... Road Foreman of Engines, Flora, Ill.
 C. W. POTTER... Trainmaster, Flora, Ill.

Effective April 1st, G. A. Hamer, yardmaster at Vincennes, Ind., was transferred to the same position at Cone, Ill.

While using a telephone at Claremont, Ill., conductor H. Hembree received an electric shock from lightning which seriously injured his ear.



HOME OF ENGINEER MURPHY, RETIRED,
 WASHINGTON, IND.

Conductor S. P. Hill, who has been off duty for some time with a stroke of paralysis, is reported to be improving. Mr. Hill was stricken on train No. 128 and removed from train at Taylorville.

The picture shown herewith is the bright young child of boiler shop foreman C. J. Elk, of Washington. The little fellow was named after the present Secretary of State, William Jennings Bryan, and is an interesting little chap, as your correspondent will attest. Mr.



WILLIAM JENNINGS ELK

Son of Boiler Shop Foreman C. J. Elk, Washington, Ind.

and Mrs. Elk have a spacious home located on Grand Avenue, Washington. They formerly resided at Chillicothe, Ohio, where Mr. Elk was employed at his trade prior to his promotion to his present position.

Agent W. Hansbrough, of Enfield, Ill., is on the job again after three months' leave of absence.

B. F. Combs, our veteran bridge foreman, is on the sick list, being relieved by F. White. Mr. Combs has been in the service for forty-four years, and is well known all over the South-western.

Dispatchers R. G. Hawthorne and F. J. Smith recently let the Masonic goat get their goats. Fred lost ten pounds. Happy had none to lose, but reports that his bones were rattled pretty badly.

At no point on the road is Safety First practised any better than at the Washington, Ind., shops.

General painter foreman J. J. McNamara, who is favorably known at the large Mount Clare Shops, with the assistance of Jno. Kelly, a fellow employe, has designed and attached a Safety air whistle to a yard switch mainly for the better protection of the employes in the car repair yards.



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The Walker Edmund Co., Diamond, State & Madison Sts., Importers, Dept. TA, Chicago, Ill.

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No. 49, 5-8, 1-16 Kt. **\$100**

This SAFETY FIRST whistle is a very simple device and if by any chance the switch is left open it will blow until it is closed. This invention will make it impossible for any switching engine to back up on the repair track while men are at work and will, no doubt, result in saving personal injuries and possibly lives and will also be a big boost for the Safety First movement.

D. L. Donaldson, assistant storekeeper at Washington, Ind., was recently promoted to the position of storekeeper at Parkersburg, W. Va. Since his promotion, we hear that Mr. Donaldson has become the proud father of a ten pound boy. He has our congratulations.

H. P. McQuillin, for nine months storekeeper at Washington, Ind., has been promoted to the position of district storekeeper with supervision over the Southwestern and C. H. & D., with headquarters at Cincinnati. Mr. McQuillin was very successful during his stay here and his promotion is well deserved. He also made many warm friends who regret to see him leave. Through the initiative of chief clerk Fitzgerald, the clerical force of the Stores Department presented him with a fine Hamilton watch. The presentation speech was made by A. R. Chapman. Mr. McQuillin answered feelingly and commended the force for the helpful service rendered him. Although Mr. McQuillin's headquarters are no longer in Washington, we hope he will visit us often.

F. A. Fitzgerald, chief clerk to Mr. McQuillin has been promoted to storekeeper at Washington. Mr. Fitzgerald is a hustler and we have no doubt of his keeping up the good work of his predecessor. George Cotton of Wheeling, W. Va., who succeeds Mr. Fitzgerald as chief clerk, has had considerable experience in stores department work. A. R. Chapman, former clerk to assistant storekeeper, was appointed assistant storekeeper, O. H. Holder taking his place.

TOLEDO DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, *Office of Superintendent, Dayton, Ohio*

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL..... Superintendent, Chairman
- F. J. PARRISH..... Division Engineer
- J. J. CAREY..... Master Mechanic
- W. J. KROGER..... Relief Agent
- G. E. REEL..... Trainmaster
- M. P. HOBAN..... Road Foreman of Engines
- H. W. BRANT..... Division Operator
- J. R. CASSAD..... Division Claim Agent
- DR. WILLIAM RYAN..... Medical Examiner
- DR. F. S. THOMPSON..... Medical Examiner
- E. LEDGER..... Supervisor
- G. W. THOMAS..... Master Carpenter
- L. F. HOCKETT..... Agent, Dayton, Ohio
- J. C. STIPP..... Agent, Lima, Ohio
- R. B. MANN..... General Agent, Toledo, Ohio
- W. H. SITES..... Road Engineer, between Lima and Ivorydale
- FRANK MOORE..... Road Engineer, between Lima and Rossford
- T. F. HENNESSY..... Road Conductor, between Lima and Ivorydale
- W. J. SIMMONS..... Road Conductor, between Lima and Rossford
- R. H. BOHANNON..... Yard Conductor, Rossford

- E. L. WAGNER..... Yard Engineer, Lima
- W. M. THOMPSON..... Yard Conductor, Dayton
- M. E. GLEASON..... Shopman, Rossford
- J. N. HOLMES..... Shopman, Lima
- FRANK PROCTOR..... Shopman, East Dayton
- A. C. BUSHAW..... Secretary, Dayton, Ohio
- M. S. KOPP..... Trainmaster
- W. A. IRELAND..... Depot Master
- FRED. KROGER..... Section Foreman
- C. LEHMKUTHE..... Extra Gang Foreman

TOLEDO FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- J. C. MULLEN..... Agent Chairman
- GEO. LOHNER..... Claim Clerk, Secretary
- H. J. SCANLON..... Chief Clerk
- J. MALONEY..... Depot Master
- GEO. McGRATH..... Revision Clerk
- FRANK LANGRISH..... Assistant Accountant
- EARL BAUMGARDNER..... Assistant Accountant
- EDW. G. EGGERS..... Stenographer
- WM. DOWLING..... Tallyman
- THOS. GOLIGHTY..... Receiving Clerk
- EDW. SHEEHY..... Receiving Clerk
- ART O'GRADY..... Tallyman
- JOHN MACKLETT..... Tallyman
- JAMES O'HERN..... Laborer
- THOMAS FINN..... Laborer

LIMA, OHIO

DIVISIONAL SAFETY COMMITTEE

- W. D. GOBLE..... Chief Clerk, Chairman
- E. W. ARMSTRONG..... Assistant Cashier, Secretary
- J. C. STIPP..... Agent
- C. S. HAWKINS..... Cashier
- J. H. HERBST..... Operator and Clerk
- A. C. AUBRY..... Bill Clerk
- B. C. GOBBLE..... Claim Clerk
- CARL RUFF..... Night Clerk
- F. H. MILLER..... House Foreman
- W. D. HEFFNER..... Delivery Clerk
- H. P. DALEY..... Checkman
- IRWIN OGLEVIE..... Checkman
- R. E. IVORY..... Ticket Agent
- F. M. HULLINGER..... Baggage-master
- B. L. IRWIN..... Interchange Clerk

DAYTON FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- W. A. IRELAND..... Depot Master, Chairman
- EDWARD W. MALEY..... Assistant Depot Master, Secretary
- L. F. HOCKETT..... Agent
- T. J. PITTON..... Delivery Clerk
- HARRY DONOVAN..... Receiving Clerk
- FRANK BRADLEY..... Check Clerk
- WILLIAM HAYNES..... Check Clerk
- WILLIAM LOVE..... Check Clerk
- CHARLES SMITH..... Check Clerk
- CHARLES MILBY..... Check Clerk

Glad to welcome the return of Miss Mildred McCarthy to the superintendent's office after an absence of several weeks due to eye trouble.

Assistant trainmaster C. W. Havens has moved his "household plunder" from Indianapolis, Ind., to Dayton and says he's not afraid of another flood.

To verify his statements that there will be no more floods in Dayton, division operator Brant has moved into a cozy cottage on North

Webster Street, and is now located close to some of his "foreign friends."

Danny Donovan at Cincinnati Junction and Al. Hilbrecht at North Side were both on the sick list when the baseball season opened.

C. W. Murphy, agent at Sidney, Ohio, along with Mrs. Murphy are enjoying a visit to the coast.

Patrick Leehey is one of the oldest employes in point of service on the C. H. & D., having been employed continuously by this Company in various capacities since April, 1864.



PATRICK LEEHEY

He began work as a laborer and after a period of two years was advanced to the position of car repairer. A few years later he was made a car inspector, and for twenty-five years he held down the job of chief car inspector at the Lima passenger station. He then came back to the shop as a car repairer and during the past six years he has been employed as a car oiler at the shops. He rarely misses a day at his work, and although he is nearing the seventieth milestone of his life, enjoys the best of health.

The belated "honeymoon" trip of Johnny Bonner, operator at "DY," was completed recently after a visit to several points on the coast. It will be retailed that he was married



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Get on the inside—right up close to the boss—where you can see every day just how big business is done—learn how big men think and act and decide. "The stenographer or private secretary to the big executive has the best chance in the world to become that executive's successor"—says a leading high official. The stenographer knows what's going on—and why. What the boss knows you know—if you're his stenographer—and a time will come when that knowledge will be worth a lot to you. My free book tells you how to get into the president's office. Mail coupon now for your copy.

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Please send me your free book and particulars of your free scholarship offer.

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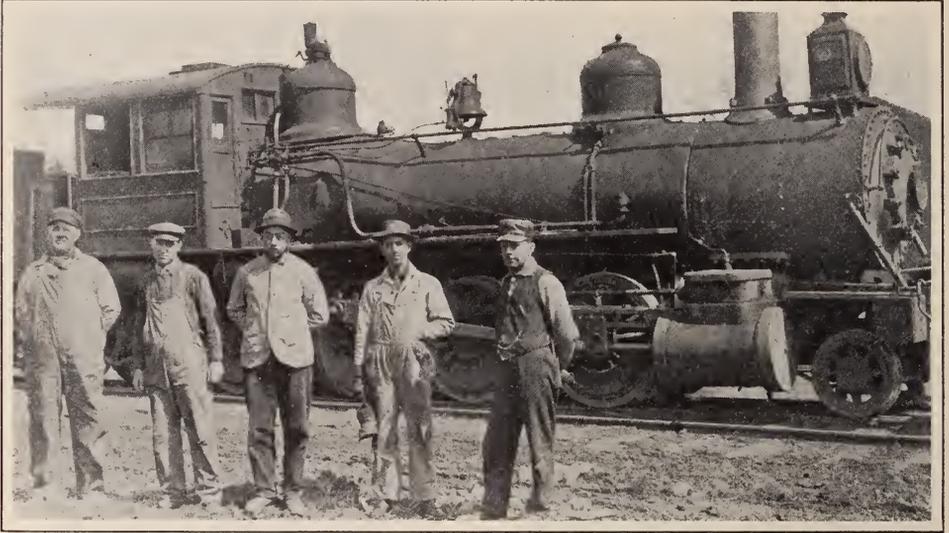
Please mention this magazine

on March 25th, 1913, at an early hour in the morning and expected to take an extended trip, but after the ceremony he and his wife were only able to reach the Phillips Hotel at Dayton on account of the rising waters. Then the "flood came" and they were marooned in the hotel for several days, after which they were unable to leave the city because the railroads were not in operation. We do not think Mr. and Mrs. Bonner will ever forget the day and the circumstances connected with their wedding.

make a good showing. We might state that not a single line has been received from an employe on the Toledo Division for over ten months.

Has anyone seen Kroger?

Henry V. Hoffman, chief dispatcher of the Toledo Division, was born on June 25th, 1860, at Indianapolis, Ind. On April 14th, 1864, when less than five years of age, he had the misfortune to lose his left leg above the knee in an accident.



DAYTON YARD CREW ASSIGNED TO HOME AVENUE RAILWAY (See Note)

The accompanying picture is of the Dayton yard crew assigned to the Home Avenue Railway, a part of the C. H. & D. Railway, who do the work at the industries on the Home Avenue and at the National Military Home.

Reading from left to right appear engineer C. B. Moore, switchman Homer McDonald, switchman Wm. Wilson, fireman E. Bowers and foreman Fred Sellers.

Few items have appeared under the "Toledo Division" in the Magazine and their absence brought about inquiry. It was at first suggested that a new correspondent be selected, but upon further investigation it was found that the correspondent was a very busy fellow, and that all the news he received was from conversations with a few of the boys. He admits that a large division like ours should have at least one full page in each issue, but the way to get news into the Magazine is to send the correspondent the most interesting events you hear along our right of way. Every employe can send what he thinks will be of interest to the others and in this way we will be able to

In July, 1873, he entered the office of master mechanic Ed. Moore of the Indianapolis Division, studying telegraphy and acting as office boy to T. B. Lynn, who was at that time operator, clerk and storekeeper to the master mechanic, continuing there for a little more than two years.

From November 1, 1875, until June, 1876, he was operator at Arlington, Ind., which was then called Burlington. On account of slack business that office was closed and he then worked extra at various points. From October, 1876, until June, 1880, he was operator and agent at Morristown and New Palestine, Ind.

From June, 1880, until October, 1881, he was operator, storekeeper and clerk to the master mechanic at Indianapolis, where he had learned telegraphy.

When the C. H. & D. and the "Bee" Line were consolidated under the name of "The Ohio Railway" Company, the shop was transferred to Brightwood. Mr. Hoffman was transferred to the local freight office at Indianapolis as operator until February, 1882, when he was transferred to the office of the superinten-

dent of the "Bee" Line and I. & St. L. Railway as the C. H. & D. representative. He was employed there until June 1, 1882, when the courts dissolved the consolidation, when he was again transferred to the local freight office at Indianapolis as operator and bill clerk and remained in that position until September, 1886. In the meantime he was also acting as extra train dispatcher.

On September 1st, 1886 he was made regular train dispatcher and on December 1st, 1888, he was made chief train dispatcher of the Indianapolis Division. On October 1st, 1896, he was transferred to Cincinnati as chief train dispatcher of the Cincinnati Division from Cincinnati to Dayton and also of the Indianapolis Division from Hamilton to Indianapolis and on May 1st, 1902, was transferred to Dayton as chief train dispatcher of the Toledo Division from Cincinnati to Lima. On June 1st, 1910, his territory was extended to Toledo, covering the whole Toledo Division from Cincinnati to Toledo. This position he still holds.



H. V. HOFFMAN, CHIEF DISPATCHER

During his years of service on the C. H. & D. R'y, Mr. Hoffman has worked under twelve different superintendents. On December 21st, 1903, he had a slight stroke of paralysis which affected his right side. The doctor states that with perfect rest Mr. Hoffman will be able to resume duty early in May. In his long career with the C. H. & D. R'y he only "failed for steam" when there was a good excuse. After being "shopped" for general repairs he will be good for full tonnage for a long time to come.



The First Purchase

A simple little jacket for the baby—this first Montgomery Ward purchase. That "Baby" is now twenty years old—and just engaged. So another home will be planned and furnished through the big catalogue of Montgomery Ward & Company. For the saving—the policy of honesty and square dealing she has known since childhood has made its impression.

Through this big book everything for the home can be selected and every precious dollar can be made to bring the most in value.

With all the time necessary to consider, compare and carefully choose, this book features for your benefit every necessity and luxury. And everything described on every one of the thousand pages is up to the Montgomery Ward Standard—guaranteed to be exact to description.

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WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *Chief Clerk*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- M. V. HYNES Superintendent, Chairman
- A. A. LAMS Trainmaster
- H. G. SNYDER Division Engineer
- H. N. SCHOENBERGER Agent
- C. GREISHIMER Master Carpenter
- G. A. RUGMAN Supervisor
- S. J. PINKERTON Supervisor
- S. M. BAKER Supervisor
- R. O'NEIL Car Foreman
- E. F. McCAFFERTY Division Foreman
- DR. F. S. THOMPSON Company Surgeon
- F. M. DRAKE Relief Agent
- F. E. THARP Conductor
- E. B. CHILDS Stationary Engineer
- T. G. HOBAN Engineer
- GEO. SWIRES Engineer
- J. BROWN Section Foreman
- S. BORLAND Passenger Brakeman
- CHAS. PARTLOW Freight Brakeman
- J. J. FITZMARTIN Division Operator

- E. MCGUIRE Claim Agent
- D. J. CURRAN Agent, Indianapolis
- J. F. GOOLDY Fireman
- PHILIP Switchman
- J. H. GRAHAM Passenger Brakeman
- GEO. HANRAHAN Machinist

Operator E. S. Tohill, of Rushville, was called home on account of the very serious illness of his father, and operator Moore is taking his place.

Operator P. L. Briner, of Montezuma, is taking a leave-of-absence and operator C. O. Vickory is filling his position in his absence.

Conductor John Waugh is taking an extended trip throughout the middle west.

Traveling timekeeper Vermillion spent a few days in the superintendent's office recently.

W. S. Shotwell, formerly extra dispatcher and car man on the Big Four Railroad, entered the service as car distributor March 20th.

F. E. Ellison, stenotype operator, has accepted a position as stenographer to Roy Powell, chief clerk in superintendent's office.

R. B. White, superintendent, spent Easter Sunday with his parents at Dana, Ind.

INDIANAPOLIS DIVISION (C. H. & D.)

Correspondent, ROY POWELL, *Superintendent's Office*.

DIVISIONAL SAFETY COMMITTEE

- R. B. WHITE Superintendent, Chairman
- F. M. CONNER Trainmaster
- R. W. BROWN Road Foreman of Engines
- H. F. PASSSELL Division Engineer
- J. T. CLEMMONS Supervisor
- E. BOAS Master Mechanic
- E. C. SAPPENFIELD Dispatcher
- DR. WM. OSENBACH Company Surgeon
- G. W. ANDERSON Conductor
- W. B. GARRIGUS Agent, Rushville
- ADAM STORCH Blacksmith Foreman
- E. I. PARTLOW Road Foreman of Engines
- E. J. FITZGERALD Engineer
- GEO. MATTHEWS Assistant General Car Foreman

SANDY VALLEY & ELKHORN RAILROAD

Correspondent, GEORGE DIXON, *Chief Clerk*
DIVISIONAL SAFETY COMMITTEE

- H. R. LAUGHLIN Superintendent, Chairman
- GEORGE DIXON Secretary
- H. L. BURPO Engineer
- C. C. WOODSON Fireman
- A. W. WHITE Maintenance Clerk
- W. B. QUINN General Foreman
- FRED RUTHERFORD Yard Conductor

Baltimore International League Baseball

Employes of the Company who are baseball fans will be glad to see the home schedule of the Baltimore International League Team (The Orioles) which follows:

AT HOME

WITH TORONTO	May (2†-2), 4, 5.	June 22, 23, 24, 25.	August 11, 12, 13.
WITH MONTREAL	April 29, 30.	May 1.	June 18, 19 (20†-20).
WITH BUFFALO	April 21, 22, 23, 24.	June 26 (27†-27), 29.	August 20, 21, 22†.
WITH ROCHESTER	April (25†-25), 27, 28.	June 15, 16, 17.	August 15†, 17, 18, 19.
WITH PROVIDENCE	June 4, 5 (6†-6).	July (4†-4*), 6, 7.	September 25 (26†-26).
WITH NEWARK	June 11, 12, 13†.	July 8, 9, 10, 11†.	September 10, 11 (12†-12).
WITH JERSEY CITY	June 8 (9-9), 10.	July 20, 21, 22.	September (7*-7), 8, 9.

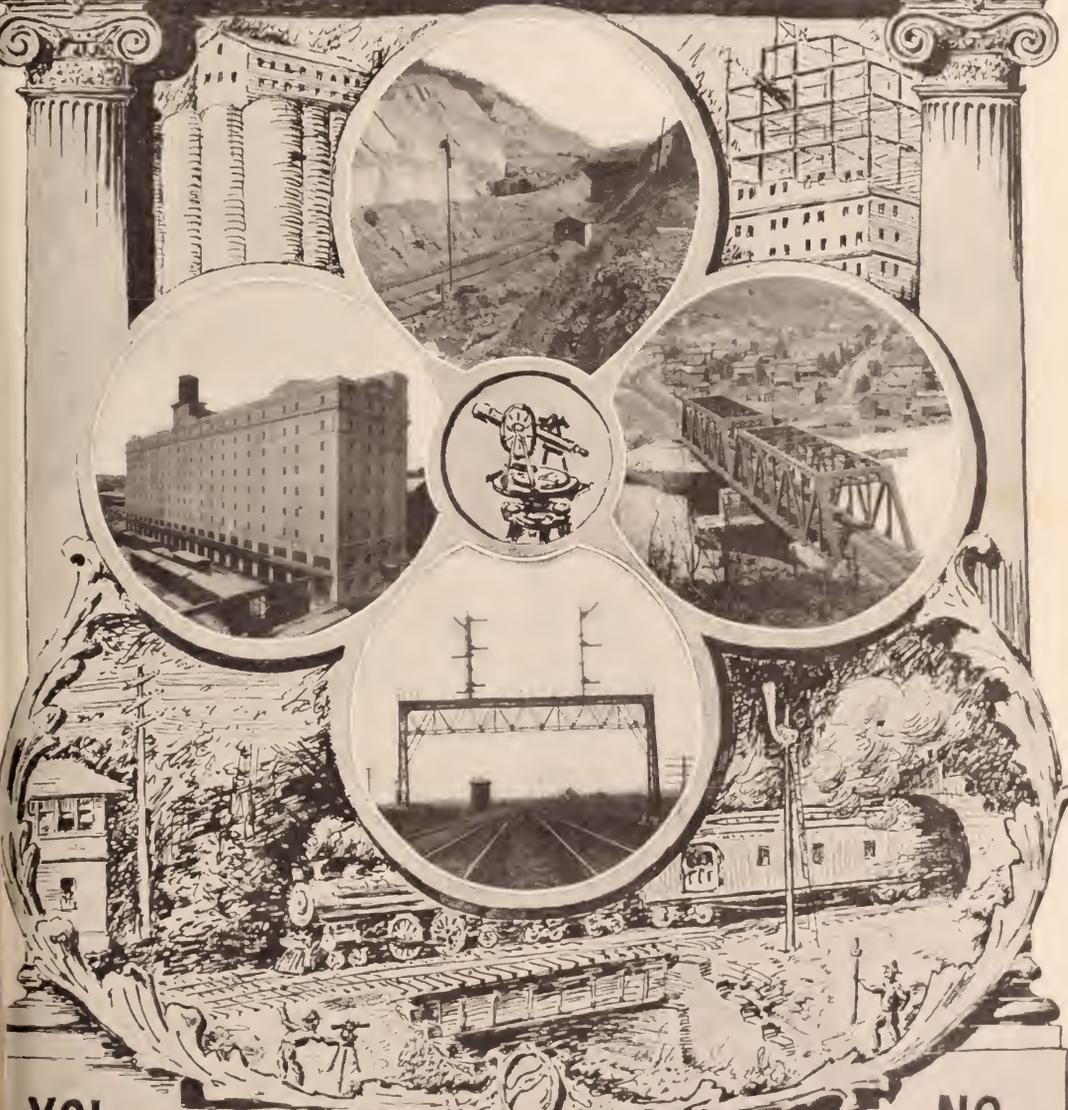
† Saturday. * Holiday games A. M. and P. M.
Dates in parentheses without asterisk denote double-header.

SAFETY FIRST

BALTIMORE

AND OHIO

EMPLOYEES MAGAZINE



VOL.
2

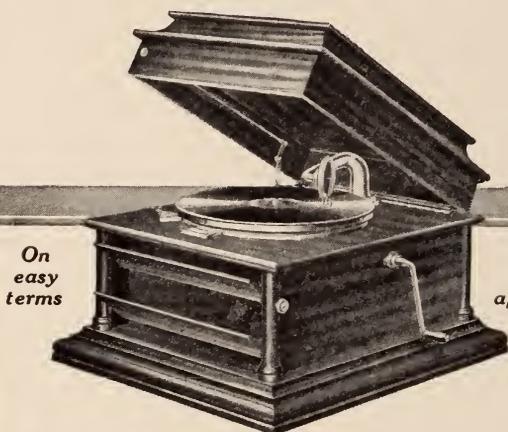
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JUNE, 1914.

NO.
9

ARCHITECT'S OFFICE.

Pavlova

dances to the music of
Columbia Dance Records
played on her Columbia
Grafonola



On
easy
terms

And
on
approval

The Columbia Grafonola "Favorite" \$50
with 20 Modern Dance Selections \$60

There will be a hundred times this summer when you will be glad you own this always-ready and always-delightful musical instrument.



Pavlova dancing the "Pavlova Gavotte"
(Columbia Record A5566—\$1.00)

Pavlova writes: "I use your Grafonola and dance records in my rehearsals with complete satisfaction and find your dance records truly represent the very SPIRIT of the dance. Their tempo, rhythm, clarity and musical qualities simply charm me."

Columbia

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Box F-418 Woolworth Building, New York

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Don't Throw Away Your Old "Leaky"-"Smeary" Fountain Pen

To relieve you of its discomforts, we will allow you 50 cents for it, in exchange. Send it to us by ordinary mail at our risk, and under separate cover, bank draft or money order for \$2.00 and we will send you the \$2.50 pen described below, a pen that will be a source of never ending usefulness and pleasure to you, that will do your bidding if you but guide it aright over the writing sheet.

LAUGHLIN

AUTOMATIC—NON-LEAKABLE SELF STARTING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*It's a Self-Starter.*

You don't have to fill the Laughlin, *it's a Self-Filler.*

You don't have to clean the Laughlin, *it's a Self-Cleaner.*

You don't have to monkey with dangerous, awkward, or unsightly locks, extensions, or so-called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (See illustration.)

You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing.

These results—or your money back. These features are peculiar only to this patented construction.

\$2.50 By insured mail, prepaid to any address

If you have no old back number dropper filler pen to send us in exchange, just enclose \$2.50 with this coupon containing your name and address, we will send the pen by return mail. Delivery guaranteed.

FILL OUT AND MAIL TODAY.

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188 Wayne St., DETROIT, MICH.

GENTLEMEN—Here is \$2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....
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You Can Master All These Modern Dances

The Tango, Argentine, Castle Walk, Boston, Hesitation Waltz, Dream Waltz and others of the new and fashionable dances made wonderfully easy and quick to learn. New, simplified course of self-instruction arranged and compiled in book form by a Renowned Exponent of the Modern Society Dances.

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Only \$1.00 for what is in reality a \$25.00 course of instructions in these new dances. To place the correct performance of these beautiful dances within the reach of all those who cannot afford the cost or time that a course of personal instruction would entail, we have arranged with the author to sell this course in book form at the low price of \$1.00. If you have not as yet learned the new dances, or if you wish to increase your repertoire or improve your dancing, send for a copy of

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A beautiful book—handsomely bound in heavy board covers with appropriate three color cover design. Fully illustrated, containing 20 full-page halftones showing positions and steps and easy-to-understand diagrams illustrating figures. Send only \$1.00 today and get this book—the only successful method of home instruction.

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Railway Exchange, Chicago

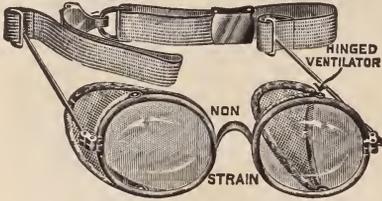
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE,
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Enclosed find \$1.00, for which send me postpaid your course of instructions in the new dances in handsome book form, "The Modern Dances."

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Look at this Clear Vision Comfortable Fitting Goggle



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Beware of Imitators. Take no substitute. See that our trade-mark "Non-Strain" is on the box. If your watch inspector cannot supply you pin a one dollar bill on your letter and we will send a pair to you prepaid.

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legitimately appeal to the rank and file of our readers. so that there may be no question about its standard.

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine.

It is our purpose to offer only such things as will All advertising will be rigidly examined before insertion and no liquor or other objectionable advertising will be accepted

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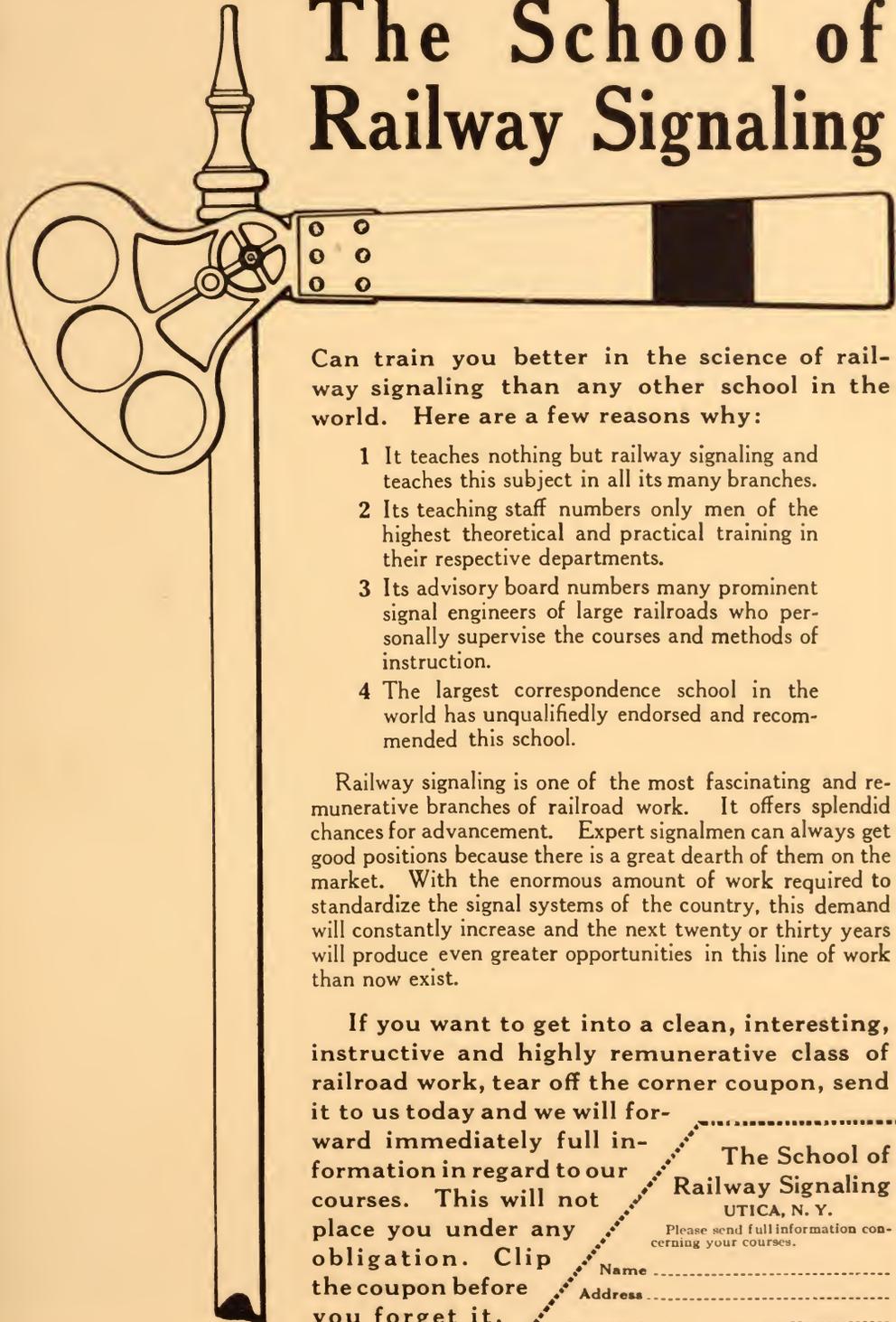
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Can train you better in the science of railway signaling than any other school in the world. Here are a few reasons why:

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- 3 Its advisory board numbers many prominent signal engineers of large railroads who personally supervise the courses and methods of instruction.
- 4 The largest correspondence school in the world has unqualifiedly endorsed and recommended this school.

Railway signaling is one of the most fascinating and remunerative branches of railroad work. It offers splendid chances for advancement. Expert signalmen can always get good positions because there is a great dearth of them on the market. With the enormous amount of work required to standardize the signal systems of the country, this demand will constantly increase and the next twenty or thirty years will produce even greater opportunities in this line of work than now exist.

If you want to get into a clean, interesting, instructive and highly remunerative class of railroad work, tear off the corner coupon, send it to us today and we will forward immediately full information in regard to our courses. This will not place you under any obligation. Clip the coupon before you forget it.

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UTICA, N. Y.

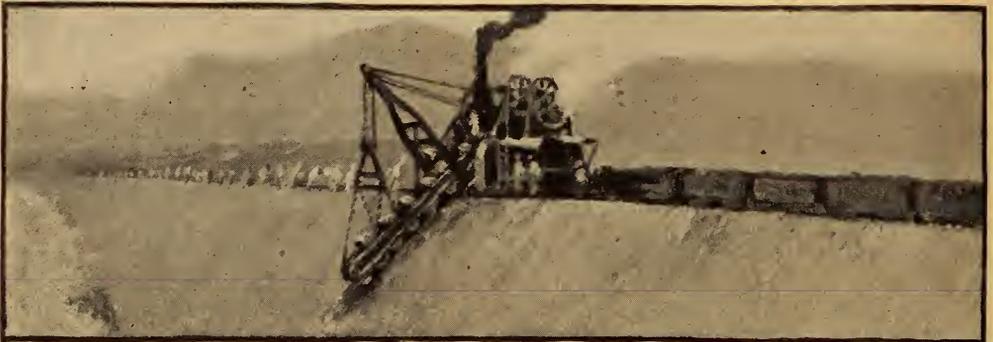
Please send full information concerning your courses.

Name

Address

Occupation

Please mention this magazine



The Army of God-Knows-Where

By Alfred Damon Runyon

No bands are playing gaily when they're
going into action,
No crowds are cheering madly at their
deeds of deering-do;
They are owing small allegiance to any
flag or faction—
Their colors on the sky-line and their
war cry "Put it through."

Ahead of bath and Bible and, of late, re-
peating rifle,
The flags can only follow to the start-
ing of their trail;
They heard the leagues behind them,
every mile the merest trifle;
They mark the paths of safety for the
slower sail and rail.

Their standards kiss the breezes from
the Artic's cooling ices
To where the South pole's poking out
its new discovered head;
You can see their chains a-snaking through
the lands of rum and spices—
And east to west you'll always find
their unrepining dead.

No time for love and laughter, with their
rods upon their shoulders.
No time to think with vain regret of
home or passing friends.

They are slipping down the chasms,
charging up the mighty boulders,
The compass stops from overwork,
the pathway never ends.

They slit the gullet of the earth; dis-
gorge its hoarded riches
(But life's too short for them to stop
and snatch a rightful share);
They've a booking on the Congo putting
in some water ditches;
A dating to take tea with death; they
make it by a hair.

You will find their pickets watching in
the unexpected places;
You will hear them talking freely of
The-Things-That-Can't-Be-Done;
Oh, the Faith they speak so strongly and
the Hope that's in their faces—
It lights the gloom of What's-the-Use
as brightly as the sun.

No bands are playing gaily and no crowds
are madly cheering;
No telegraph behind them tells their
deeds of deering-do,
But forward goes the legion, never doubt-
ing, never fearing—
Their colors on the sky-line and their
war cry, "Put it through."

Dedicated to our Civil Engineers

Railway Engineering and Maintenance of Way, Issue of September, 1913





Toil

From painting by Jonas Lie



A. L. TRUHER
Conductor
C. M. & St. P. R. R.



J. H. WELKER
Brakeman
C. M. & St. P. R. R.



B. E. AMENT
Engineer
Illinois Central R. R.



F. C. PRATT
Fireman
Illinois Central R. R.

Some 1913 Winners

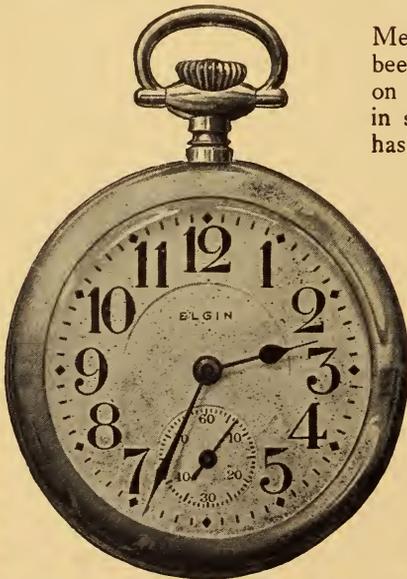
who got prize Elgin Railroad Watches last year. They saw our offer and got busy. They, with hundreds more, went to their watch inspectors, learned all about this timer that never gets stalled and never gets laid up in the round-house, and then they wrote us their opinions. You can do it, too!

A Fine Leather Wallet to Every Man on the System

We want to give a mighty handy present to every man in the operating department of this road. Here's the idea! Make a run over to your watch inspector, get him to show you the latest model Elgin Railroad Watch, and tell you how it puts the red against trouble. He'll give you a dispatch sheet with a few questions on it asking what you think is necessary in a good railroad watch, and how well the Elgin Railroad Watch comes up to the requirements. Fill out the sheet with your honest opinion, give it the clear to us, and we'll send you a wallet as fast as Uncle Sam can get it to you.

We'll go that offer one better: We'll give an Elgin Railroad Watch itself to the engineman, conductor, fireman and brakeman who send us the best write-ups. The white shows from now until October 1st, when this special pulls into the terminal. Get aboard!

ELGIN Railroad Watch



Men! Here's a watch with a clean record! It has been in the service for 50 years, and has always been on the "on time" sheet. There are more of them in service today than any other railroad watch that has ever been manufactured. This big feature gives

Elgin Railroad Watches the right of way and makes others take the switch.

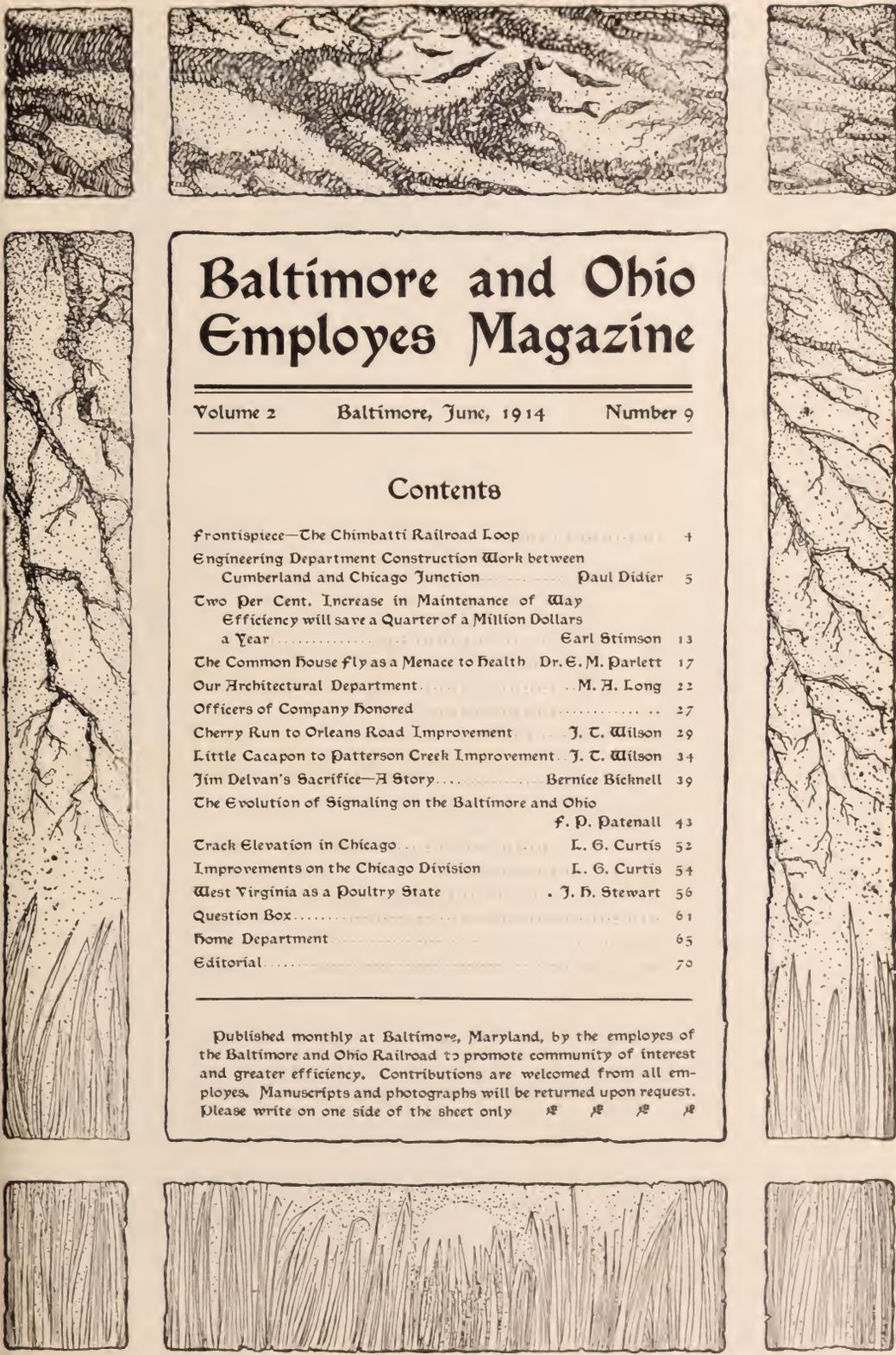
Go look the Elgin Railroad Watch over in your watch inspector's roundhouse! He'll tell you all about its running gear, its power generator and its strong build. He has it there right now, fresh from the shops, bright and shining, up-to-date in every part.

Go now, and get in the Prize Watch Contest! Your inspector looks for you!

ELGIN NATIONAL WATCH CO.
ELGIN, ILLINOIS

Manufacturers of more than 18,000,000 watches in 50 years.

Please mention this magazine



Baltimore and Ohio Employes Magazine

Volume 2

Baltimore, June, 1914

Number 9

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



THE CHIMBATTI RAILROAD LOOP, IN THE HIMALAYAN MOUNTAINS, NEAR DARJEELING

Photo by Janet M. Cummings

The Chimbatti Railroad Loop is chiefly remarkable because it makes a double loop, and is probably the only railroad in the world that does. As shown in the picture, the train comes up on the right-hand side, makes a complete turn and passes under the tracks at the left, makes another complete circle and comes straight forward us over the bridge. This might well be called the "cork-screw" method of climbing a mountain. (For full description, see page 19.)

Important Engineering Department Construction Work between Cumberland and Chicago Junction

By Paul Didier

Principal Assistant Engineer



THE extent and cost of new construction work carried on by a railroad is very often an index to the commercial activity in the territory through which the railroad extends. Local improvements are of course much more interesting to persons living in the vicinity. To most railroad employes, however, all improvements on the line of their road are of interest. To attempt to describe in detail any one of the numerous pieces of work which have been accomplished by the Baltimore & Ohio Railroad in the territory above mentioned would require a more or less lengthy article for each. It is therefore not attempted here more than to briefly indicate some of the work done by the Engineering Department alone in this territory, comprising the Connellsville, Pittsburgh, New Castle, Cleveland, Newark and a small part of the Ohio Divisions.

During the years 1911, 1912 and 1913, improvements, including flood damage, bridge reconstruction (part of which is still in course of completion), have been made, aggregating expenditures of approximately seven and a half million dollars, covering all classes of work. The disastrous floods of March, 1913, were particularly destructive to railroad prop-

erty on the lines traversing the State of Ohio, and in this territory alone flood damages to bridges necessitated an expenditure of about six hundred thousand dollars. It should be borne in mind that the following items include no additions or betterments which were not under the direct supervision of Engineering Department officials, and therefore the sums above stated do not by any means represent the total outlay by the Railroad Company for improvements in this territory.

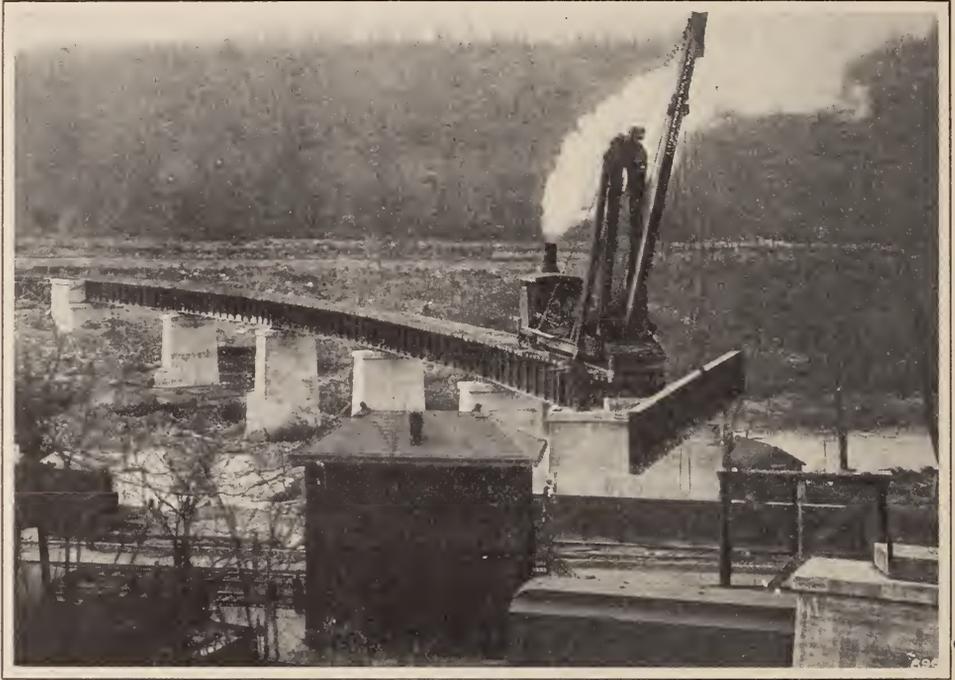
The rapidly increasing coal traffic from the Quemahoning fields necessitated providing better facilities on the Quemahoning Branch, and our coal branch line was extended from Acosta to Somerset, Pa., a distance of 9.4 miles. This extension has shortened the haul for traffic from the various coal fields from two to sixteen miles and affords a much more economical outlet than by the previously operated line, due also to reduced curvature and gradients.

After the completion of the extension of the Somerset Branch, as the major portion of the traffic from the coal mines in the Quemahoning district was handled via that line and on account of the limited capacity of the yard at Adams,

Pa., a new yard was constructed at Somerset, for the assembling of empty cars to be delivered to the coal mines and for the classification of loaded cars from that district. The yard consisted of westbound receiving, eastbound receiving and eastbound classification tracks, with engine house, machine shop, sand house and

and this scheme was carried out. Two depressed concrete cinder pits were constructed on the ashing track and two Robertson cinder conveyors installed, operated by compressed air.

Between the east end of the yard at Rockwood and Garrett, Pa., the main line of the Connellsville Division is a



CASSELMAN RIVER BRIDGE, ROCKWOOD, PA.
View showing derrick crane setting girders over main track

other facilities for handling locomotives. The establishment of the yard at Somerset made it possible to turn the Cumberland crews at that point and thus secure a full day. In the course of the improvement it developed that by the acquisition of some additional property and water rights, it would be feasible to obtain from Kimberley run, a tributary to Coxes Creek, by means of proper intake and pipe lines, a gravity flow of sufficient clear and uncontaminated water to supply all locomotives operating on the branch,

double track line on the north, or right hand side of the Casselman River, and owing to the increased amount of traffic originating in the Quemahoning district, largely by virtue of the above improvements, this portion of the Connellsville Division was seriously congested, the trouble being aggravated by the ruling gradients which exceed 0.5%, requiring the 50-car trains from the S. & C. Branch to be helped over the line from Rockwood to the foot of the heavy grade at Blue Lick Creek, east of Rockwood, from

which point a second helping engine was employed. The Connellsville & State Line Railway (Western Maryland) had constructed a single track line on the south side of the Casselman River. To relieve the conditions, a Baltimore & Ohio third track was constructed, comprising about 8.4 miles of line from a connection with the S. & C. Branch, about one-half mile north of Rockwood, passing over the Baltimore & Ohio main tracks at Rockwood and the Casselman River to the south side, adjoining and parallel to the track of the C. & S. L. R'y, for about seven miles, thence diverging and again crossing the Casselman River to the north side and connecting with the Baltimore & Ohio main track via the existing east-bound passing siding at a point about three-quarters of a mile east of Garrett, Pa. The construction of this improvement permitted the discontinuance of operating helper engines on the heavy slow freight trains between Rockwood and the foot of the heavy grade near Blue Lick creek, and was not only justified by the increased facilities and the saving which could be effected, but also by the greater despatch with which traffic could be handled over the eastern end of the Connellsville Division.

The largest structure on the entire line was the bridge over the Casselman River at the Rockwood end, being 587 feet long, on a 7° curve, consisting of three solid floor through girder spans throughly water-proofed to prevent cinders, coal or water falling through to the tracks and platforms on the main line, and five deck girder river spans. The erection of the five river spans and two of the through girder spans was handled from the south side of the river by means of a self-propelling derrick crane, equipped with an "A" frame forty feet high from the base of rail and having a fifty-two foot beam.

The girders were loaded on a small truck and pushed out ahead of the derrick car, as it was deemed impracticable to handle the girders around the 7° curve with the derrick car. The last and largest span was erected from the north side of the river from the yard tracks beneath the bridge, being placed by the derrick car which stood on the new spans above. The accompanying photograph is an excellent view of the bridge, showing the derrick car in the act of setting girders of the easternmost through span over the main track.

One of the largest and most interesting improvements completed by the Baltimore & Ohio Railroad in recent years was the construction of the new double-track tunnel and revision of alignment at Sand Patch, Pa., on the main line of the Connellsville Division. The main line from Cumberland, Md., to Connellsville, Pa., crosses the Allegheny mountains at Sand Patch, about thirty-three miles west of Cumberland, and about fifty-nine miles east of Connellsville, through a single track tunnel. The summit of the old grade is 2273 feet above sea level. From an operating standpoint, the situation was a difficult one, not only on account of the long and heavy approach grades, which were 1.5% from the east and 1.0% from the west, but principally owing to the location of the old tunnel on the steep east approach, which in addition to being on the 1.0% grade was only built for a single track. Train movements through the old tunnel were numerous, comprising an average of sixty-three trains per day—fifteen passenger, twelve fast freight, and thirty-six tonnage freight, as well as numerous switching movements. This traffic resulted in considerable congestion, with the accompanying delays to trains and accumulation of train crew overtime. The

congestion became so serious that at times the tunnel was used daily to its ultimate capacity. In view of these conditions and owing to the constantly increasing traffic, it became necessary to provide a second track crossing the mountains. A thorough study of the situation developed the fact that it would be more economical

is a cut of about 75,000 cubic yards and on the west approach a cut of 425,000 cubic yards. The improvement also included a revision in alignment of the old line east of the tunnel for a distance of 2600 feet, and west of the tunnel the construction of a 200-car capacity set-out yard, with "Y" for handling eastbound



RECONSTRUCTION OF BRIDGE 74, GLENWOOD, PA. (FIG. 2.)

View looking up stream showing artificial island and shoe in place ready for forms for Pier D. C. Taken August 28, 1913

to construct a new double-track line than to attempt to enlarge the existing tunnel under traffic. Aside from the congestion of traffic and the resulting costly operation, the danger of operating through the old tunnel was considerable, due to the insecure roof, small amount of clearance and bad ventilation.

The new double track line is about 11,000 feet long, constructed to the north of the old line. It involved the construction of a 4175 foot tunnel, from fifty feet to 400 feet northeast of and at an acute angle with the old line. On the east approach to the new tunnel, there

trains; also construction of complete interlocking plant, including new brick signal towers at Manila and Sand Patch. Where the center line crosses, the mountain summit is 2498 feet above sea level; the track summit is 2257.5 feet above sea level, or 233.5 feet below the mountain summit. The approach to the track summit on the east slope has a 0.5% gradient and on the west slope a 1.0% gradient. The west portal is 2475 feet west of the mountain summit and the east portal is 1700 feet east of the mountain summit. The track summit is 2525 feet west of the west portal.

In the tunnel lining, a special type of collapsible steel forms was used, consisting of four forty feet units, enabling a daily progress in tunnel lining of forty feet each day, and the speed and efficient manner in which the lining of the tunnel progressed established a record which it will be hard to surpass. Two serious slides occurred during the progress of the work, one in March, 1912, which moved bodily about 80,000 cubic yards of material into the west approach cut, and another taking place in July of the same year, involving the removal of about 120,000 cubic yards of material. These slides considerably delayed the completion of the work and were occasioned by the inclination of the strata dipping into the new west approach cut. They increased the volume of the west approach cut to about 650,000 cubic yards.

The grading and tunnel work was begun May 1, 1911, and completed December 24, 1912, and the entire improvement cost over two million dollars. According to the best record available, the old single-track tunnel was completed in 1871, after an interrupted period of construction of seventeen years, during eight years of which work was actually under way, and the rapidity of completion of such a large and concentrated undertaking as the new Sand Patch tunnel is a tribute to modern equipment and the efficient organization and engineering personnel engaged in this stupendous work.

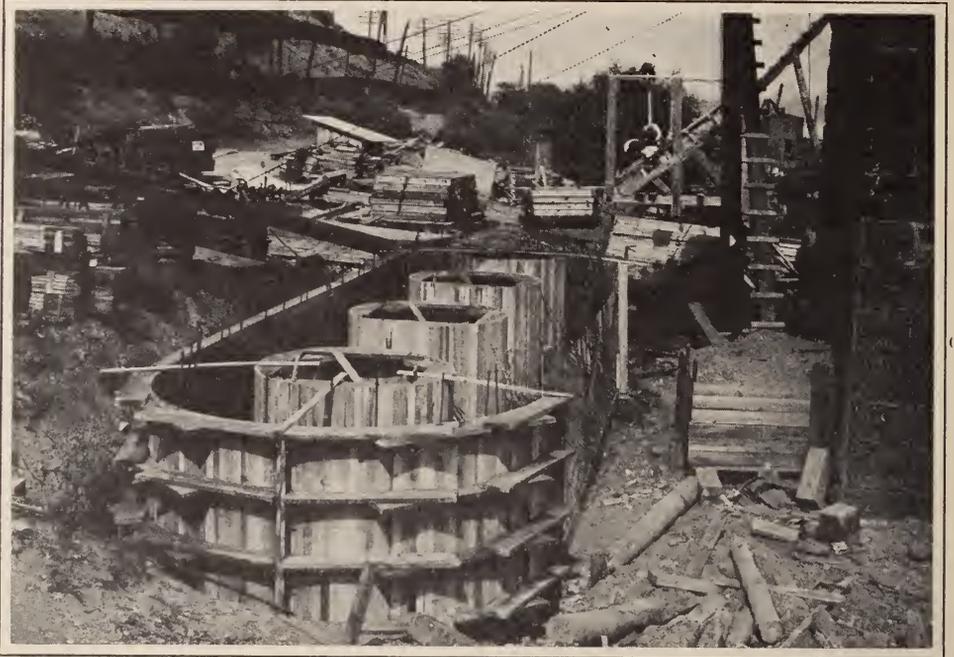
At the present time we have under way the reconstruction of our bridge No. 74, Pittsburgh Division, over which traffic between Pittsburgh and Wheeling is carried; this bridge spans the Monongahela River and was constructed when the line was built about thirty years ago. The bridge was originally designed to carry engines weighing about 103,000 pounds. For some years we have been operating

engines weighing 173,400 pounds, a speed restriction of ten miles per hour having been observed over the structure. These engines strained the bridge to the limits of its safe working capacity, and the new structure will be of modern design and capable of supporting increased weight of traffic for years to come. The masonry work is now in progress and it is expected to begin the erection of the steel superstructure soon, and to complete the work entirely during the Fall of 1914. The river spans of the new structure will be carried on reinforced concrete piers, resting on rock.

An interesting feature of the masonry work now in progress is the caisson method being used in sinking these reinforced concrete piers to rock, which lies from forty to fifty feet below low water. The first step in preparing for the caisson work was to dredge the site of the piers to a depth of fifteen to twenty feet below low water, in order to remove any boulders or submerged logs and driftwood. Sand and gravel were then hauled in scows from a convenient bar in the river and islands built up to an elevation of two or three feet above the ordinary water stage. At one of the river channel piers the island was protected from wash by a cofferdam of twenty feet steel sheet piling, driven to a depth of about five feet into the river bed. Steel shoes as shown in accompanying photograph (Fig. 2), were set up and riveted in place on these islands on the location of what will be the finished foundations, after which forms were built on top of the shoes for the foundations. Photograph (Fig. 3) shows a section of forms partially built with the reinforcing rods in place, all of which were riveted to the steel shoes. Working chambers six feet high, with one to one side slopes, were left through the entire length of the foundation. An inside view

of one of these caisson chambers is shown in (Fig. 4). The top and slopes of these chambers were supported by filling the space with sand and gravel after the forms were built to the top of the chamber.

material excavated was sand and gravel, in varying proportions, until blue shale was reached. In all cases but one, where the site was of soft material and was not replaced with sand and gravel, the first



BRIDGE 74, FIG. 3, SHOWING SECTION OF FORMS AND REINFORCING RODS IN PLACE

Four openings, each seven feet four inches in diameter, were left in each caisson for handling the excavated material. These openings are shown in photographs (Figs. 3 and 4).

After the concrete was placed in the forms and allowed to set, the weight on the steel shoes forced them into the ground, and the excavation of the earth was made through the openings in the caisson by means of orange-peel buckets, banded by derrick boats. One of the caissons was lowered the first ten feet in a working day of ten hours, but two or three feet was an average day's work after the caissons were partially lowered, as the digging became harder. All the

section of concrete was built fifteen feet high before lowering. After this, concrete was added in eight-foot sections after lowering the caissons nearly to water level. Concrete material was delivered in barges and was mixed on boats and placed in the forms either by chutes from a tower on boats, or hoisted in buckets by a derrick boat. In only one of the river caissons was it found necessary to pump the caisson and do any work by hand before reaching the shale, that being caused by striking a submerged log. The weight of the concrete forced the sand and gravel under the four openings, where it could be reached by the orange-peel buckets, and the water was allowed to stand at

river level until the shoes reached the shale. Chambers and openings were then pumped out, excavation done by hand until a solid, even bearing was reached, and the openings concreted. A thin stratum of clay encountered just above the shale shut out the water to such an extent that the pumping for three of the caissons was done with one Emerson pump, with four inch discharge. Provision was made for using compressed air, if found necessary, by carrying pipes up through the concrete between the openings, but it has not been found necessary to use it. The above described method has proven advantageous on this work, as there have

delay caused by waiting until the water recedes below the top of the caisson. It is estimated that this entire improvement will cost close to three-quarters of a million dollars.

In addition to the foregoing, the Baltimore & Ohio Railroad has expended a considerable amount on the improvement of passenger and freight terminals at various points in this district, of which we have chosen Youngstown for a brief description.

At Youngstown, Ohio, the old freight facilities in existence were totally inadequate to take care of the largely increased volume of business that has been accumulating at that point for the past



RECONSTRUCTION OF BRIDGE 74. GLENWOOD, PA. (FIG. 4)

View taken in air chamber of Pier B. A. Bottom of excavation at elevation 692.00. Taken November 5, 1913, 4 p. m.

been three rises of the river since it was started, which would have caused serious trouble with open cofferdams. The only disadvantage in using this method is the

twenty or twenty-five years, as the growth of the city of Youngstown has been phenomenal. During the past few years, the Baltimore & Ohio Railroad

Company has expended close to half a million dollars on improved freight facilities at this point, which necessitated the acquisition of considerable land, the grading of a large tract for construction of freight yard tracks and a retaining wall to hold the ground for the new yard along our main tracks. This grading also included excavation of ground for the construction of new brick and concrete inbound and outbound freight stations, with concrete unloading platforms between. A forty ton gantry crane was constructed in the freight yard along the team track, for handling commercial freight too bulky or heavy to be moved by hand. Brick driveways were constructed around the new freight houses and several streets leading thereto were paved and curbed and put in first class condition for travel.

Considerable amounts have been expended for improving various sections of line by the repairing and reconstructing of bridges, which, as is generally known, are the usual points restricting the loading which can be carried. The work which has been looked after directly by the engineering department in the past two or three years in this district comprised expenditures for repairs amounting to more than one hundred thousand dollars on six bridges alone, involving reconstruction of old masonry, replacing wooden trestles with concrete arches, replacing light steel bridges with superstructures of heavier design, repairing masonry and reinforcing existing steel structures to make them strong enough to carry the increased weight of traffic.

The special difficulties in prosecuting the flood work during the summer were the extremely heavy traffic on single track lines, which it was necessary to maintain with as little delay to trains as possible. At the stream crossings, up to the time of the flood, it had been assumed that hard gravel foundations were amply able to carry any load without piling, but the fallacy of this idea was evidenced by the general failure of masonry built on such foundations, and the new masonry rests on piles driven to refusal in the gravel bottom.

The expenditure for improvements above described represents only a comparatively small amount of the enormous sum which a railroad company finds it necessary to expend to keep pace with industrial development, requirements of the public laws, and to take care of emergencies of the character of the March, 1913, flood. It should therefore be the desire of every railroad employe that the general public deal in a fair and impartial manner with matters of public utility requirements, as it is undoubtedly true that the railroads of the country are the veins and arteries having the most direct bearing on the question of general commercial activity, not only on account of the enormous sums which they annually expend for material, equipment and supplies, but also because of the fact that the railroad companies should be given every possible encouragement in providing adequate facilities for handling the tremendous demands made on them by the public for both passenger and freight traffic.



Two Per Cent. Increase in Maintenance of Way Efficiency will Save a Quarter of a Million Dollars a Year

Extracts from Deer Park Address of Earl Stimson,
Engineer Maintenance of Way

HE startling statement made in introducing my subject, namely, that "two per cent. more in the way of efficiency will mean \$240,000," suggests quite a broad field for the practice of efficiency methods in the maintenance of roadway and structures. We have been after this two per cent. all summer and I will give you the methods used and the results we have so far attained.

The best way to begin is to state what we have to do. First, let me tell you something of the mileage of the Baltimore & Ohio System, and of the number of men and the amount of material required to maintain this mileage.

On the Baltimore & Ohio, the main track mileage is: First track, 3,470; second track, 1,197; third track, 165; fourth track, 37; side tracks, 2,398; making a total of 7,267.

On the Baltimore & Ohio Southwestern, the mileage is: First track, 985; second track, 68; third track, 2½; fourth track, 2½; side tracks, 483; total, 1,541. This makes a grand total mileage of 8,808 miles.

On our September pay rolls, the Baltimore & Ohio and the Baltimore & Ohio Southwestern have approximately 12,000

men engaged in M. of W. work. Three thousand of these men are engaged on work chargeable to other departments, leaving a total of 9,000 to do the actual maintenance work on these 8,808 miles. Now that we have men, what have we with which to pay them and what have we with which to furnish the material for them to use? There is a tradition that the road should be maintained on twelve per cent. of the gross earnings. This gives us about \$12,000,000 a year, divided in this way: \$10,500,000 for the Baltimore & Ohio, and \$1,500,000 for the Baltimore & Ohio Southwestern.

Here is the work we are doing this year on the Baltimore & Ohio. Our renewal program is heavy. It calls for 62,557 tons of new rail, which is equivalent to about 400 miles of track. Our original program for stone ballast calls for 780,000 tons, of which we will probably get about 500,000 this year. We plan for 1,733,000 new ties in the main track, and 356,000 in the side tracks, making a total of 2,089,000 ties. With the exception of about 100,000 we will probably get all of these in.

This work is being concentrated mainly on the line between Philadelphia and Chicago via Pittsburgh, as it is the de-

sire of the management to raise that part of the road to a high standard. We will accomplish a great deal toward this end, this year.

On account of our pay rolls on the first of July being reduced approximately \$100,000 this year under last, and \$200,000 in both August and September, making a \$500,000 reduction for the three months, we were handicapped. However, even under these circumstances, by concentrating the force we had on this renewal work in these three months, we have accomplished as much in rail, tie and ballast renewals as we did last year. This was brought about not only by getting two per cent. more efficiency, but a great deal more than two per cent.

Last year we averaged eighty-two feet per man per day laying rails. In the year 1913 we have brought the average up to 113 feet per man per day. I think we have done a good deal better job this year too, although we have laid a larger amount of rail with less men. The supervision has been such and all in the Maintenance of Way Department have been after efficiency so hard, that you will find the rail better laid, the

joints and bolts tighter, the tie plates and anti-creepers applied and the tie spacing up closer to the laying this year than last.

Here is a very serious problem with which our department is confronted: It is the increased costs of labor and materials referred to by the president yesterday. Take the heaviest items of

material. Three years ago we discarded Bessemer steel rail for rail renewals and adopted open hearth steel rail at a cost of \$2.00 a ton more. This increases the cost of rails this year \$124,000. We put in about 2,000,000 ties per year. In the last three years the average price of ties has increased approximately fifteen cents. This means an increase of \$300,000 in the item of ties. We have increased the wages of our men about \$350,000



EARL STIMSON
Engineer Maintenance of Way

a year. This makes \$774,000 a year increased cost, with no increase in the amount of labor and material. To offset this we make a good saving in stone ballast, due to more favorable contracts, amounting to about \$40,000 per year, and at Martinsburg we have a frog and switch shop where last year we effected a saving of \$60,000 in the item of frogs and switches alone.

Let us go back to the two per cent. saving by increased efficiency. What has been done along this line has been accomplished by additional and more effective supervision, and by studying and improving the methods of work. By applying the improved methods we have accomplished a great deal towards increased efficiency. I talk about this more than anything else to the district engineers and division engineers. They in turn talk about it to the supervisors, and the supervisors to the foremen. We cannot but get good results.

On the Philadelphia Division and on the Washington Branch of the Baltimore Division, this studying of methods and the applying of the improved methods is on a very systematic basis. We maintain on those divisions an efficiency system, applying to track work, the principles of scheduling, planning and despatching the work and the comparing of the performance with the schedule to determine the efficiency. These principles have been successfully applied to shop work.

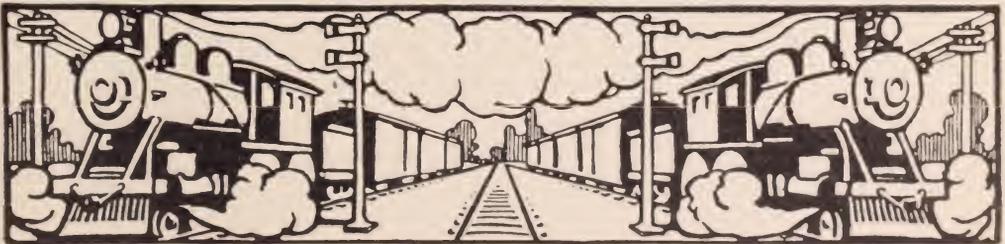
Last month we started paying a bonus, thus completing our efficiency system, as without the bonus or reward as an incentive the highest efficiency may not be attained. As the result of applying the bonus, during the first month on the Philadelphia Division the efficiency was raised from 74 per cent. to 75 per cent., and we expect greater gains when the meaning of the bonus is fully understood by the men.

We will probably not extend this efficiency system in the somewhat elaborate form in which it is used on these two divisions, over the entire System. We are, however, preaching these methods to all divisions and making use of the very valuable information we are gaining by the working out of the complete system on the two divisions named.

The efficiency system is practically this: The supervisor or the foreman should first know how much work he should get out of his gang per day. If he does not get it, he should find out what is wrong with either the gang or himself; then correct it. The supervisor should measure each gang's performance with the standard of work. If they do not measure up to it, he should properly instruct the foreman, or, if the latter is incompetent, get a new foreman.

One difficulty with which the department has to contend, is the coming and going of the men who make up our track forces. Last year we built up our force late in the season, when labor was scarce, and we had to take what we could get, which was a poor and shifting class. This condition compelled us to carry a large and inexperienced force to get the work done, with a correspondingly low average of efficiency.

This year we reduced force. This enabled us to cull out the less desirable and to put the cream of the force on the work. This, with the more intense interest and the more comprehensive supervision, has produced the results.





(From the National Geographic Magazine, Washington, D. C. Copyright 1914—by special permission)

MALE HOUSE FLY RESTING ON GLASS AND SEEN FROM BELOW

In addition to two claws, each of the six feet is supplied with two light colored sticky pads. Germs and spores stick to these pads, and are thus carried from place to place with great rapidity, for the fly travels fast and far on its own wings, and on cars, boats, and other moving things. The fly cleans its feet carefully whenever they become contaminated, thus removing many of the germs that would otherwise be spread, but not all.

The Common House Fly as A Menace to Health

Dr. E. M. Parlett

One of the first things General Funston did after assuming control of the city of Vera Cruz, Mexico, was to promulgate an order that all garbage receptacles be water-tight and screened in order to prevent the possibility of flies feeding and breeding in or about them.

One of the most noticeable features of the magnificent sanitation system evolved in the Panama Canal zone was the absence of the fly and the mosquito. Leading physicians and scientists tell us that the fly is one of the most dangerous carriers of disease germs. Should we not accept the word of such men as it is given and try to do everything in our power to stamp out the fly pest?

WHAT a boon to mankind it would be if the "infernally but eternal" fly were eliminated from the face of the earth. What might we not expect in the way of increasing life were we forever free of this menace to the health and life of man from infancy onward. Think of the effect of the loss of rest alone, and of the annoyance and harassment occasioned by the fly during the long days of the hot summer months, of the disease and death-dealing germs carried about and disseminated by this winged creature of filth to suffering humanity year after year! With the knowledge and facts about the fly that science has given us, it does appear astounding that the inhabitants of the earth almost to a man do not arise in their might and indignation and stamp out this evil forthwith and for all time.

With the beginning of spring every city, town, hamlet, village and rural community should organize a crusade with a view of destroying the breeding places of the fly, because it is at this time of the year that the fly revives and lays its eggs,

following the winter hibernating stage, for the perpetuation of its species. Open privies, garbage collections and manure piles are the delectable and choice nests for the breeding and development of this refined and cultured companion of our living and working abodes.

About twenty-four hours after the eggs are deposited, the larvae develop. In about five days these change into what is known as the pupae, which, in turn, develop in another five days into the flies which we know. The larvae are the little, white, disgusting, squirming maggots that we so often see on putrid matter and elsewhere. The pupae are little brown bean-shaped bodies that develop from the maggot. With this in mind the discovery of the breeding places of the fly should be made easier for the purpose of removal and destruction. However, it were far better and easier of accomplishment thoroughly to clean up the premises and to keep them clean, to provide receptacles for garbage and rubbish and to keep them covered, to furnish proper depositories with covers for collections

of manure, and to screen and make sanitary the offensive privy left open to the invasion, development and propagation of the fly.

It is perfectly proper and appropriate that the fly should be "swatted," but it is decidedly more important that the destruction and elimination of the breeding place be the chief purpose of the crusade, for the reason that the task of killing all the flies that breed in a season is impossible, since the female of the species will breed in the neighborhood of 100,000 offspring in one month, depositing between 100 and 150 eggs at one time. Within twelve days there are born from 100 to 150 brand new specimens,—the females in turn from this number laying from 100 to 150 eggs within several days following full development. All this,—providing there is filth present. Where cleanliness abounds the contrary is the case, and humanity is the gainer in every way imaginable.

The fly, in all its numerous species, is not only a most annoying insect, but it has proved to be a dangerous and prolific medium of disease, transmitting the germs of infection from filth to human beings. It is now positively known that such diseases as infantile paralysis, typhoid fever, sleeping sickness, cholera, tuberculosis, dysentery and other intestinal diseases are caused by the various species of the fly contaminating foods and fluids digested by the human family during the summer months.

The *Musca Domestica* or common house fly, or as it is sometimes called, the "Typhoid Fly," is the particular variety or species that concerns us most,—not alone on account of its numbers, but because upon its body and legs are carried the thousands of disease germs from collections or accumulations of filth to our food and drink. These flies

select our food rather than the blood of our bodies to thrive upon, in contradistinction to certain other varieties.

The Baltimore & Ohio Railroad Company can and is making every effort to collect and properly screen its garbage receptacles and cars until removed for final disposal; it is remedying the objectionable conditions of its rural and other privies as rapidly as possible, and likewise is making an encouraging and splendid effort to clean up its property and keep it in a thorough sanitary condition. It is not, however, going after the fellow upon whose adjacent property collections of manure are permitted to accumulate without receptacle or screen with as much vigor as it undoubtedly should. We should appeal to the Public Utilities Commissions or Health Departments for prompt relief, should other methods fail.

Prevention by the destruction of the breeding places as well as the reduction in numbers by swatting, and by protective measures such as proper screening of dwellings and edibles, will materially aid in the preservation of health and life of the community; but until we have the full cooperation and interest of the public as well as that of the railway employe, we will continue to suffer annoyance, disease and death from this winged pest.



"A Little Work"

A little work, a little play
To keep us going—and so, good day!

A little warmth, a little light
Of love's bestowing—and so, good night!

A little fun to match the sorrow
Of each day's growing—and so, good morrow!

A little trust that when we die
We reap our sowing! And so—good bye!

—*Du Maurier.*

The Chimbatti Railroad Loop—Near Darjeeling, India

(See frontispiece)

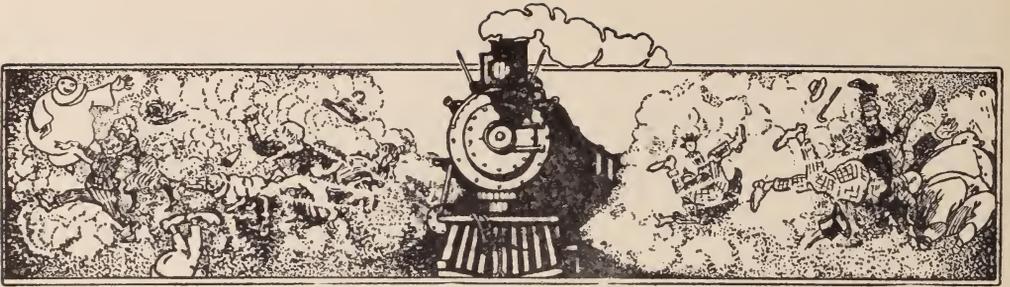


DARJEELING is considered one of the most favored spots on earth—the favorite resort and sanitarium for the whole of India. It is little more than two hundred and forty-six miles from Calcutta, yet the journey takes from three o'clock in the afternoon until nearly the same time the following day. Leaving Calcutta with the thinnest clothing you can buy, overcoat and heavy gloves feel quite comfortable and necessary by the time Darjeeling is reached, for the mountain city lies at an altitude of 7,400 feet above sea level.

Your journey from Calcutta starts upon a railway of ordinary gauge. In about three hours the Ganges River is reached, and you cross in a steamboat. Thence, after an hour's sail, you change into a three-foot gauge train until dawn, when you are routed out and placed in the curious little train which crawls up into the Himalayas, at hardly more than walking speed. The track is only narrow gauge, with forty-pound rails, that have been laid on the ancient highway over which caravans between China and India passed for centuries. This road winds in and out of gorges and defiles, doubling on itself repeatedly and making all sorts of S and Z turns in a most bewildering fashion.

As the train moves very slowly there is plenty of time to look around, and as the railroad curves so remarkably, every part of this magnificent scenery can be seen from each point of view. If you get impatient, or feel the need of exercise, you can always jump out and clamber up a short cut and wait for the train to catch up.

There is no doubt but that the mountain scenery around Darjeeling includes the most majestic assemblage of mountains in the world. For a distance of two hundred miles, both east and west, there is seen a succession of peaks never less than 22,000 feet and several 25,000 feet in height. Within sight are many of the highest mountains in the world. Mount Everest, little more than eighty miles away, rears its kingly head over 29,000 feet into the clouds. Kinchinjunga, hardly half as far away and even more imposing, is 28,000 feet high, while around stand a circle of snow-clad giants the lowest of which reaches 22,500 feet. The snow line in summer is about 17,000 feet and in winter about 12,000, so you can imagine the vast succession of snow fields that the upper reaches of these mountains present to view. This is the region that is rightly termed "The Roof of the World."



EXHAUSTS

The lightning bug is a beautiful bird,
But hasn't any mind.
He dashes through this world of ours,
His headlight on behind.

—*Cornell Widow.*



Bound in Morocco

"Listen to this: 'The Emperor of Morocco includes in his suite thirty Keepers of the Imperial Umbrella.'"

"Umph! I'll bet he's come into contact with some of the fellows down at our office."—*Judge.*



Proof

Madge—Have you really found that absence makes the heart grow fonder?

Marjorie—Indeed I have! Since Charlie went away, I've learned to love Jack ever so much more.—*Lippincott's.*



Been There Before

"Can I interest you in an attachment for your typewriter?" asked the agent, as he entered the office.

"No chance," replied Mr. Grouch.

"I'm still paying alimony on the strength of the attachment I had for my last typewriter."—*Cincinnati Enquirer.*



A Question of Fuel

At a meeting of the colored Baptist Church in an Ohio town this winter, the minister made an earnest plea to his flock for a generous contribution to the collection to be taken that evening from which coal to heat the church would be purchased. It was noticed that Sam Mossback, one of the prosperous members of the congregation, did not contribute any portion towards the purchase of the fuel. On the way home at the close of the meeting, a worthy brother asked: "Sam, how come you didn't give something towards da collection what is to buy da coal?"

"Coal?" ejaculated Sam, "Go 'long wif dat bull. Don't you 'spose I knows dey heats dat church wif steam?"

—*T. N. Miranda.*



The Effect of Washing

"I won't wash my face!" said Dolly, defiantly.

"Naughty, naughty," reprov'd grandmother. "When I was a little girl I always washed my face."

"Yes, and now look at it!"—*Baltimore Trolley News.*

Perplexity the Mother of Invention

"Hey! What are you doing there?" Little Arthur was caught. He was up in the pear tree, his pockets full of luscious fruit, while below stood a bull terrier trying wildly and frantically to reach him. And the owner of the tree and the dog had just come upon the scene. "What d'ye want up my pear tree, young fellow?" asked the farmer again in gruff and angry tones. "P-p-please, sir, t-t-trying to teach your d-d-dog to stand on his h-h-hind legs!"—*Baltimore Trolley News.*



There's A Time Limit

"While you were standing in the doorway, telling the sweet young thing goodnight, did it ever dawn upon you"——

"Oh, no! I never stayed that late."—*Judge.*



True to Life

"The sparrows seem to be getting at these peas, John. Couldn't you put up some kind of scarecrow?"



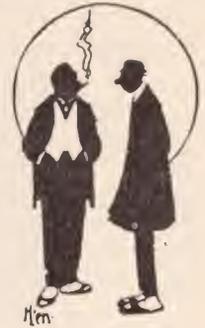
"Scarecrow wouldn't be no use, Miss. Why, if you was to stand there yerself all day, I doubt if ye'd keep 'em off."—*London Opinion.*

Relative Values

Dunbar—Did the woman who sued Pollard for turning her down and marrying Miss Doubleday, get anything?

Sprague—No; but she got more than Miss Doubleday did.

—*Judge.*



A Skin Game

Hiram—Haw! Haw! Haw! I skinned one of them city fellers that put the lightning rods on my house.

Silas—Ye did? How did you do it?

Hiram—Why, when I made out the check to pay him, I just signed my name without specifying the amount. I'll bet there will be somebody pretty mad when he goes to cash it.—*Lippincott's.*



Direct Orders

Murphy was a new cavalry recruit and was given one of the worst horses in the troop.

"Remember," said the sergeant, "no one is allowed to dismount without orders to do so."

Murphy was no sooner in the saddle than his horse kicked and Murphy went over his head.

"Murphy," yelled the sergeant when he discovered him lying breathless on the ground, "you dismounted."

"I did."

"Did you have orders?"

"I did."

"From headquarters?"

"No, sor, from hindquarters."—*Thomas N. Miranda.*

CONSTRUCTION



Our Architectural Department

By M. A. Long

Assistant to Chief Engineer and Architect



WHEN we realize that there are men living who in their youth had no railroads to use as a means of travel, we can accept without question the statement that the railroads are yet in their infancy. All railroad knowledge and information came from experience—usually by many hard knocks; and the records made, not alone in building up the roads but in operating them economically and efficiently, stand out as a great tribute to hundreds of men in our country today.

It was only comparatively recently, however, that with the idea of economy and efficiency, the railroads began specializing and creating new departments, one of these being a special department to look after their building work. The Baltimore & Ohio gave the title of Architect to M. A. Long in 1904, and since that date the architectural department has been one of the busiest on the System.

It would be interesting to find out how few (rather than how many) know the variety and amount of work done by this department. The Division people see the work done on their Division, the Grand Division people see the work done on their Grand Division, and to their view the volume does not seem large. No doubt a majority of employees will be surprised to know that this department has erected structures during the past nine years that cost on an average per year an amount equal to approximately two per cent. of the gross receipts of the Company. While much of this has been invested in large improvements, such as the Wheeling Passenger Terminal, the eight-story reinforced concrete warehouse in New York, the export Pier No. 8 at Baltimore, etc., the greater amount was invested in buildings costing \$20,000.00 or less.

During the receivership period and just previous to it, the Company had very little with which to erect the necessary buildings, but since then and previous to this year we have made up for lost time, and it is interesting to know

that for the past nine years this department has turned out an average of one structure every four days.

Cities and towns look upon the railroad station as the modern gate-way, and as first impressions mean much to their visitors, they naturally want their stations to be as prepossessing and attractive as possible. The Company is meeting that desire by building new stations as fast as earnings will permit, as will be seen by the

The architectural department is made up of men specially trained in railroad work, and, on account of this training, they are able not only to turn the work out quickly but also to know and specify the character of material that will give the best results from a railroad standpoint for the least money.

The Wheeling passenger station is a combination station and office building for division headquarters and, archi-



WHEELING PASSENGER STATION—(RENAISSANCE)

accompanying pictures of the modern structures we have erected at Gary, Ind., Wheeling, W. Va., and Salem, W. Va., and of the interior of the remodelled Camden Station at Baltimore. Stations, however, form a relatively small part of the department's work. Shops, engine houses, power houses, freight houses, warehouses, Y. M. C. A. buildings, grain elevators, freight piers, coaling stations, signal towers and numerous other structures go to make up the large aggregate.

tecturally, is one of the finest buildings on the System. It compares favorably with similar structures on any railroad in the country, not only architecturally but also as to cost, the building complete costing but twenty-two cents per cubic foot.

The waiting room is on the street level. The track level is elevated with the concourse under the elevated tracks. Stairways lead to the platforms above, which are covered by umbrella sheds to pro-

tect passengers from the weather. The building is entirely fireproof and is nearly wearproof. The floors in the general waiting room are constructed of marble tile, the concourse of concrete and the stairways of steel and concrete. A separate power plant was built to supply heat and light, not only for the building but for the concourse, train sheds and yards. On the opposite side of the track from the station is located a signal tower built of the same character of material as is the main station. The entire layout is complete and commodious, and sufficiently large to handle the anticipated increase in business for a great many years.

The warehouse at 26th Street, New York City, represents the latest type of fireproof warehouse; the found-

ations, walls and floors are of monolithic concrete. In fact every feature of the house is built for wear and proof against fire. The underwriters have given it the lowest rate quoted on houses of this character. We consider it a model for economical operation and convenience to the public.

The passenger station at Gary, Ind., is owned and operated jointly with the

Lake Shore & Michigan Southern Railroad, but it was designed and built by this Company.

It is constructed of monolithic concrete, and in it we took more liberties with concrete than any one had up to the date it was built. It is classic in design and the details are carried out in

the same manner that they would have been had we used cut stone for the exterior.

The United States Steel Corporation made this structure possible and necessary by creating the city of Gary, and in its structural features we used nothing but the cement and steel produced at their plants nearby.

The site upon which it is located was a sand dune a few years ago. This was cut through by the city for Broadway, the principal street

of the city, which runs beneath the tracks. From it, foot passengers enter the building and reach either platform by subways and stairs leading to the track level above. On one side a driveway was located by means of which baggage and express trucks reach the express building and baggage room, both of which are on the track level; the baggage room is located in the end of the station building, and



M. A. LONG, ARCHITECT

the express offices (United States and American) in a separate concrete build-

On account of the severe wind and extremely cold weather during winter,



THE HANDSOME STATION AT GARY, IND.—BUILT BY OUR ARCHITECTURAL DEPARTMENT AND OPERATED WITH THE L. S. & M. S. R. R.

ing erected especially for their purpose, approximately one hundred feet east of the station proper.

we built concrete waiting sheds on its platform to protect passengers waiting for trains. These are in keeping with



ANOTHER TYPE—THE SMALL CITY STATION AT SALEM, W. VA.

the design of the main building. To carry out the concrete idea fully, the baggage bridge spanning the driveway is constructed of reinforced concrete, as is also the large retaining wall alongside the driveway. This improvement is a notable tribute to the possibilities of concrete in building construction.

Old Camden Station needs no introduction to the majority of the Baltimore and Ohio men, for most of us remember it

waiting room and the extension of the covered concourse.

The general waiting room is seventy feet long by fifty-six feet wide, with one main entrance fifty feet in width. The floor and wainscoting are marble and the plastered walls are decorated and make an attractive and inviting appearance.

The main waiting room is rectangular in form, all the other rooms leading off



A FAMILIAR PICTURE—SHOWING NOTABLE IMPROVEMENTS IN CAMDEN STATION WAITING ROOM

as it was previous to 1912, with its restricted concourse and badly cut-up waiting rooms.

In 1912 Camden was remodeled and the interior view shows how it looks today. The facilities were practically doubled through the enlargement of the

from it. These include the dining room, telephone booths, men's smoking room and toilet on one side; the women's room, information bureau, and telegraph office on the other. The dining room is unusually attractive, being finished in fumed oak nine feet high. It provides many

new features for the comfort of patrons.

The concourse as remodeled can accommodate a crowd of several thousand people.

The views and descriptions contained herein give a general idea of the quality

of the work of the department in passenger stations.

Lack of space prevents our showing pictures and giving descriptions of other notable improvements made under the supervision of the architect's office.

Officers of Company Honored—Ex-Employee Takes Charge of Canadian Northern R. R.

President Willard

Daniel Willard, president of the Baltimore & Ohio Railroad Company, received the degree of Doctor of Letters from the University of Maryland on Monday afternoon, June 1st. The presentation of the degree was made by Henry D. Harlan. At the same ceremony the German Ambassador, Count J. H. Von Bernstorff, received the degree of Doctor of Laws and Henry R. Evans, of the Bureau of Education at Washington, that of Doctor of Letters.

The exercises were held at the Lyric Theatre in Baltimore and at 7.30 in the evening an elaborate banquet was tendered by the University at the Hotel Belvedere to the men who received the honorary degrees.

Third Vice-President Thompson

Our third vice-president, A. W. Thompson, has been appointed chairman of the

board of managers of the Washington Terminal Company, and presided over the meeting which was held in the Union Station, Washington, on Monday, May 11.

Among the other members of the board are general manager C. W. Galloway and general superintendent F. E. Blaser, of the Baltimore & Ohio.

Louis Charlton Fritch

A recent newspaper report states that the Canadian Northern Railroad has employed Louis Charlton Fritch to take complete charge of its system. His salary is to be the same as that of the president of the Canadian Pacific Railroad, Sir Thomas Shaughnessy, viz.: \$75,000.00 a year.

Mr. Fritch is forty-six years old and a native of Springfield, Illinois. He was connected with the Baltimore & Ohio Southwestern from November 1, 1893, to September 1, 1899, as division engineer and from the latter date to November, 1902, as superintendent of the Mississippi Division of the Southwestern.



Mark Off July 30th on Your Calendar for the Annual "Jennie Smith Picnic"



THE Baltimore and Ohio Y. M. C. A. of Riverside will give their 33d annual excursion to Island Park, Harper's Ferry, W. Va., on Thursday, July 30th. This excursion is perhaps better known as the "Jennie Smith Picnic," and is so advertised by the Association, in order that this good woman may have some of the honor for the annual trip. It was thirty-three years ago that she started the picnic, and it has been kept up ever since.

Special trains will be run from Baltimore at 7.45 via old main line, from Baltimore at 7.30 via Washington, from Piedmont at 6.10, from Martinsburg at 8.00, from Mt. Airy at 7.00. The Company will also advertise trains Nos. 42 and 40 out of Hagerstown, train No. 2 out of Oakland, and train No. 20 out of Winchester.

There will be an abundance of sandwiches, coffee, pies, ice cream, water-melons, soft drinks, candy, bananas, root beer, cigars, etc., for all comers, and they will be sold at city prices. Zimmerman's Concert Band will be with the excursion again, and the Gospel service will be addressed by Rev. C. I. McGowan, of Baltimore, who is an old Mt. Airy boy. Sister Jennie Smith will also speak, for without a word from her, the picnic would hardly be complete.

Harper's Ferry lies in a country famous for its beautiful scenery, and is of great historic interest. This ought to attract

large numbers of outsiders. The excursion is also a sort of family reunion for many who take this time to see old friends, and to renew old acquaintances. As Harpers Ferry will be dry by July 1st, much of the disorder of the past will be avoided, and the abundant supply of soft drinks taken by the Committee will allay thirst in the right way.

The following committee will serve: chairman, J. W. Gardiner; assistants, C. G. Spurrier, J. S. Poteet, H. E. Johnson, A. B. McGeachie, W. W. Harward, Howard F. Lane, M. W. Phebus, H. R. Wigley, E. T. Butts, C. A. Hildebrand, B. E. Barger, E. E. Walters, E. W. Brady, J. A. Horan, J. W. Conaway, C. E. Crummitt, C. W. Hedges, E. R. Gosnel, F. O. Lar-rimer, J. B. McGovern, J. T. A. Deck, J. C. Colvert, H. F. Spencer, J. L. Hawse, Richard Cummins, G. A. Buxton, M. R. Smith, S. E. Snyder, H. T. Edenfield, C. P. Martin, W. W. Cockey, C. W. Hilliary, J. W. Pledge, W. J. Riley, Walter Thomas, T. B. Nelson, W. E. Rimbey, J. T. Jefferson, J. T. Sprigg, A. L. Mauzy, A. J. Steele, R. J. Early, G. G. James, H. E. Burgee, H. T. Leonard, J. H. Sewell, L. S. Collier, H. G. Shipper, Lloyd Hiss, J. T. Hazard, B. L. Bull, J. W. Springer, E. W. Brown, E. E. Fisher, W. E. Glaze, C. H. Jackson.

The above list is made up of men from about all branches of the service, and all are working to make this the "best picnic yet."



Cherry Run to Orleans Road Improvement

By J. T. Wilson

District Engineer

IN line with the policy of the Company to provide its patrons with the best facilities for handling their business with the greatest dispatch, and at the same time having in mind

and grades, replacing steel bridges too light to carry present traffic with permanent masonry structures, building new water and coaling stations and installing new and up-to-date interlocking plants



THREE TRACK STONE ARCH BRIDGE 55 OVER SLEEPY CREEK

the most economic operating conditions, large sums of money have been spent during the past four years in constructing additional tracks, improving alignment

on the east end of the Cumberland Division.

Prior to this time that portion of the Cumberland Division between Cherry

Run and Orleans Road was operated as a double track railroad with passing sidings about five miles long placed alternately for east and westbound slow freights, except between Sir John's Run and Great

facilities for using the centre track under proper regulations for both east and westbound trains.

The principal work under this improvement was the construction of a third



BRIDGE 57, GREAT CACAPON

Bird's Eye View Showing Splendid Improvement in Alignment and Construction

Cacapon, where all traffic was handled over two tracks. As the average daily train movements over this portion of the division were twenty-two passenger and 102 freight or a total of 124 trains in twenty-four hours, the facilities were found inadequate to handle the traffic without serious delays.

To eliminate these difficulties it was decided to convert the passing sidings into standard main tracks and build an additional track between Sir John's Run and Great Cacapon, thus providing a three track line between the above points with

track between Sir John's Run and Great Cacapon, covering a distance of about five miles, which not only resulted in additional track facilities, but in the improvement of both alignment and grades and the construction of a three track stone arch bridge of four sixty foot spans over Great Cacapon Creek, replacing a double track through truss bridge of three spans, ninety-four feet centre to centre of piers, which had become too weak to carry present traffic.

Coupled with this improvement later was the construction of a three track

stone arch bridge of three forty-five foot spans over Sleepy Creek for the purpose of replacing a double track through truss bridge of two spans of about 120 feet each, which was also too light to carry present traffic; the rearrangement of track and station facilities at Hancock; the construction of a new water and coaling station at Sir John's Run, and the converting of passing sidings between Cherry Run and Sir John's Run and Great Cacapon and Orleans Road into standard main tracks.

To facilitate the construction of stone bridges at Sleepy Creek and Great Caca-

pon or down stream side of the old. The increased facilities provided by carrying out this plan and the economies resulting in the handling of traffic have amply justified the expenditure.

Two other revisions were made on the work between Sir John's Run and Great Cacapon, one about one-half mile west of Sir John's Run, the other west of Brady's Bluff and along the Great Cacapon sand works, which improved the alignment but did not materially affect the grades. Over the remainder of the distance the new track was laid parallel to the old west-bound track by widening the present



BRADY'S BLUFF—WHERE SEVERAL BAD SLIDES OCCURRED

pon as well as improve alignment and grades and avoid delay to traffic, revisions were made which placed the new structures a short distance to the north

roadbed for the additional track. No special difficulties were encountered in this improvement, except at Brady's Bluff, where several bad slides occurred

during the progress of the work, increasing the quantities 30,000 to 40,000 cubic yards beyond what would under normal conditions have been removed.

A new water station was constructed about three-quarters of a mile east of Sir John's Run. This improvement comprised a new dam located a sufficient distance up the stream to provide proper head, the laying of about 7,000 feet of ten inch cast iron supply pipe and the construction of a reinforced concrete tank of 100,000 gallons capacity by the Steel Concrete Construction Company, connected with two ten inch Poage penstocks, so located as to permit engines to take water

A new coaling station consisting of a reinforced concrete bin of 600 tons capacity was built at this point by the Roberts & Schaefer Co. It is located over the two middle tracks and is provided with chutes and gates arranged for supplying coal to engines on any of the four tracks in this vicinity. The hoist for conveying the coal from the track hopper to the top of the storage bin is located about twenty feet to the south of the latter and consists of two (2) two-ton dump buckets operated by a gasoline engine installed in duplicate.

A double track depressed ash pit was constructed under the two middle tracks, about 600 feet east of the coaling station,



SIR JOHN'S RUN COALING AND WATER STATION

from any of the four tracks used at that point. An auxiliary pumping plant to take water from the Potomac River in the event of injury to the gravity system or the failure of supply from Sir John's Run during extraordinarily dry seasons, has been installed in the basement of the tank.

permitting the cleaning of fires of east and westbound trains when stopping for coal and water.

To avoid obstructing traffic on the main track a pocket track was provided for holding Berkeley Springs trains while waiting connections at Hancock. This track is located opposite the station and

its connection with the main track lies within the zone of the interlocking plant at this point, and to further facilitate the handling of traffic at this point, a yard

about three-quarters of a mile west of the coaling station to a point about one and one-quarter miles east, or two miles in all, was found inadequate to properly care for



HANCOCK—SHOWING NEW FOURTH TRACK WHICH IS LAID AS FAR AS SIR JOHN'S RUN

with adequate car capacity was constructed on the westbound side.

New interlocking plants were installed at Millers, Sleepy Creek, Hancock, Sir John's Run, Great Cacapon and Orleans Road, designed for four track operation, but equipped only to take care of three track movements at present, except at Hancock and Sir John's Run, between which points a fourth track has since been laid.

Soon after putting the new water and coaling station and ashpit into service, the four track layout which had been provided extending from Sir John's Run,

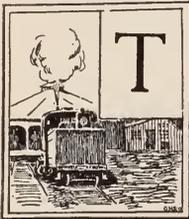
the traffic during the rush periods of the day. To better facilitate movements the fourth track, which then extended a short distance west of Round Top, was extended east to Hancock, completing the four track system between that point and Sir John's Run.

The special feature in connection with this improvement was the removal of the rock bluff, one-half mile west of Hancock, which consisted largely of solid limestone, requiring heavy blasting, all of which was removed across the main tracks and deposited along the river bank for providing the roadbed for the additional track.



Little Cacapon to Patterson Creek Improvement

By J. T. Wilson
District Engineer



THE work under this heading comprises four separate jobs known as the Little Cacapon Improvement, which included the reconstruction of bridge 59, the extension of the eastbound Okonoko passing siding, a third track between Okonoko and Green Spring, including the reconstruction of bridge 61-A, and a third track between Green Spring and Patterson Creek.

Bridge 59, a through truss span of about 125 feet over Little Cacapon Creek, had become too weak to carry present traffic safely. With a view of permanent construction, it was decided to replace the steel bridge by a masonry structure, and as the headroom was insufficient and the alignment not in keeping with modern engineering practice, it was found a revision could be laid which would permit its renewal without interference to traffic, and at the same time permit the substitution of a fifty minute simple curve 4,320 feet long for a compound curve ranging from twenty-seven minutes to six degrees.

As the stream is small and the high water so frequently experienced is gen-

erally due to back water from the Potomac River a short distance north, the steel bridge was replaced by a four track stone arch structure of two forty-five foot spans. Soon after the completion of this improvement the eastbound Okonoko passing siding was extended eastward, which resulted in some improvement in alignment for the siding, the main tracks being permitted to remain on the old roadbed.

In constructing the third track between Okonoko and Green Spring, comparatively little improvement in alignment was effected, except at the crossing of South Branch, where the line was revised to permit the construction of masonry and the erection of steel without interference with traffic. At other points the changes generally resulted in smoothing out compound curves and necessary shifting of tangents.

Some rather pronounced changes, however, were effected in the grades, consisting generally in the elimination of sags, which resulted in a general raising of the roadbed throughout the greater portion of the length of the improvement and in reducing all eastbound grades to one-tenth of one per cent. and the westbound grades

to three-tenths of one per cent. Advantage was taken of these changes in providing for the undergrade crossings at French and Old Town Road, near Green Spring.

While the grading on this improvement over the greater portion of its length did not present any unusual difficulties, special note should be made of the work about 1,000 feet west of South Branch, where a vertical rock bluff seventy-five feet high and about 200 feet long was removed for a width sufficient for two tracks on the south side without delay to traffic or damages of any kind beyond the bending and breaking of a few rails in the adjacent tracks. As a precaution and to provide for the removal of the extreme top of the bluff a heavy timber protection spanning the main tracks and about sixty feet in length was erected and anchored to the face of the bluff.

Upon the top of the protection and about twenty-five feet above the tracks a derrick was placed for use in taking down the rock from the highest portion as it was loosened by light blasts. Derricks were also located on the ground at the track grade at each end of the cut for removing the rock to a height of about fifty feet. As this rock was removed it was swung across the tracks in skips and loaded in dump cars to be used in providing the fill west of the South Branch Bridge. The material handled by the derrick on the protection was delivered direct to dump cars on the north side of the tracks. In prosecuting this work extreme care was exercised in blasting; otherwise serious trouble would have ensued, and much damage would have resulted.

Several bad slides occurred at the rock bluff about one-half mile west of Okonoko, resulting in a large increase in quantities over the normal sections. This

condition was brought about by the action of water from springs along the hillside about fifty feet above the track on a heavy mass of clay and disintegrated rock. Great care was necessary in widening the cut about 3,000 feet west of South Branch as the face of the rock in the old cut was nearly vertical and in places about forty feet high.

In replacing the South Branch bridge the general scheme of permanent construction could not be followed, but instead the old two tracks through truss steel bridge of two 175 feet spans was replaced by a four span deck girder bridge designed for four tracks, supported by concrete piers and abutments; the steel work for three tracks of which is now in service.

In providing for a third track between Green Spring and Patterson Creek, the old alignment generally was adhered to except at three points where three degree curves were reduced to two degrees thirty minutes and at a point about one mile east of Patterson Creek, where a short revision was made to eliminate a reverse curve. The only change in grades occurred on the long tangent east of Round Bottom, where a sag was removed, raising the roadbed at the worst point approximately four feet.

The new track was placed on the south side of the old from the west end of the eastbound passing siding west of Green Spring to Round Bottom, and on the north side from this point to Patterson Creek. There were no bridge renewals on this improvement; the largest structure being an eight foot arch over Dan's Run, which had to be extended on the north end to provide roadbed for flattening the three degree curve at this point to two degrees thirty minutes.

The only points where any difficulty was experienced in the preparation of the

new roadbed was at Malone's Bluff, and the bluff midway between Round Bottom and Dan's Run. At the former, the main tracks were shifted to the north about twelve feet to provide room for falls and for operating steam shovel without removing material to any unnecessary width. At the latter the tracks could

not be changed and the work was handled with such care as to avoid interference to traffic.

Work on the interlocking plants in this territory has not been completed, but when completed there will be plants at Patterson Creek, Green Spring and near Okonoko.



Good Manners

"I have been traveling on the Baltimore and Ohio for thirty-four years, off and on, but several months ago, while going up to Cumberland on an early morning train, we had the *best* train porter I have ever seen. It was a pleasure to watch him handle the passengers and attend to his duties. I called him and asked how long he had been with the Road. "Thirty-two years, Madam," and off he went to call the next station in a clear, pleasant voice, adding to the usual "This way out," "Ladies and gentlemen, don't forget your umbrellas, canes, packages, etc."

"When he gets too old to run on the Road he should open a school of manners for railroad porters."

ELIZABETH P. IRVING.



Poor Man

President Elliott of the New Haven Railroad, condemning socialism, said:

"Man is an acquisitive animal, and socialism can't come till he loses his acquisitiveness. That will be never.

"The seven ages of man have been well tabulated by somebody or other on an acquisitive basis. Thus:

" 'First age—Sees the earth.

" 'Second age—Wants it.

" 'Third age—Hustles to get it.

" 'Fourth age—Decides to be satisfied with only about half of it.

" 'Fifth age—Becomes still more moderate.

" 'Sixth age—Now content to possess a six-by-two strip of it.

" 'Seventh age—Gets the strip.'"—*N. Y. Tribune.*



At the Mitchell, Ind., Station

An old colored woman limped painfully along the Baltimore & Ohio Southwestern platform. Tears were in her eyes and she was evidently in much distress. Slowly she made her way to the baggage room and spoke to the man in charge:

"That's mah dawg ova' thuh, Mistuh," pointing to an elderly but fairly decent-looking canine tied to a truck, "an I kaint get 'im cause I lost mah pocket-book on the train an' haint got a quatuh to pay foh 'im." The handkerchief was used industriously, and she continued, "Yeh see, I been wukin in Terre Hut an' I done got sick an' some white folks tuk up money to sen' me an' the dawg home to New Albany. I done got my ticket but I los' mah pocketbook an' I aint got the money to get my dawg, an' I done had 'im nineteen years an' he haint got a tooth in his haid an' I sho' do hate to lose 'im." Tears fell freely.

The baggageman, touched by the old woman's genuine grief, told her to wait a minute and he would see what he could do for her. A plea to the office force soon raised the necessary amount and many and profuse were the thanks he received. With a happy face the old woman, followed by the toothless dog, limped over to the Union Station to await the train that would take them home.

JOHN A. CHAPMAN,
Western Union Messenger Boy.



Insult to Injury

A traveling salesman, tired and weary from his long journey through the South, stopped at a small town in Mississippi, took a hack to the hotel two miles from the railroad station, and at eleven o'clock in the night aroused the sleeping clerk with a request for a room. On his way up the stairs, he turned to the clerk and said: "Whatever you do, do not call me in the morning. I am tired out and want to sleep."

About six o'clock next morning he was slumbering deeply, when there came a thunderous knocking on the door.

He awoke and growled: "Well, what do you want?"

"Letter down stairs for you," answered the clerk.

"Get out of here and let it stay there until I come down, sleep is more important to me just now than any letter. Beat it!"

After about a half hour, the drummer was again sleeping soundly, when there came a knock at the door.

"Now what do you want?" he shouted.

"Boss, de clerk done say to tell you, dat he made a mistake, dat letter ain't fo' you."—*Thomas N. Miranda.*



Short on Topography

One of the engineer corps of the Surveys Division of the engineering department, while working in the vicinity of Salem, Ill., had occasion to take topography on a certain farm. He was accosted by the owner, who wanted to know what he and the boys were going to do on his place. When they informed him that they wanted to take some topography, he replied:

"Wal boys, I don't think there's any of thet growin' on my place, but ye kin have all ye find."



Wife's Translation

Mrs. Morgan had been trying to convince her husband that she should go to the mountains or the seashore because she was not feeling well. He told her he would abide by the doctor's advice, so she called in the physician.

"You are a little run down, Mrs. Morgan," said the doctor. "You need frequent baths



and plenty of fresh air, and I advise you to dress in the coolest, most comfortable clothes; nothing stiff or formal."

When Mr. Morgan returned home he inquired what the physician said.

"Well, James," explained the wife, "he said I must go to the seashore, do plenty of motoring and get some new summer gowns."—*Lippincott's Magazine*.



Overlooked

A lawyer for a railway company once had to defend his employers from the charge of negligence in the case of a farmer whose produce cart was demolished at a grade crossing, not without bodily injury to the farmer himself, who was driving.

The accident happened at night and the principal witness was an old colored man who was on guard, armed with a lantern to signal the approach of trains.

"Now, Josh," said the lawyer, "did you swing your lantern when you saw the cart coming?"

"Yassir, I sut'nly did, suh, I done swung dat lantern right crost de road."

On the strength of this testimony the lawyer won his case. He took occasion to thank the witness.

"Much obleeged to yo', Marse Torm," replied that worthy. "I'se pow'ful glad I could he'p you. But I was plumb scairt dat other lawyer gwine ex me ef dat lantern was lit."—*New York Evening Post*.



How She Stopped the Train

A high, stiff feather on a girl's hat caught in a bell-rope, as she was passing through a car. She shook her head

in order to free herself, but the feather had become well intertwined with the bell-rope and would not come out. Suddenly the train stopped with a terrific jerk, which threw the girl to the floor and half the passengers from their seats. The trainmen came rushing in to find out what was the matter, while a pallid conductor swung himself off, expecting to find at the least a rock on the track. The feather was quite torn from the girl's hat,—and nobody on the train cared if it was.—*Kate Upson Clark, in Leslie's*.



A Draftsman's Details

By A. T. N.

Oh what a life
The draftsman leads,
In this old world today;
He draws his plans,
He draws his breath,
He also draws his pay.

His weary hours
Are long drawn out,
While waiting for a "raise";
His wrinkled brow
Is drawn down more,
No increase meets his gaze.

He fills his pen,
Then draws a line,
And mutters "Things ain't square,
I think I'll chuck
This bloomin' job
For one with more fresh air.

I glue my nose
Down to my board
The bloomin' live-long day;
The bloomin' boss
Is standing near,
To see I earn my pay!

The boss, he thinks
I ought to know
All things from A to Z
And still be glad
To work for him
At what he now pays me.

This drafting life
Is 'on the Fritz,'
It surely makes me 'sore!' "
He "beats it" home
But in the morn
He comes right back for more.





Jim Delvan's Sacrifice

By Bernice Bicknell

ONCE in a while God makes a man like Jim Delvan!"

Terry McGraw, engineer on No. 22, was sitting with his feet on the railing of the Ames hotel puffing at his old black pipe.

The men seated with him, John Morris, brakeman on the Short Line, Martin Flynn, fireman on the Great Northern, and Harvey Ray, salesman for a Chicago dry-goods house, instinctively waited for a story.

Terry was known up and down the line for his musical voice and ready speech. He was big, rough and genial, with a heart large enough for two men and an uncanny knowledge of human nature.

In the long stretches of his runs with the lives of thousands in his keeping, he had learned the secrets of his own heart, and had acquired a knowledge of human nature which helped him to understand the hearts of others.

"You men never heard of Jim. His was one of the unwritten histories and some folks will never know it 'til they open the great Book.

"His story don't sound possible, but it's true.

"Of all homely men Jim was the homeliest. He was tall and lank, red-haired, freckle-faced and awkward. The only pleasant thing about him was his smile. For all he had a big mouth, he had the nicest smile I ever saw on a man's face. It wasn't one of them china-doll, predigested smiles, but one that

said: 'How are you really? And aren't you glad you're living?' kind.

"I was a fireman them days. I met Jim first at the Widow Munn's boarding house down in Indiana. Jim was telegraph agent at Little Forks. It was named after the river that ran north of the town. Jim was a dandy—quick and accurate as a machine and the pleasantest fellow along the line. I liked him from the first.

"A little while after I came to Little Forks, a young school-teacher came from Merrimac to teach and she boarded at the widow's. She was pretty and had fuzzy ways with her. Jim wasn't the kind that went round falling in love with every girl he saw. Nellie Marvin was the first and only girl he ever loved. He was so bashful around women that it was sometime before he got up courage to ask her to go to the town hall. They were going to have an entertainment.

"Jim was afraid that a young man by the name of Harry Fleming that boarded at the widow's and worked in the bank had asked her to go with him. But he hadn't and she went with Jim. I never saw him so happy. You'd have thought the heavenly chorus had struck up for his benefit.

"This young Fleming was a dashing fellow. He was dark-haired, tall, well dressed and soft spoken, just the kind of a fellow girls like to fall in love with. I never liked him, somehow. He had a tricky look in his eyes.



JUST BEFORE JIM FELL UNCONSCIOUS AT THE DOOR HE SAW THE THIEF. IT WAS HARRY FLEMING!

"The girl was pleasant to both men, but I could see, if I knew anything about women, that Nellie was in love with Fleming and only used Delvan as a foil. Maybe I misjudged her, but I always blamed her for treating Jim the way she did and making him fall deeper in love with her. Maybe she didn't draw him on.

"They were going to have a spelling-match. Nellie was working it up. Of course Jim entered. He had words stuck up all around his office and studied like mad. Jim was naturally smart and if he'd had full chance, he'd beat them. When the night came, Nellie went with Fleming. The match was about halfway through when a hard-looking man came and called Jim out. I've often wondered why Jim didn't tell us then what the man wanted, but maybe the man didn't tell him 'til he got him away a piece. Jim always was so thoughtful of others, he didn't want any of the rest of us to miss our good time.

"The next morning the town was full of the robbery of the bank. Jim was arrested. It was known that he had been seen with a hard-looking man that looked like a burglar. And his knife was found in the bank.

"Jim wouldn't say a word to defend himself. I begged him to make a fight for it.

"It wasn't long until he was tried and convicted. It seemed as if his spirit was all gone after he heard that Nellie and Fleming was married. He was sentenced to the penitentiary for twenty years, but I could see that Jim would never live to see that time.

"I'll never forget the day they took him away. He had the saddest face I ever saw.

"It was two months after that I got word to come up to the penitentiary.

Jim was dying of quick consumption. This is what he told me. He made me promise not to tell anyone as long as Nellie and Fleming were living, but they were killed in a wreck last summer, so here goes.

"Jim said he didn't know who the man was that came and called for him. He told him that the bridge was badly damaged. Jim was so excited that he forgot to tell any of us fellows. The stranger kept hurrying him up all the time. Jim ran for his hand-car, got some boards, nails and a hammer and a lantern. The stranger went with him. It was a bitter cold night and while Jim was working by the light to fix the bridge, the stranger up and told him that this was a scheme to get him to be away from the depot that night. (The bank was close to the depot.) Then he said they were going to rob the bank and put the blame on him.

"There was no time to lose. Jim thought he would have time to take the hand-car and go back to town to warn some of us of the robbery that was to be later that night. But the man had a revolver and told Jim he'd shoot if he tried to run.

"Jim couldn't see how they were going to put the blame on him, but the fellow said they would by a clue.

"What would you have done, boys?"

"Jim said he was desperate. He made a lunge at the robber's pal and they fought like tigers. Jim knocked the scoundrel flat and dumb. He was free to go.

"By this time it was only twenty minutes until the night express would be along. Between two duties Jim had to decide. On one side was his reputation, and on the other the lives of a hundred!

"The express whizzed by safely that night without knowing its danger.

"Jim's hands were almost frozen. In torture he made his way back to the bank. It was too late. Just before he fell unconscious at the door, he saw the thief. It was Harry Fleming!

"The scoundrel had laid his plans well; he knew the conscience of Jim—knew he'd never desert the bridge. Of course he hadn't counted on Jim's coming back in time to see him and keeling over outside the bank. This was unexpected. Jim never knew whether Fleming carried him to the depot, but anyway next morning he was in his own bed.

"Jim's despair was almost complete, but he was no quitter and after a bad hour fighting it out with himself he faced the trouble squarely. The recent exposure brought back an old lung weakness and he had his doctor's word for it that a recurrence of this trouble would be fatal. This knowledge may have helped him to make his decision, but we who knew him realize that he sacrificed himself for the sake of Nellie Fleming.

"Fleming was pretty badly frightened at first, fearing that Jim might expose his villainy, but when he knew there was no danger from that quarter he came as near to being a real man as his nature would let him, and he decided that Jim's sacrifice should not be in vain. He really tried to be a good husband to Nellie and lead a more upright life.

"Nobody knew Jim saved the night express. He was one of the greatest heroes. You know, boys, it's not so hard to be brave when there's excitement and firing all round; when your general is looking on and the war correspondents are risking their precious pelts in their eagerness to tell your grateful country how you bravely fought and fell—fighting, dying for the flag we all adore! But there's another kind of hero, though you seldom see his name in the newspaper. I mean the man who dares forget himself that others may live happily; the man who, if need be, can bravely die for the unrequited love of a woman—and that's the sort of hero Jim was."

When The "Passenger" Pulls In

By Charles H. Meiers



Mead is just a little town;
Life there's dull, you might suppose.
Premises appear run down,
Houses stand in crooked rows.
There, folks lead the simple life,
Free from stress and strife and din;
There, temptation is not rife—
'Twould cost energy to sin.

Folks appear to drift along,
Living only in today,
Singing now and then a song,
Which is neither sad nor gay.
But there's one time each day when
Everybody wears a grin;
That's about the hour of ten—
When the "passenger" pulls in!



The Evolution of Signaling on the Baltimore & Ohio



By F. P. Patenall
Signal Engineer

A careful reading of this article, with necessary references to the diagram on page 45, will give a comprehensive knowledge, not only of the history of Railroad Signaling but also of its present operation. In travelling about the System many of us are often confused by the operation of the Signals. Read this interesting article and avoid such confusion.—*Editor.*

SINCE 1886 many changes have taken place both in the design and weight of semaphore spectacles, and at this time we find innumerable designs in service. This necessarily requires the signal companies to carry a large stock of these. This condition obtains, no doubt, with numerous parts besides semaphore spectacles.

Consideration has been given the matter of economical operation in motor operated signals, and especially in the direction of obtaining the highest efficiency with the minimum output of power. This, therefore, has resulted in reducing the spectacle casting to the lowest weight compatible with safety.

The Baltimore and Ohio R. R. in its signal history has passed through an age during which various designs of semaphore spectacles have been used, as no doubt has been the case with every other railroad.

It is, therefore, the purpose in this article to make clear, by explanation and diagram, the transition which has taken place here during my service with the Company.

In connection with three plants installed by the Pennsylvania Steel Company in 1886, lower left hand quadrant signals were used.

Since the year 1887, and from that time to the present, it will be noted by reference to the diagrams that, notwithstanding the various designs used, a most

important feature was uppermost in mind, viz.: the distribution of metal so as to insure the spectacle's being so counter-weighted as to result in its gravitating toward the stop position in case of failure of the connections. Additional weights applied to the balance lever or crank at the base of the mast augmented this purpose, and also provided means for overcoming friction in the connections or other obstructions in case of failure of the connections.

Figure No. 1 shows one of the most primitive designs of train order signals used extensively prior to 1886, and continued in operation long after that date, but finally discarded in favor of the semaphore signal.

This disk form of signal is well known, and in fact has by no means become obsolete, inasmuch as many thousands of automatic signals of similar design (see Fig. No. 2) are in operation and are giving satisfactory service. These latter, of course, are of improved design, and are power operated.

Figure No. 3 shows a Revolving Banner Signal, also power operated, and many of which are in successful operation, although this type of signal appears to be passing.

To describe briefly the construction of the disk signal, Fig. No. 1 will take up very little space.

The movable parts of the signal consisted principally of red and green cloth

disks, mounted on slides, operated by means of ropes, the slides being raised when it was desired to display a proceed indication. They returned to their normal position by gravitation. The correct principle in this respect, therefore, was laid down.

Later on metal disks and frames were substituted, the use of which added a feature of safety, inasmuch as with such added weight there was less liability of slides or shutters sticking in the proceed position. These metal slides were also equipped with lenses of the desired colors. These resulted, principally, in intensifying the colored lights displayed as compared with the primary light being screened either by red or green cloth. The signal was arranged to govern traffic in both directions, there being two slides for each direction, viz.: one red and one green.

The proceed caution signal was displayed by the raising of the red slide, and the lowering of the green slide into view, the latter at night being kept normally up, so as not to impair the strength of the light when a stop indication was being displayed. The lamps used were fitted with the well-known Zenith burner and globe; masts were hollow, and lamps were hoisted or lowered, as desired, by a windlass at the base of the mast.

The weight of the slide being relied upon entirely to restore the signals to the normal position, it was found difficult to operate these from a distance far away from the office, inasmuch as the weight of the rope had a tendency to overcome the weight of the slide, and the result was that trouble often occurred from that source.

In 1885 and 1886 some small installations of interlocking were made on the Baltimore & Ohio Railroad by the Pennsylvania Steel Company and the Union

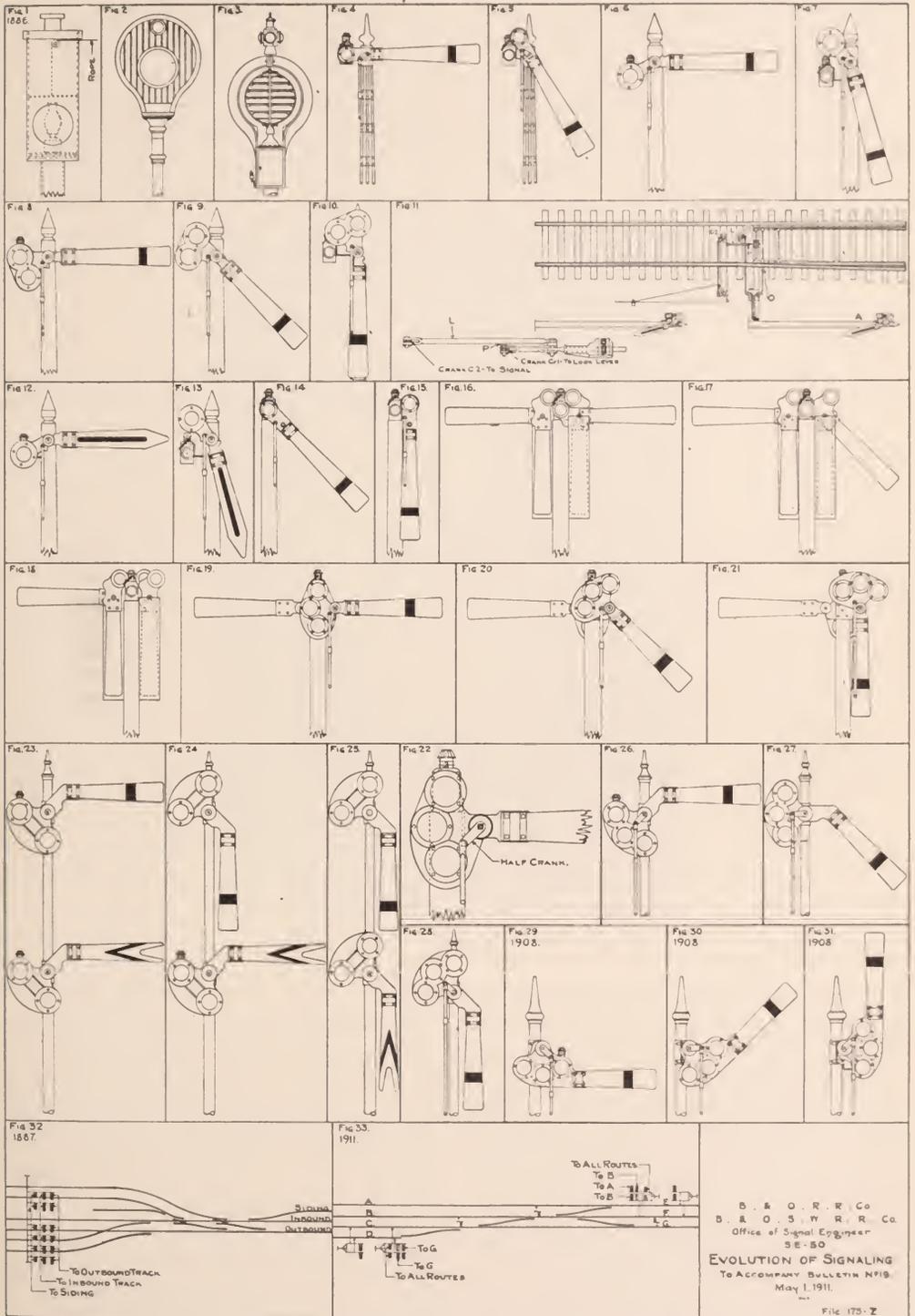
Switch & Signal Company, in connection with which the semaphore spectacle (Fig. No. 4) was used.

These were mounted on triangular lattice iron posts, the semaphore shaft and half cranks being in one piece, or as are now frequently used for inside connected signals. These blades moved to a position for proceed (clear) 60° below the horizontal (see Fig. No. 5).

In 1887 the spectacle shown in Fig. No. 6 was adopted, its design resulting in more satisfactory service, inasmuch as it provided increased weight for restoring signal to the horizontal (stop) position, there having been a tendency in the use of spectacle No. 4 for false indications occurring with the least variation in the connections, excepting where considerable outside additional counterweight was applied. Fig. No. 7 shows the proceed (clear) position.

A similar defect, although not so serious, developed later on in the use of the spectacle, Fig. No. 6, on account of signals being operated at greater distances mechanically connected.

In 1889 spectacle, Fig. No. 8, was adopted, having two receptacles for roundels, at which time the proceed (clear) position of the blades was, as shown in Fig. No. 10, inasmuch as variations in connections would not be sufficient to change radically the position of the blade (when indicating stop) towards the proceed (clear) position and thus prevent its being accepted as a proceed indication. It will be seen that in order to display a white light, both roundels were required to pass beyond the light. For this operation a considerable sweep of blade was necessary, and signals which did not move to the proper angle for proceed (clear) were considered as imperfectly displayed signals, and trainmen were governed accordingly. In the use of this type of



B. & O. R. R. Co.
 B. & O. S. W. R. R. Co.
 Office of Signal Engineer
 SE-80
EVOLUTION OF SIGNALING
 To ACCOMPANY BULLETIN N°19
 May 1, 1911.

FIG. 175-Z

THE EVOLUTION OF SIGNALING IN DIAGRAM

spectacle additional information was provided, as shown in Fig. No. 8, viz.: the 45° or caution indication, when used for manual block signals the lower roundel being green, as shown in Fig. No. 9. The use of Fig. No. 10 was discontinued, however, because the position of the blade, when vertical, was poorly outlined. That is, its being displayed in front of the mast made it indistinct, there being no criticism of positions of blades as displayed in Figs. Nos. 8 and 9.

In 1889 recommendations were made to provide distant signal protection at facing switches, which resulted in the adoption of the arrangement as shown in Fig. No. 11, whereby the distant switch signal was operated by a separate lever, locking the switch lever in the normal position only, the plunger lock being fixed in the center of the track, using standard material. One special feature worthy of attention was the method of signal control, which was not directly from the lock lever, but required that the plunger lock should have its full throw in order to bring the signal to the clear position, which was entirely dependent on the plunger being properly guided; hence, should the plunger casting be torn out it was not possible to clear the signal, although it was possible to reverse the lock lever. The reason for this was that link L would pivot on pin P, which, when pressure was applied, in taking up wire tension (there being no guide for the plunger), resulted in link L swinging to the right or left, thus having no effect on the signal. Later on this method was abandoned, because various troubles were encountered from dragging chains and other parts of equipment which frequently tore out these connections between rails. It will be noted that the blade on signal used for this purpose was pointed (see Fig. No. 12, stop position,

and Fig. No. 13, proceed position), the angle of the blade below horizontal for proceed (clear) having been 75°.

After this it was deemed advisable to provide more adequate protection in the way of a semaphore signal at the switch, and signal A was added to the lay-out (see Fig. No. 11) and adopted.

The use of a vertical lever stand has proven much more satisfactory than the levers arranged horizontally on the ties, especially in winter weather.

The home switch signal was operated by the switch lever, and the distant switch signal was operated by a separate lever, the distant lever locking the switch normal through a bolt lock. By this means all connections are arranged outside the rail, thus avoiding possible damage from the dragging of equipment parts.

Home and distant switch signals were later equipped with square end blades, the distant switch signal indicating in the 45° position for caution, the home indicating in the horizontal position with the switch open. This arrangement will be superseded by a special type of switch target, because of the difficulty in classifying semaphore signals for such use and to avoid possible confliction with other signals.

In 1891 it was considered necessary on some of our heavy freight lines to install spacing signals, which were operated manually and indicated only in two (proceed) positions, viz.: caution (see Fig. No. 14) and clear (see Fig. No. 15). At that time we were agitating the universal adoption of the square end arm for all signals, and specially the use of same in the 45° position for caution signals.

This spacing signal was restored to the normal (caution) position in the rear of the train, indicating to a following train that the preceding train has passed an arbitrary (according to division rule),

number of minutes previously, and after an additional lapse of time the signal was changed to the vertical (clear) position.

It will be noticed, therefore, that the caution indication was displayed by the arm in the 45° position, although at that time distant signals having blades with forked ends were used, indicating caution in the horizontal position, which still is common practice on some roads, although it cannot be considered logical. In this case straight form of semaphore casting was used, there being an abundance of counterweight to carry the signal to the normal (caution) position.

During the period extending from 1888 to the present time three-position block signals, both manual and automatic, have been in continuous operation on the Baltimore & Ohio System.

The type of manual block signal in operation from 1888 to 1900 is shown in Fig. No. 16, stop, Fig. No. 17, caution, and Fig. No. 18, clear.

In 1900 the standard was changed to that shown in Fig. No. 19, stop, Fig. No. 20, caution, and Fig. No. 21, clear, the spectacle being designed with three

receptacles for colored glasses, two only at that time being used, the remaining opening being in view of the possible change from the white light to the green light for clear and the use of the yellow light for caution.

This type of signal is still in operation in manual block territory, as well as in automatic block territory at stations where it may be desirable to issue orders.

It is necessary to digress here from the subject of semaphore spectacles to that of semaphore shafts and half cranks, as mentioned in connection with Fig. No. 4.

In 1901 a standard was adopted which required the application of the operating half crank direct to the shaft for all mechanically

operated signals in lieu of the eye rod connecting with the stud riveted to the spectacle casting, the object being to gain control of the blade through the shaft, so that in case of breakage of the spectacle the blade would still be controlled through the shaft. The reason for this change was on account of a derailment produced by the spectacle end of the semaphore breaking off at the time it was placed in the stop position, which resulted in the blade's falling to the clear



F. P. PATENALL, SIGNAL ENGINEER

position, there being no counterweight after breakage.

This was one of the first principles adopted in early signaling, and should be followed.

The application of the half crank is shown in Fig. No. 22, as is also seen in Fig. No. 4.

Having commenced in 1888 with three-position signaling in mind as the most intelligent method of conveying information to the runner, a startling set-back was experienced in 1902 when 97 miles of double indication (home and distant) automatic block signals were installed. The lower quadrant vertical position blade, however, outside the line of the post for the proceed (clear) indication was adhered to, although the forked end distant blade indicated caution in the same position as the home blade indicated stop (see Fig. No. 23, stop, Fig. No. 24, proceed, prepare to stop at next signal, block clear, Fig. No. 25, proceed, next signal at proceed).

The design of the semaphore spectacle being as shown in Figs. Nos. 23, 24 and 25, had two receptacles for the colored glasses, from which it will be seen that unless the blade assumed the proper positions the light was obscured, which was objectionable. This, however, resulted in a vast improvement in the adjustment of mechanically operated signals, it being necessary to keep the connections in a most efficient operating condition. Otherwise imperfectly displayed signals would have occurred.

The trouble above mentioned, however, of the light being obscured during the passage of the casting from the vertical position to the horizontal position, or *vice versa*, was overcome in the adoption of spectacle shown in Fig. No. 26, which provided three receptacles for colored glasses, the lower one being left open for the display of the white light, which, how-

ever, will be used when the green light is adopted for the clear night indication.

In the home signal spectacles, Figs. Nos. 23, 24 and 25, two red roundels were used, and two green roundels in the distant spectacles, making it necessary for the blade to travel the required distance in order to display the proper proceed night indication.

Having in view the absolute necessity of uniformity in signaling for all divisions, it was decided in 1903 to dispense with the double (home and distant) indication previously mentioned, using instead one blade (three-position signaling), as shown in Fig. No. 26, stop; Fig. No. 27, proceed—prepare to stop at next signal; Fig. No. 28, proceed—next signal at proceed, and this method is still in operation, and all further work was done in accordance therewith, the same indications being used in manual block territory.

In February, 1908, the most interesting evolution took place in the design of spectacles, in that the upper quadrant three-position method of signaling was authorized to be used in all future installations, and where heavy renewals were made. The upper quadrant spectacle adopted is shown in Fig. No. 29, stop, Fig. No. 30, caution, and Fig. No. 31, clear.

The first installation of signals of this type was at Cumberland, Md., in February, 1908, the high speed signals being power operated and the low speed signals mechanically operated in conjunction with the installation of a mechanical interlocking plant at the east end of Evitts Creek Yard.

Several sections of three-position upper quadrant automatic signaling have since been put into operation.

The adoption of the upper quadrant type of signal as a standard is based on the fact that the same results can be obtained at no greater expense in cost of construction, with lesser cost of operation

and maintenance, and with the maximum safety, from the use of a semaphore spectacle of less than one-half the weight of the lower quadrant type. It should also be borne in mind that undue weight added to the blade, such as ice, sleet or snow, will result in the display of the least favorable indication.

This method of signaling is universally conceded to be better and safer than those previously used, and has been in successful operation since its adoption.

As to the methods of signaling, in 1887 an interlocking plant was installed on this road at Camden Station, Baltimore, Md., in connection with which three signals on a mast were used, as shown in Fig. No. 32. The upper signals governed movements from the shed tracks to the outbound track; the second signals governing movements from the shed tracks to the inbound track, and the lower signals governing movements from the shed tracks to the siding.

The lower signals were arranged to be illuminated at night by reflecting the light onto the signal blade, no colored light being used, consequently at night the position of the blade governed the same as in daylight. Colored lights, however, were used in connection with the upper and second signals.

As a comparison, Fig. No. 33 shows the signaling at a plant installed in April, 1911, wherein it is noticeable that the three-blade signal is still considered good practice, although in the passing of twenty-four years' experience the use of the third or lower signal was dispensed with for a period, it being assumed that two signals could very capably fulfill all the requirements. This latterly has been proved an error, as the third or lower signal relieves the signals above it from transmitting special information, which can be done more logically and with greater safety in the use of the third or lower signal.

Have you ever Taken Part in, or Heard the Following Conversation?

A—Well, it's up to you. I wrote you twice and have you on record.

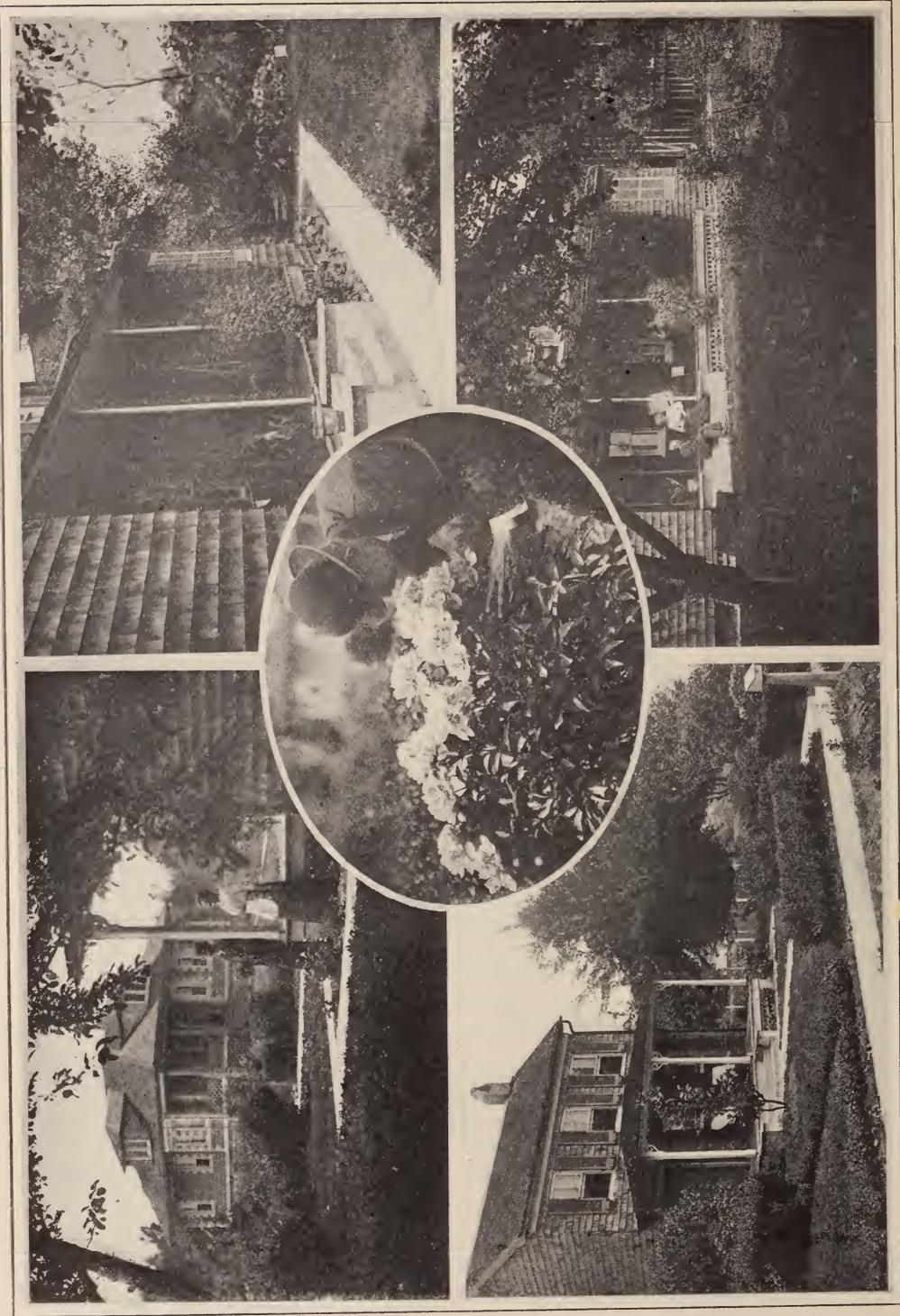
B—Well, I put it up to C, so I am in the clear.

A—Its over two months since I first wrote you, you'd better get busy, the inspector will be around soon.

B—Well, C says he put it up to D and he is in the clear.

A—Not my funeral old man—look out for the explosion.

—Anonymous.



VIEWS OF PROPERTY AT ST. DENIS OF LOUIS SMITH, BAGGAGE AGENT AT CAMDEN STATION

Upper left, Mr. Smith and wife in front of home. In the distance is the home of Mrs. M. K. Cook, Agent at St. Denis; Mrs. Cook bought this home through the Relief Department. Lower left, front view of Mr. Smith's home with railroad tracks in distance. Center, Agent Smith plucking some South African Peonies. Upper and lower right, views of side porch and yard.

The Baltimore and Ohio Wants Every Employee to Own His Home

THE pictures on the opposite page show what one employe accomplished with the help of the Relief Department. They are of Camden Station Baggage Agent Smith and his wife on his beautiful property at St. Denis, Md. Mr. Smith has been in the Loan feature of the Relief Department four times. He built his home, made two additions to it and has enlarged his property repeatedly with money borrowed from the Relief Fund. How he helped do this by truck gardening will be told soon in the Agricultural Department of the Magazine. The point we want to bring out now is this:

What Mr. Smith did, you can do. You can buy a home almost as easily as pay rent if you have ambition and will let the Relief Department help you. If you have an eye to your own and the future comfort and happiness of your family you will determine immediately to own a home. In the words of Sir Arthur Helps you will

“Resolve, and tell your wife your good resolution. She will aid it all she can. Her step will be lighter and her hand will be busier all day, expecting the comfortable evening at home when you return. Household affairs will have been well attended to. A place for everything and everything in its place, will, like some good genius, have made even an humble home the scene of neatness, arrangement and taste. The table will be ready at the fireside. The loaf will be one of that order which says, by its appearance, ‘you may come and cut again.’ The cups and saucers will be waiting for supplies. The kettle will be singing and the children, happy with fresh air and exercise, will be smiling in the glad anticipation of that evening meal when father is at home, and of the pleasant reading afterwards.”

The Baltimore and Ohio wants every employe to own his home. If you want to own your home write immediately to Department S of the Relief Department at Baltimore for full information as to how they can help you.



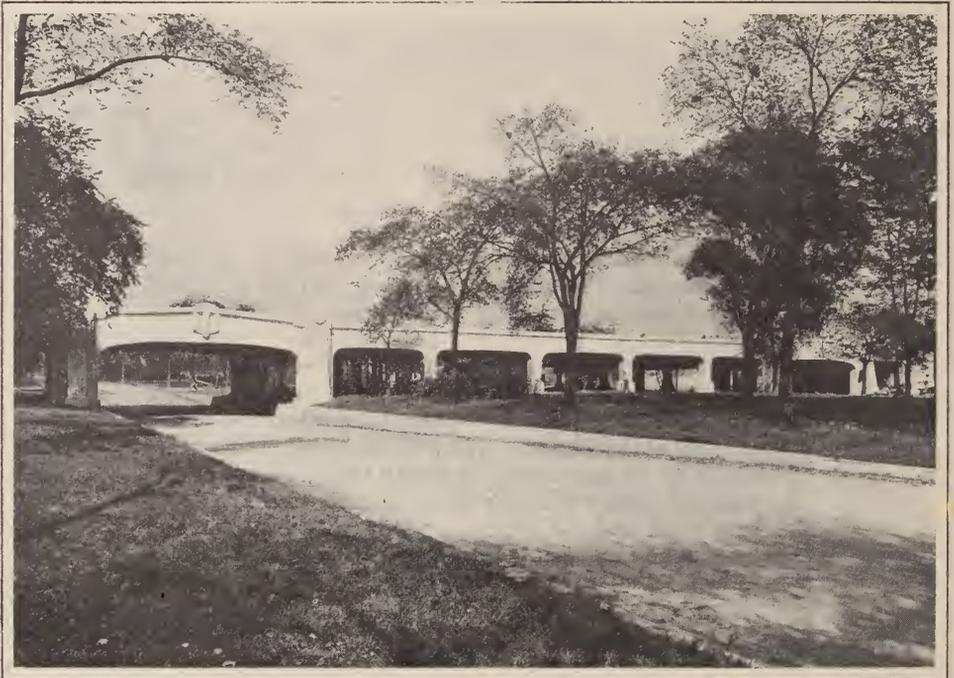
Track Elevations in Chicago



By L. G. Curtis
District Engineer

SINCE 1893 the railroads in Chicago have been eliminating their grade crossings with city streets. This has been accomplished principally by track elevation; the tracks being

The Baltimore & Ohio Railroad and the Baltimore & Ohio Chicago Terminal Railroad have done their fair share in this work, having spent to date about \$4,500,000. Of this, the Baltimore & Ohio Rail-



BALTIMORE AND OHIO CHICAGO TERMINAL RAILROAD BRIDGE OVER INDEPENDENCE BOULEVARD—STEEL BRIDGE WITH BOTH SIDES ENCLOSED IN CONCRETE

raised usually fifteen feet. The work is being done under ordinances passed by the City Council and Park Commissioners. The ordinances, however, must be accepted by the railroads interested before being in effect.

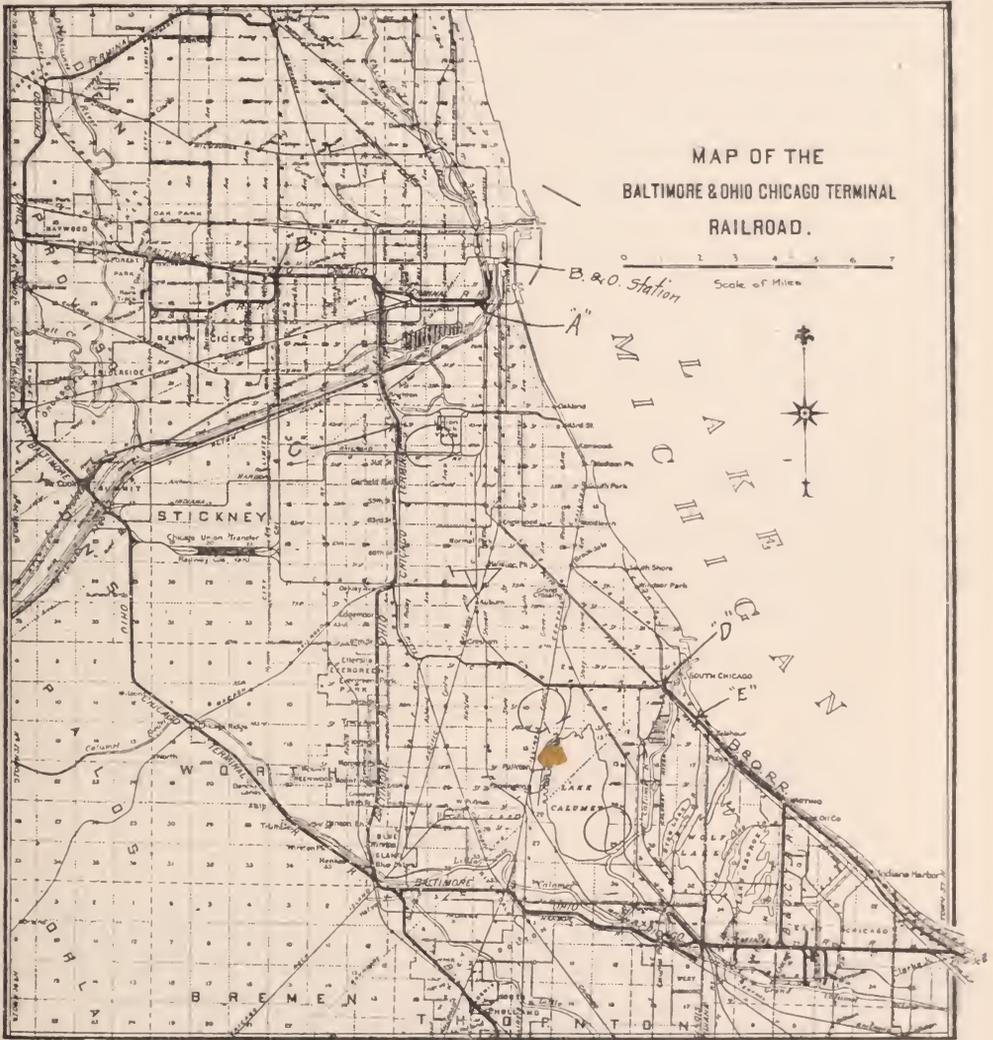
road has spent about \$720,000, the Baltimore & Ohio Chicago Terminal \$1,700,000, and the Chicago Terminal Transfer Railroad, the predecessor of the Baltimore & Ohio Chicago Terminal, \$2,080,000. The estimated cost to complete the work

required by the present ordinance is \$2,200,000.

At the present time the first street grade crossing, on the main line division, is 6.8 miles from the Baltimore &

road grade crossings have been eliminated.

The accompanying sketch map is of the general terminal connections. Point marked "A" is distant one mile from the



Ohio station and 7.0 miles on the Central Division (excepting two crossings on the east approach to the elevated tracks). Within these limits a total of 222 tracks have been elevated over fifty-three streets, and at the same time five rail-

Baltimore & Ohio station and all tracks are on original surface of grade and all streets carried overhead on viaducts between these points.

At point marked "A" (Canal Street), the approach to elevated tracks.

This approach is about 1200 feet long and tracks on same are crossed at grade by two streets (West 15th Place and Jefferson Street). Between the top of this approach and point marked "B," which is called the main line division, 6.8 miles from the Baltimore & Ohio station, there are no street crossings at grade.

About two miles west of point marked "A" is the north end of the Chicago Central Division, which is known as Western Avenue Junction. The Chicago Central Division tracks are elevated between this point and point marked "C," seven miles from the Baltimore & Ohio station, with no street crossings at grade.

In all there are only two grade crossings within 6.8 miles westward and seven miles southward from the Baltimore & Ohio station.

At South Chicago (which is nineteen miles from the Baltimore & Ohio station) a total of seventeen tracks have been elevated over six streets and grade crossings with two railroads eliminated.

In connection with the work at South

Chicago, a new bridge has been built over the Calumet River. This is to comply with an order from the United States War Department to increase the clear opening for the passage of boats. The bridge is a 235 foot single span, double track, Strauss bascule bridge and is the largest of its kind in the world, being ten feet longer than the Baltimore & Ohio general office building in Baltimore is high. Its foundation consists of six concrete caissons, twelve feet in diameter, sunk eighty feet to solid rock. The weight of the steel is 1417 tons, and the cost complete will be about \$225,000. Photographs of this huge bascule bridge were reproduced in the August, 1913, issue of the Magazine.

The entire cost of this track elevation work in Chicago is paid by the Railroad Companies. This cost includes the adjustments of city sewers and water pipes. The various Public Utility Corporations adjust their property as is necessary and assume the cost of their own work. All other expense is paid by the Railroad Companies.

Chicago Division Improvements

By L. G. Curtis

SINCE the spring of 1910, the Baltimore & Ohio has expended for improvements on the Chicago Division approximately \$4,660,000 in addition to the \$720,000 spent for track elevation in Chicago.

At Chicago Junction, Ohio, we have built new yards at a cost of approximately \$1,250,000. These yards are of the gravity or "hump" type, contain sixty-one miles of tracks and have a capacity of

approximately 6,000 cars. There are east and westbound receiving and classification yards, repair yard and an eastbound fast freight or "Q. D." yard.

In connection with the yards, subways were built under the railroad at Front and Main Streets; a new reservoir, having a capacity of 110,000,000 gallons, was constructed; the passenger station was remodeled and a new restaurant and lunch room built.

The spring of 1910 marked the beginning of an extensive program of second track work on this division, which has resulted in the completion of eighty-two miles of new second main track between the following stations:

Hamler and East Defiance, O. . . . 16 miles
 Mark Center and The Bend, O. . . . 8 miles
 Milford Jct., and Cromwell, Ind. . . 12 miles
 Lapaz Jct., and McCool, Ind. . . . 46 miles

As a part of the second track work, all old bridges, which were formerly wooden trestles, were replaced with structures of concrete and steel. Approximately thirty miles of passing tracks were built. New water stations at Walkerton and Wellsboro, Ind., and a reinforced concrete mechanical coaling plant at LaPaz Junction, Ind., were constructed.

There is also ten miles of second track roadway graded between Defiance and The Bend, Ohio, on which a second track will be laid in the summer of 1914.

This year, therefore, the Chicago Division, 278 miles in length, will be double track with the exception of 2.8 miles through Defiance, Ohio, and twenty-three miles from Milford Junction to LaPaz Junction, Ind.

All westbound grades over two-tenths of one per cent. have been reduced to that

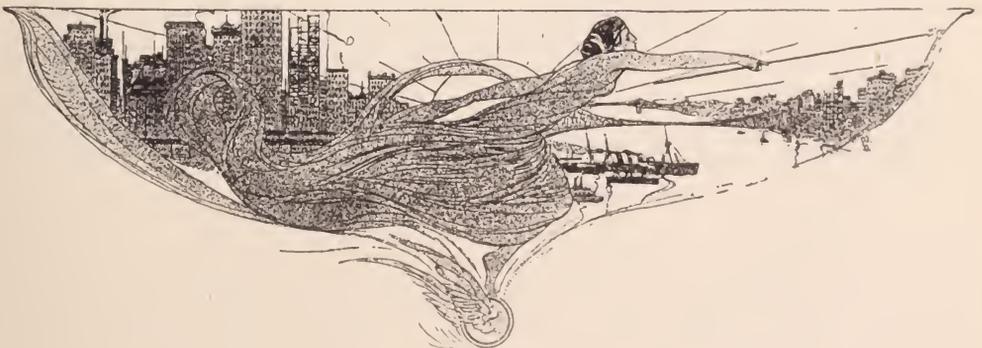
rate, excepting between Wellsboro and McCool, where there are still some westbound grades slightly in excess of this. All eastbound grades have been reduced to thirty-seven hundredths of one per cent., these changes being in the following localities: through The Bend, O.; east of Wawasee, Ind.; across the Mankakee Marsh, east of Union Center, Ind.; through Tracy, Ind.; between Wellsboro and McCool.

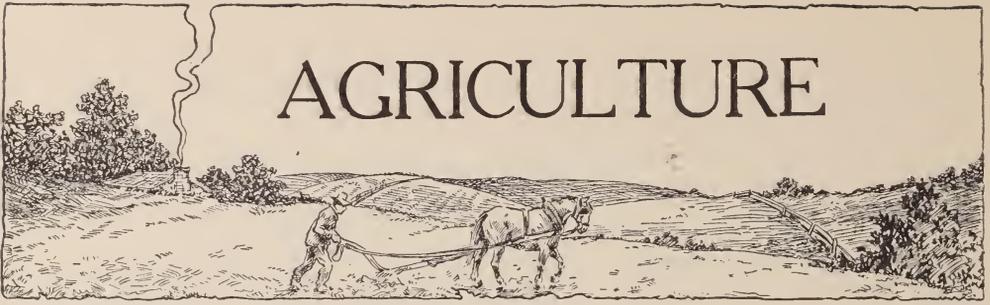
Since 1910 there has been expended for second track and appurtenant work on the Chicago Division over \$3,000,000.

Automatic block signals have been installed between Hamler and Standley, O., a distance of 10.6 miles, and between Milford Junction and McCool, Ind., a distance of sixty-nine miles, at a cost of \$150,000.

New interlocking plants have been built at the west end of Chicago Junction Yard, Hamler, Holgate, Standley, Midway and Sherwood in Ohio, and at Auburn Junction, Wawasee, Milford Junction, Napanee, Bremen, La Paz Junction, Walkerton, Union Center, Wellsboro, Alida, Babcock and McCool, Ind.

New engine facilities have been installed at Garrett, Ind., including a new eighteen stall roundhouse, ash pit, oil house and power plant extension at a cost of \$210,000.





AGRICULTURE

West Virginia as a Poultry State

By J. H. Stewart

TO UNDERTAKE to discuss so important a subject as the poultry industry with reference to all the states which are traversed by the Baltimore & Ohio Railroad System would be almost like discussing it as to the whole nation. Discussed in this manner the subject, in many respects, would necessarily be so general in its character as not to be interesting. I have chosen, therefore, to discuss the matter for West Virginia alone, first because of that State's great adaptability to this business and because of the extensive mileage of our railroad there; because of the great part which the poultry industry has taken in the development of the State thus far, and because anything of much significance in West Virginia is necessarily of great interest both to our Company and to thousands of its employes. There is another reason why this subject may be appropriately discussed in this connection with reference to West Virginia only, and that is that there are so many thousands of acres of low-priced land contiguous to the Baltimore & Ohio Railroad which are just suited to the successful operation of this particular industry.

Certainly no State in the Union is so well adapted to the production and sale of high grade poultry products as West Virginia. Before presenting evidence in proof of this statement, however, let us consider briefly the part played by the humble hen in the economic welfare of our country, as few people have any conception whatever of the enormous value represented by the eggs and market poultry consumed annually. According to the Year Book of the Department of Agriculture for 1911 the farm value of the more important crops and poultry products in the United States in 1910 was as follows:

Corn.....	\$1,700,000,000
Cotton.....	775,000,000
Poultry Products....	750,000,000
Hay.....	700,000,000
Wheat.....	600,000,000
Oats.....	350,000,000
Potatoes.....	213,000,000

On first thought one might consider these statistics of the value of poultry products to be entirely false and misleading, but when one reflects that it would cost one-fifth of a million dollars to supply the five million people in New York City with only two eggs apiece, or enough for

one meal, then the figures given no longer seem wild and fantastic but entirely reasonable. The poultry industry, then, is not only of vast economic importance at the present time, but it is one of the most rapidly developing branches of agriculture. Not only is the total production increasing from year to year, but the price is advancing uniformly and rapidly. In New York City the highest wholesale price for fresh eggs in December, 1896, was twenty-five cents per dozen, and with scarcely an exception the price has advanced year by year until in December, 1911, the highest wholesale price was sixty cents per dozen.

What advantages over other States does West Virginia offer for the production of high grade poultry products? At the

Virginia is 52.3 degrees F., and although this varies considerably in different sections, due to differences in altitude, the temperature is practically ideal for poultry. In sheltered locations of West Virginia fowls lead an outdoor life with its consequent health and prolificacy.

West Virginia is a region of hills, mountains and valleys, with countless coves so sheltered from storm and wind that fowls may remain in the open practically every day in the year. In such sheltered locations the grass begins to grow early in the spring and remains tender and green until late in the fall. This adds to the health of the fowls and reduces the cost of feed bills.

Next in importance to the climate is the soil, for the success or failure of any



MAKING POULTRY PAY AS A SIDE LINE

head of these advantages should be placed the climate, as West Virginia is neither so far north that the winters are too long and cold, nor so far south that the summers are too hot and enervating. The average annual temperature of West

poultry enterprise depends to a large extent upon the character of the soil upon which the poultry plant is located. If the soil is too heavy and tenacious there is a tendency for disease germs to accumulate to such an extent that after

a time the fowls become unthrifty and unprofitable. Practically all of the upland soils of West Virginia are so well drained, however, that where ordinary methods of cleanliness are employed little trouble is experienced from soil con-

their droppings. The work of producing fruit and poultry can be so arranged that the slack period in the care and management of the flock will come when one is busiest with the fruit. Thus practically a double income may be obtained from



WELL SHADED HILLOCK PROVIDING GOOD NATURAL DRAINAGE AND FINE SOIL FOR CHICKEN RAISING

tamination. Not only are the soils of West Virginia well adapted to poultry keeping in this respect, but land can still be purchased very cheaply, some of it close to rapidly growing manufacturing towns and cities. The State, as a whole, is as yet somewhat sparsely populated.

It is acknowledged that West Virginia is a great fruit State. Practically all soils adapted to fruit culture are adapted to poultry for the reason that both require well drained soils. The production of fruit and poultry may be made to go hand in hand, the trees furnishing shade so necessary for the comfort of the fowls during summer, and the poultry in return picking up many a noxious insect which might destroy valuable fruit, and gradually enriching the soil of the orchard by

the same area of land, each branch of the work helping the other.

West Virginia is splendidly located in respect to markets. New York, in size the second largest city in the world, and the first city in the world in respect to the consumption of high-grade poultry products, is only 282 miles by rail from the extreme eastern portion of West Virginia, and Philadelphia, Baltimore and Washington, are considerably nearer. Pittsburgh is less than 100 miles from the northern border, and Cincinnati, with its river transportation, is not very much further from the southwestern portion of the State. All of these cities are near enough for poultry products to be shipped by express and arrive in time to be sold and delivered to the consumer during the following day. Nearness to the great

markets is a very important matter, especially in the case of poultry products, where freshness is one of the chief factors controlling the price.

For the small producer the home market, however, is the important one, and from this standpoint West Virginia is unexcelled, as the numerous mining and manufacturing towns that are springing up all over the State are increasing in population much faster than the production of poultry products. As a consequence of this condition a large part of the eggs and market poultry used in such cities as Clarksburg, Grafton, Fairmont, Morgantown, Charleston and Parkersburg is shipped in from other States. This condition of affairs indicates the possibilities for enterprising poultry-

of cleanliness are employed fowls are long-lived and prolific, and consequently, profitable.

Although there has never been any systematic effort to build up the poultry business in West Virginia, nevertheless, on account of her natural advantages there are twenty-one other States in the Union that do not have as many fowls in their borders. In 1909 the value of the eggs produced in this State amounted to \$3,672,193, and the value of the market poultry amounted to \$2,238,696. Yet West Virginia stands only at the threshold of the development that is coming surely and rapidly in this industry.

The foregoing discussion has reference almost entirely to chickens and eggs. The production of turkeys, geese, ducks



A HEALTHY FLOCK OF WELL FEATHERED BIRDS

men to build up a profitable private trade as soon as they produce what is required.

West Virginia is remarkably free from serious poultry diseases. This freedom is due to the splendid climate and the well drained soils. Where ordinary methods

and squabs is no less important, is no more difficult and, in my judgment, is even more profitable in some respects than the production of chickens. There is great demand for geese and ducks, and all know of the demand at high

prices for well grown squabs, especially in the large city markets. The Virginias form the native home of the turkey. It may still be found in its wild state in the forests of both the Virginias, and the natural conditions here are pre-eminently suitable for this bird.

The growing of all these fowls, in large and small numbers, has attracted the attention of many, among whom may be found the most intelligent of our citizens, not only upon the farms, but also about the cities and towns. As a business and as a recreation poultry raising has been found worthy of much consideration.

This business has grown great in the aggregate because it can be conducted on either a large or a very small scale. Those who have but a small area of land about their homes have found it an interesting and profitable undertaking to maintain a small flock of the special breeds in which many who have given the matter attention, have found great

pride as well as profit. Some of the breeds of chickens are very handsome, and when one has become interested in their culture to any great extent, it becomes a subject of profound study. Here and there in almost every community there crops out someone who has started poultry raising in a small way, as above suggested, and who has finally developed into a breeder of finished birds fit for exhibition in the most stylish and high class poultry shows. In the May issue of the Magazine illustrations were given of the bird of an employe which was the winner of very attractive prizes. Doubtless there are many such poultrymen among the employes of the Company if only they would let their names be known.

This subject is mentioned in this way in order to bring about a discussion of the poultry industry in various phases, and as a subject of interest and of possible profit to employes of the Baltimore & Ohio System.

From Montana to the Baltimore & Ohio for Railroad Scenery

A. A. Dietz, Company ticket agent at Cleveland, Ohio, has given us a letter received from a resident of Montana which brings forth the highly gratifying

fact that the scenery along our right-of-way compares very favorably with that on some of the Western railroads. A copy of her letter follows:

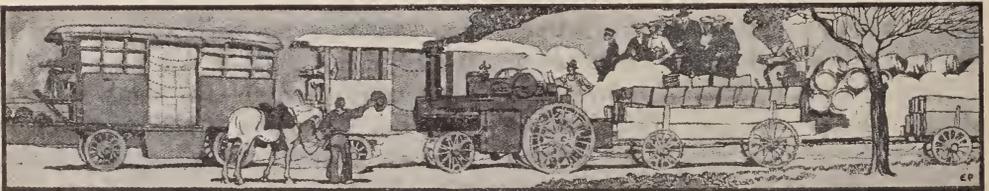
MR. A. A. DIETZ,
Ticket Agent, Baltimore & Ohio Railroad,
Cleveland, Ohio.

May 15th, 1914.

Dear Sir:

In using your line from Washington to Cleveland I was most delightfully surprised to find it the most beautiful trip I had ever taken. The scenery is gorgeous, and the road smooth and easy. I don't think there is a more beautiful stretch of road to be found than that between Washington and Cumberland.

(Signed) MRS. WARREN N. GOODMAN,
Bozeman, Mont.



QUESTION BOX



Correct Answers—Solutions—New Problem

The following additional employes have submitted correct solutions to the Pursell Problem which was published in the April issue:

Paul E. Stanton, Hamden, O.; George W. Hines, Jr., operator, Connellsville Division, Connellsville, Pa.; Louis G. Kohler, clerk, stores department, East Side, Philadelphia, Pa.; Francis W. Thomas, yard clerk, Allegheny, Pa.; Robert Reid, caller, C. H. & D., Lima, O.; F. W. Parker, clerk, Hicksville, O.; Casper Kinzel, Millwood, W. Va.; John F. Anderson, truckman, Defiance, O.; M. J. Mathews, operator, Keyser, W. Va.; Herbert Zinsmeister, Newark Division, carpenter, Zanesville, O.; E. U. Scheetz, telegraph operator, Millersburg, O.; Arthur F. Streng, watchman of No. 10 Cut, Meyersdale, Pa.; R. E. Border, operator, Cambridge, O.; J. E. Loyd, assistant division engineer, Garrett, Ind.; W. V. Feather, conductor, Springfield,

Pa.; Daughter of E. J. Barling, engineman, Baltimore, Md.; James W. Pledge, conductor, Baltimore Division, Baltimore, Md.; Leonard E. Conden, stenographer to storekeeper, East Dayton, O.; E. S. Spiker, brakeman, Hagerstown, Md.; Max Dietrich, train caller, Chicago Jet., O.; Fred Moran, ex-operator, C. H. & D., Bays, O.; Chas. E. Maynard, operator, Chardon, O.; Jas. H. Six, trackwalker, Section 8, Wheeling Division; W. C. Dodds, 2nd trick leverman, E. Grand Avenue tower, Springfield, Ill.; M. M. Greene, stationery and office supplies, Baltimore & Ohio Southwestern, Cincinnati, O.; W. D. Dye, stationary fireman, Chillicothe shops, Chillicothe, O.; R. F. Allunt, agent, Buck Lodge, Md.

Question No. 4

Correct answers to question No. 4, published in the May issue, were received from the following:

R. P. Hennessy, car service department; J. E. Holloway, 1st trick operator "DK" tower, Bellaire, O.; J. A. Hunt, passenger brakeman, Camden station, Baltimore, Md.; J. H. Gochbauer, Camden station, Baltimore, Md.; F. J. Dolan, master mechanic's office, Clifton, S. I.; Howard Wright, apprentice, car lighting department, Baltimore, Md.; D. E. Ballinger, secretary to general agent, Pittsburgh, Pa.; Leonard E. Hehl, coal and coke receipts department, Baltimore, Md.; R. E. Mitchell, office auditor merchandise receipts, Baltimore, Md.; James W. Pledge, conductor, Baltimore Division, Riverside, Md.; W. A. Clifford, agent, Garrett, Ind.; D. O'Leary, timekeeper, Chicago, Ill.; F. E.

Henson, agent, Baltimore & Ohio Southwestern, Lyndon, O.; George Welbert, Jr., Mt. Clare, Md.; E. C. Byron, general clerk, station, Warwick, O.; Wm. D. White, office of coal and coke receipts, Baltimore, Md.; J. M. Hill, ex-clerk, Canal Dover, O.; W. A. Hayes, agent, Grove City, O.; W. L. Corrie, freight agent, Chester, Pa.; Bert Radasi, yard clerk, Lorain, O.; Thos. McNicholas, agent, Mannington, W. Va.; Audrey S. Wall, assistant ticket agent, Newark, O.; J. H. Steele, chief clerk to agent, Flushing, O.; E. W. Spille, clerk, general manager's office, Cincinnati, O.; A. E. Sterrett, chief clerk to T. M. and R. F. E., Toledo Division, Dayton, O.; M. T. Shipp, brakeman, Cumberland 2nd Divi-

sion, Martinsburg, W. Va.; R. S. Waller, chief yard clerk, Washington, Ind.; J. W. Higgins, agent, Junction, Ill.; W. G. Saylor, cashier, Meyersdale, Pa.; John McDonnell, fireman, Millvale, Pa.; G. P. Barclay, Everson, Pa.; Alva F. Yothers, clerk, Everson, Pa.; W. E. West, engineer, Connellsville, Pa.; John Drennan, Jr., Elyria, O.; Paul S. MacDonald, aged fourteen years, son of E. G. MacDonald, agent, Duffields, W. Va.; Harry A. Adiscn, Baltimore; T. H. Lynn, operator, Hyattsville, Md.; E. A. Richardscn, switchtender, Lorain, O.; E. E.

Allright, Agent, Sand Patch, Pa.; H. L. Breverington, relief operator, North Bend, Ind.; T. J. O'Toole, clerk, Glenwood, Pa.; John M. Turrell, Vincennes, Ind., E. B. Ritcheie, Cincinnati, O.; L. Martin Simpson, Jr., President's Office; John Dennis Habel, operator, Manila, Pa.; James H. Sip, trackwalker, Wheeling Division.

One employe answered both questions 3 and 4, but unfortunately we have lost his name. If he will send us his name once more we shall be glad to acknowledge in later issue.

The quickest way to solve question No. 4, is by simultaneous equations, *i. e.*, using two unknown quantities. The solution follows:

Let x = the cost of a one-way ticket.

And y = the cost of a return ticket.

$$\text{Then } 3x + 2y = \$5.50 \text{ (1).}$$

$$\text{And } 2x + 3y = \$6.25 \text{ (2).}$$

Multiply both equations to eliminate one unknown quantity.

$$6x + 4y = \$11.00.$$

$$6x + 9y = \$18.75.$$

$$\begin{array}{r} \text{Subtract} \\ -5y = -\$7.75. \\ y = \$1.55. \end{array}$$

Substituting value of y in equation (1).

$$3x + \$3.10 = \$5.50.$$

$$3x = 5.50 - \$3.10.$$

$$3x = \$2.40.$$

$$x = \$.80.$$

The solution of this problem, by using only one unknown quantity, is as follows:

Let x equal cost of 1 one-way ticket:

Then $2x$ " " " 2 " "

And $\$6.25 - 2x$ " " " 3 return "

Also $\frac{\$6.25 - 2x}{3}$ " " " 1 " "

And by second condition

$\$5.50 - 3x$ equals cost of 2 return tickets.

Also $\frac{\$5.50 - 3x}{2}$ " " " 1 " "

Things equal to the same thing are equal to each other.

Therefore

$$\frac{\$6.25 - 2x}{3} = \frac{\$5.50 - 3x}{2}$$

$$\$12.50 - 4x = \$16.50 - 9x$$

$$5x = 4.00$$

$$x = .80 \text{ cost of 1 one-way.}$$

$$\text{And } \frac{\$6.25 - \$1.60}{2} = \$1.55 \text{ cost of 1 return ticket.}$$

Apparently Problem 3, which was submitted by D. O. Leary and appeared in the May issue, was found to be exceptionally hard, for up to June 8, we had received only eighteen correct answers. There are a number of ways of passing the two trains, but the consensus of opinion seems to be in favor of the following, which happens to be the method submitted by Mr. Leary.

A Engines and train come to full stop *West* of switch far enough to leave room for the entire B train.

Cut off A *head* engine, run it into siding to remain there until B train pulls *West* up to A train to let A *head* engine out of siding.

A *head* engine runs *East* the length of both trains and remains there.

B train backs *East* to clear switch and remains until A *second* engine with first three cars of A train pulls into siding;

B train pulls *West* up to A train.

A *second* engine shoves the three cars behind B train and goes back in siding.

B train back *East* to clear switch leaving three cars of A train next to A *head* engine.

A *second* engine gets three more cars and goes into siding.

B train again pulls *West* up to A train so that A *second* engine can shove three more cars behind B train and go back again into siding.

B train leaves the second three cars next to first three cars and repeats this performance with three cars at a time from A train, until the entire A train is behind B train and next to A *head* engine and A *second* engine on siding.

The three engines move both trains *West* to clear switch. A *head* engine runs *East* to clear switch so that A *second* engine can back onto A train.

Then A *head* engine backs onto train.

Both trains are now ready to depart with all engines and cars in the same relative positions as when they met.

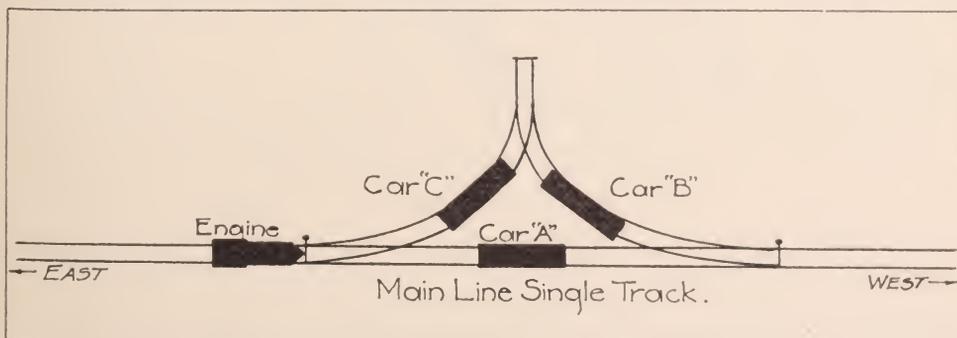
The names of the employes who passed the trains successfully are:

Wm. D. White, Room 1105, Central Building, Baltimore; E. B. Ritchie, clerk, Cincinnati, O.; E. E. Spiker, Hagerstown, Md.; J. W. Kennedy, Hundred, W. Va.; J. C. Carpenter, Arden, W. Va.; John McDonnell, Millvale, Pa.; W. E. West, Connellsville, Pa.; F. M. Drake, Dayton, O.; R. S. Waller, Washington, Ind.; W. E.

Stanton, Hamden, O.; G. S. Hardy, Martinsburg, W. Va.; J. E. Sullivan, Keyser, W. Va.; E. R. Hart, Fostoria, O.; John M. Turrell, Vincennes, Ind.; W. A. Howard and F. L. Abernathy, Lebanon, Ill.; W. E. Dodds, Springfield, Ill.; R. P. Hennessy, Car Service Dept., M. B. Wild, Statistitian, Baltimore, Md.

Problem No. 5

The following diagram shows the conditions embodied in a problem submitted at different times recently by J. S. Wetherall, yardmaster, Bridgeport, Ohio; K. L. Hague, hostler, Smithfield, Pa.; and R. A. Morgan, operator, Buchannon, W. Va.



A car stands on each of the three sides of a "Y." The point of the "Y" holds but one car and an engine, or two cars. How can an engine turn on the "Y" in the smallest number of moves, without making any flying switches, and leaving the cars in exactly the same positions as before the operation started?

PESTS OF THE PULLMAN CARS.

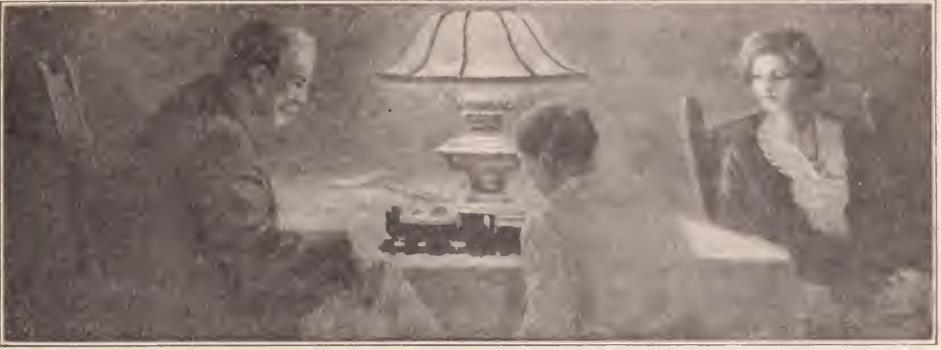
[Copyright: 1918: By John T. McOutcheon.]



Do you know them? The men who use the wash room early and then sit around in the way of those who come after.

Courtesy of Chicago Tribune.

Don't be a space filler. The tramp, the corner loafer and the bench warmer are past masters of that art.
As Nature abhors a vacuum, so Business abhors a mere vacuum filler.
To make good—you've got to displace work!



HOME DEPARTMENT

Edited by Edith Henderson

Five Thousand Suffragettes in Line make a Notable Parade

CAUGHT by a fresh spring breeze, many a banner fluttered in the sunshine of a beautiful day as the suffragettes formed in front of the White House on the afternoon of May 9th, for their big parade to the National Capitol. Led by a troop of cavalry and accompanied by a dozen bands, they proceeded up beautiful Pennsylvania Avenue, past the Senate Office building, straight on to the Capitol steps.

It is difficult to describe the exact sensation experienced by the spectator as the different divisions followed each other and rank after rank wheeled into view, glistened for a moment in the warm sun light, wheeled again and disappeared. One seemed to follow the last flicker of a golden streamer even while turning eagerly to view the tri-colored shoulder straps of purple, white and green that immediately followed it.

Five thousand strong, from all over the country, from Maine to California, from Oregon to Florida, these women came to-

gether and paraded the streets of Washington in a public demonstration for the cause of suffrage. Some of them were mounted and wore costumes typical of many periods—flowing cloaks of white and purple falling gracefully from the shoulders of the riders, habits quite severely tailored, and so on down to the rough and ready khaki costume of more recent days.

Small girls wreathed in garlands and carrying baskets of flowers and young women carrying daisy-chains were followed by a delegation in white with yellow streamers that made a brave show as they floated far out on the breeze. Then there was a girls' drum and bugle corps consisting of half a dozen pretty girls with bugles, drums and cymbals. There were professional women, nurses in blue and white uniforms, college women in cap and gown, and more than one mortar-board covered a head whose golden locks had long since turned to silver. Excepting the special college and professional di-

visions, the marchers were attired in white from jaunty caps to dainty shoes that clicked on the pavement and twinkled by in this most attractive picture. One delegation carried a twenty-foot banner bearing the inscription, "We Demand the Passage of the Bristow-Mondel Resolution."

Arrived at the Capitol, each division was assigned a position on or near the steps directly in front of the building. Here a white clad chorus of one thousand sang "The March of the Women," the words and music of which were written by women supporters of the cause, while each in turn the many bands played martial airs, finally joining forces in the national anthem, and thus concluding the outdoor exercises.

The parade, be it known, was more than a mere pageant, for many of the marchers were armed with letters to their

particular congressmen whom they were under instructions to "button-hole," and for the performance of this sacred duty a flood of women surged through the building to find, alas! that most of the dear congressmen had "ducked"—most, but not all of them, for one of the gentlemen from Connecticut was caught in the flood and surrounded by delegates from Hartford. When last observed he looked very grave indeed, as if he feared the worst and would welcome anything that promised rescue. An important feature of the program was the presenting to Congress of a petition embodying the suffrage demands, and this was safely accomplished earlier in the day by a special committee appointed for that purpose.

The demonstration was well received by the hundreds who turned out to view it and on the whole it was a great day for the exponents of woman suffrage.

Simple Rules for the Care of Milk

Take in milk and cream as soon as possible after being left at your door and place in the refrigerator.

Keep milk and cream cold until ready for use. If convenient keep it next to the ice in your box.

If ice cannot be obtained, wrap the bottle in a wet cloth and stand it in a dish of water by an open window out of the sun. Evaporation of water will cool milk.

Keep milk and cream covered until wanted and in the bottle in which it is delivered. In open bowls and pitchers it will absorb odors and collect flies and dirt.

Pour from a bottle only what milk and cream is needed for immediate use. Milk or cream that has become warm should never be poured back into a bottle of cold milk or cream.

Wash and return all milk and cream bottles daily.

Have a separate quart of milk for the baby. What the child does not use, others may have.

In mixing the baby's food do not add a warm fluid to the milk until you are ready to give it to the baby.

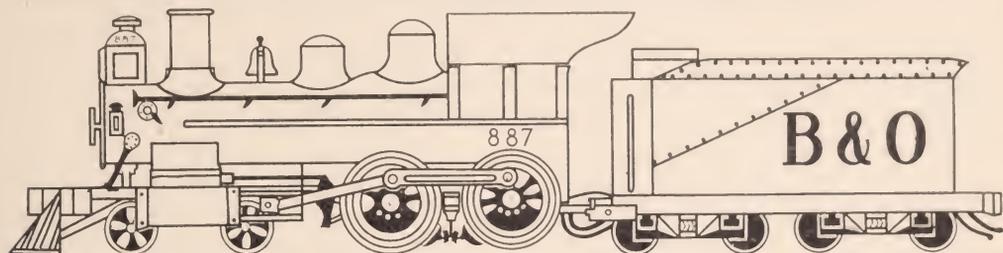
Do not leave milk, cream or butter standing around on the kitchen table.

Put nothing in milk or cream bottles after bottles are empty. Sterilizing will not kill all odors.

Be sure to keep refrigerator or cold closet where milk is placed absolutely clean.

Somebody Put the "B. & O." in BOY

By John V. Mitchell



MR. LECHLIDER,
Superintendent at Cleveland, Ohio.

867 Tenth Street,
LORAIN, OHIO.

Dear Sir:

I am sending a drawing of an engine that I have drawn all myself. I would like to have it put in the Baltimore and Ohio Magazine. I am the grandson of the oldest engineer in active service on the Chicago Division and when I grow up I want to work on the Baltimore and Ohio. My grandpa has worked on the Baltimore and Ohio for over forty years and my papa has been with the Company for twenty years, so you see I am quite a Baltimore and Ohio boy. I am thirteen years old. Drawing is one of my greatest delights.

Thanking you for your time,

Yours respectfully,

JOHN V. MITCHELL.

(Son of Wm. F. Mitchell, Round House Foreman at Cleveland.)

When the Train was Called

By Mrs. B. E. Sapp

Wife of Brakeman, Wheeling Division

The train rolls up to the station door,
The ship sails out to sea.
And the wind that sweeps from the sunny south
Is as sweet, as sweet can be.
There's a world of toil and a world of pain,
A world of trouble and care.
But, oh, in that world where our Father reigns
Is gladness everywhere.

The train rolls up to the station door
As the brakeman goes forth to work,
And the morning breeze comes fresh from the
moor
While the dews on his foot prints lurk;
And far on the hills by feet untrodden
There are blossoms that scent the air,
For in the world of our Father—God
There is beauty everywhere.

The babe's at rest on the mother's breast
And the tide of joy flows in;
He giveth, He taketh, He knoweth best,
The Lord through whom heaven we win.
And for troubled souls with trials tossed
There is help in a lifted prayer,
For never a soul that He loved was lost,
And the Father is everywhere.

The train again rolls up to the door,
And the ship, from sea returning,
Is seen in the glow of the setting sun
And the evening star's pale burning.
As the brakeman homeward wends his
way
Sweet peace his bosom fills,
And the train rolls on to another day,
For all's well that the Father wills.

The Duty Dance Versus the Pleasure Dance



ONE of the simplest arguments we have heard against the new dances is that they are pleasant. "The men really enjoy them; that shows how awful they must be," exclaims a horrified critic. And bygone visions of countless husbands, sweethearts and brothers dragged by the scruff of their neck out upon the ballroom floor, there to two-step chastely for their country's good, come to mind to explain the past whereon is based this disapproval of the present.

There is, however, a quite different point of view. In it dancing is a pleasure, not a duty, and quite as blithe a performance as whistling or tennis or reading Mr. James Stephens, for example. And, as it happens, if you are reading Mr. Stephens's latest volume, "Here Are Ladies," you will find in it a truly marvellous exposition of this very modern (and very ancient) theory of the dance.

"To frolic when a man goes out for a walk with a dog—that is the beginning of dancing," asserts Mr. Stephens. Children will dance upon the slightest provocation, he notes. Worms and members of Parliament, "between whom, in addition to their high general culture, there is a singular and subtle correspondence," do not dance, because "the inelastic quality of their environment forbids anything in the nature of freedom." On the other hand, "frogs, dogs and very young mountains do dance."

Against such real dancing Mr. Stephens sets this glum picture of dancing as it

was practised until lately by human beings:

"The spectacle of many men dancing is provocative of pain. . . . They stand in the happy circle, their features are composed to an iron gravity, their hands are as rigid as those of a graven image, and then, the fatal moment having arrived, they agitate their legs with a cold fury which is distinctly unpleasant."

This cold fury has distinctly departed, and the dancing of the hour comes fairly close to the pleasure dancing which Mr. Stephens celebrates. Yet who shall say that stern duty is any the worse for being banished from the ballroom?—*New York Tribune.*

Pay Rent—or Own Your Home?

On page 51 of this issue of the *Employes Magazine*, attention is called to the loan feature of the Relief Department as a material aid in securing a home. This is a subject of great interest to our women readers, and the writer urges that you read the article carefully, for in it the Company offers to help every employe to secure and own his home. To the special attention of our women readers is recommended the beautiful quotation of Sir Arthur Helps, on "Home." Wives who have dreams of a home of their own, and girls who expect to preside over homes, will do well to investigate this offer thoroughly.



Knowledge Broadens Our Capacity for Greater Responsibilities

By Edward L. Litter
Agent, Hills, Ohio

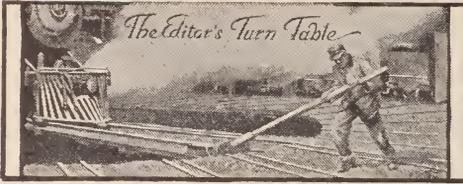
EACH issue of our Magazine becomes more valuable to us as each number broadens its scope of usefulness and fits us for greater and more efficient service. Through our Magazine we can gather knowledge which, if properly applied, will be highly beneficial to us, and will widen our capacity for greater responsibilities.

Some of us are more capable and proficient than others, but few of us are doing all that we are capable of. Our best efforts are not always put forth. We do not set our mark high enough, but drift along short of our highest possible attainment. It would be to our advantage to set a high standard, one that would require years of hard and faithful service to reach. In so doing we would always be striving and our efforts of today would be greater and more productive than our efforts of yesterday. And while we are bending our best efforts toward a greater accomplishment, we are preparing ourselves for the greater responsibility which will be given to those who are deserving. I am sure it would be gratifying to our president to know that he has a score of competent men for every important position on our System, for if that were the case it would never be necessary to cast about for a man equal to a certain responsibility—it would only be a matter of choice.

We must cultivate strong and pleasing personalities along with our knowledge and power to do things. Be pleasant and cheerful, put your heart and mind in your work. For a man who does this, the future has much in store. He will become capable of greater work. It is not often that a man who is liable to fail steps higher up. Failure comes when we imagine we have reached our mark and cut down our power. We fail because we drift along, falling short of what we are really capable of.

I believe the thing that hinders most of us is lack of ambition and energy (steam if you choose to call it by that name). Let us get out of the old rut, out of the old way of thinking and doing things. Let us all unite our powers and pull together in one direction and keep the Baltimore & Ohio at the head of all trunk lines. In doing this we will put a higher value on ourselves, we will be worth more to ourselves, our Company and our country.

Our Magazine will help any and all of the great Baltimore & Ohio family to improve in this direction if we read it carefully and try to get out of it all it tries to give us. Its purpose is to help us help ourselves by qualifying us for a greater field than we now occupy. I consider it a splendid institution of useful knowledge.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The Future for the Engineer

HISTORY tells us that Alexander the Great wept because he had no more worlds to conquer. His was the viewpoint of the civilization of his time, a civilization which measured achievement principally by the harvests of the sword and spear, and to which the ultimate accomplishment was conquest and confiscation. If Alexander were living today, even if he had attained pre-eminent success in some field of endeavor, and if he said, "alas, I can do no more," he would be entirely out of sympathy with the dominant spirit of the time, a spirit which has an undeniable challenge to constant greater attainment and makes every passing decade seem more wonderful than its predecessor.

Look back, for example, to the early history of railroading. What now would be the Baltimore and Ohio Railroad, the first real steam railroad in the world, if the bold pioneers who laid the steel rails from Baltimore to Relay had been content to stop there; or if those of a later generation had given up their plans for pushing the right-of-way west, when, on account of the fact that the locomotives frightened the horses and mules which

pulled the boats along the Chesapeake and Ohio Canal, an injunction compelled them to haul our trains with animal power instead of locomotives on the section of track which parallels the canal; or if those who followed the men who overcame this obstacle had been deterred by the almost unbelievably reactionary attitude of the state of Pennsylvania when it refused to permit the Baltimore and Ohio to lay any tracks in that commonwealth, and they were forced to build the right-of-way around a corner of the state to get to Wheeling. It took men of great vision and courage to override these obstacles, men of hardihood and determination to pioneer in such undertakings as spanning the Alleghenies with steel rail.

The engineer played the most important part in all these accomplishments. But great as have been his achievements in the last hundred years, what much greater achievements the next century seems to have in store for him. Already he is working to prevent the enormous waste and damage yearly caused by the overflowing of our rivers, to save the rich alluvial soil constantly being carried into the ocean and lost for all good purposes, to permit of the greater utilization of running water for the manufacture of power. He is trying to harness the incalculable energy which can be generated by the heat of the sun and the movements of the tides and the rushing of the winds. May not the whirling of the earth itself through space some day come within his ken and calculation. Dreams? Perhaps! Yet not dreams impossible of fulfillment if we are to judge the future by the past.

Fortunately our engineers are men of vision who will look into the future and gladly accept its challenge. They are of the same stuff as was Benjamin H. Latrobe, chief engineer of the Baltimore and

Ohio Railroad in the middle of the last century, who in proposing a toast to the Road at the time of its opening to Wheeling said:

"The Baltimore and Ohio Railroad—began in 1827—completed in 1852. Its infancy was feeble and prolonged; its youth vigorous but struggling with adversity; its manhood will be powerful and glorious; its age—may it be the perpetuation of its manhood."



"Safety First" Slogan Sweeping the Land



SAFETY FIRST" seems to be the slogan of the day. The railroads started it and it has been adopted as the campaign cry of many a trade and business propaganda.

Insurance companies say "Safety First—insure in the old reliable Rock-bottom Company, whose assets insure perfect safety."

One of the largest manufacturers of automobile tires in the world is now using and for some time has been using "Safety First" as the keynote of all his advertising.

A prominent maker of locks, bolts, etc., tries to capture public attention and patronage by advertising his products as the safest manufactured. "Safety First" is his caption.

"Safety First" is the slogan of a leading manufacturer of automobile tire chains.

"Safety First" is the trade cry of a national advertiser who manufactures automobile brake linings.

Many banks are trading on the vogue of the "Safety First" slogan by using it in connection with advertising calling attention to their large assets.

A glance at the pages of any railway supply trade journal will show any number of advertisers who appreciate the strength of "Safety First" as the keynote for their copy.

The last big national advertiser to run "Safety First" in bold face type is the manufacturer of a widely sold tooth powder.

Who will next adopt "Safety First" as his clarion call is hard to say. And what future possibilities of its use there are, baffles imagination.

Already it is a watchword that has been heard around the world. Associations have been formed to spread the doctrine, publications have been started to give it publicity and the railroads can rightly be called the pioneers in the spreading of the propaganda.

When this campaign is creating such widespread interest and its importance is becoming apparent to so many people in so many lines of business, it behooves us as employes of the Baltimore & Ohio, the first eastern trunk line officially to adopt "Safety First" as its slogan, to keep our Company in the vanguard of the campaign.

The Engine's Song

Unto the men who give me breath, I pray
That they may have my usage to the last;
So that through life I always will be cast
Into a channel that may have a sway
Upon the travel of the country's way.
To swifter speed I aim, so men aghast,
Will look with wonder as I speed straight past
With throttle wide fast speeding night and day.

Bold engineer, who guides me to my end
Brave fireman true, who feeds me full and fire,
Stanch men who build me roads to tread upon,
Have pride in me and watch me as I send
Both passengers and freight along the line,
And bold and brave and stanch work safely on.

By J. M. Shellman
Paymaster's Office, Baltimore, Md.

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 APRIL, 1914

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Indianapolis...	\$18,494	\$30,006	\$10,039	\$13,850
Wellston.....	8,649	12,539	12,289	.....
Illinois.....	6,892	10,779	7,352	.....
Toledo.....	6,144	.....	5,964	.....
Chicago Ter'l..	6,055	.....	.....	.....
Shenandoah.....	.....	6,808	.....	.....
New Castle.....	.....	13,176	.....	22,028
Connellsville..	.....	.....	8,376	12,074
Ohio River.....	.....	.....	.....	9,322
Indiana.....	.....	.....	.....	17,734
Pittsburgh.....	.....	.....	.....	32,046
Newark.....	.....	.....	.....	24,256

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." Heretofore, we have 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, 1914

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$4,004.00	\$ 617.00	\$ 7,843.00	\$ 2,482.00
Baltimore ...	3,337.00	986.00	7,740.00	2,390.00
Cumberland..	2,824.00	1,799.00	4,166.00	2,453.00
Shenandoah..	*6,808.00	717.00	2,790.00	5,158.00
Monongah...	8,258.00	2,928.00	2,698.00	4,480.00
Wheeling ...	4,978.00	2,542.00	5,912.00	4,097.00
Ohio River ..	10,618.00	2,220.00	*9,322.00	5,357.00
Cleveland....	6,824.00	1,968.00	6,696.00	4,059.00
Newark.....	4,966.00	2,435.00	24,256.00	3,942.00
Connellsville.	4,180.00	8,376.00	12,074.00	5,799.00
Pittsburgh...	5,199.00	2,674.00	32,046.00	4,325.00
New Castle...	13,176.00	3,812.00	22,028.00	8,815.00
Chicago.....	4,115.00	1,379.00	4,045.00	2,379.00
Chicago Ter'l.	9,891.00	2,723.00	6,155.00	6,055.00
Ohio.....	6,635.00	2,101.00	7,505.00	4,003.00
Indiana.....	6,242.00	2,270.00	*17,734.00	5,201.00
Illinois.....	10,779.00	7,352.00	3,046.00	6,892.00
Toledo.....	8,539.00	5,964.00	3,282.00	6,144.00
Wellston ...	12,539.00	12,289.00	4,874.00	8,649.00
Indianapolis..	30,006.00	10,039.00	*13,850.00	18,494.00
Average.....	5,197.00	2,385.00	6,701.00	3,922.00

* Indicates no accidents.

IMPORTANT CORRECTIONS

On page 45 of the May issue, in the title of the picture of G. D. Brooke, it was stated in error that he is the superintendent of the Ohio River Division. Mr. Brooke is the superintendent of the Ohio Division, and it should have been so stated in the May issue.

In connection with an announcement in regard to the privilege of greater insurance protection and disability benefits under the rules of the Relief Department as given on page three of the August, 1913, issue of the Magazine, the attention of all employes is called to the fact that this statement should not have included employes of the Cincinnati, Hamilton & Dayton System.



SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

Conductor W. T. Buell reports that on May 16th, as train No. 136 was nearing Relay, engineer W. W. Jeffers saw two women walking on the eastbound track ahead of his train. Their attention was riveted on train No. 525, which was passing in the opposite direction, and the noise made by No. 525 prevented them from hearing the loud blasts of the whistle given by Jeffers. Even with the severe application of the brakes made the engine was brought to a stop only three feet away from the women, still unconscious of their peril.



W. W. JEFFERS

This is another illustration of the gross carelessness of the general public in their trespassing on railroad property. A large proportion of the people killed each year by the railroads of this country is composed of trespassers.

On the same day, at Bradshaw, engineer Jeffers saw some ties on fire on the westbound track, stopped his engine, carried water from the tender and put out the flames. These occurrences show that engineer Jeffers is an unusually careful man, watchful alike for the safety of the general public and the property of the railroad. It is a pleasure to commend him heartily for his loyalty and good service.

Train No. 6 leaving Washington on May 7th, was handled by Blue Line engine No. 5102, in charge of engineer N. Toomey and fireman L. H. Wiebking, of the Philadelphia Division. After having a supply of coke placed in the fire-box prior to leaving Washington, they moved the train between Washington and Baltimore with twelve scoops of coal, averaging fifteen pounds per scoop, not placing it in fire-box until train had passed Relay. The distance between Baltimore and Washington is thirty-eight miles and the train consisted of seven cars, steel equipment.

By handling the train in this manner for this number of miles with such a small amount of fuel, both the engineer and fireman performed exceptionally good service and both are heartily commended.

It is to be hoped that more of our Blue Line men will make every effort to equal or better this performance.

BALTIMORE DIVISION

The following letter was recently sent by the superintendent to J. W. Smith, conductor, of Baltimore, Md.:

"Dear Sir:

"I understand that on May 27th, when you were on train No. 6 deadheading for your run on No. 3, fireman Thomas Woods was overcome



J. W. SMITH

by the heat at Barnesville and you volunteered and did fire the engine successfully into Washington.

"I wish to thank you for the interest you displayed in this particular case, whereby a

serious delay to one of our limited trains was prevented. I know that you were not prepared for an emergency of this kind, and for this reason particularly the management appreciates your act. I have made commendatory entry on your record."

Mr. Smith also received letters of appreciation from third vice-president Thompson and general manager Galloway.

On the night of May 26th, when engine No. 2168 broke down on train No. 11, the good work done by F. Wille, conductor, of Baltimore, Md., was noticed by the general superintendent. The management appreciates very highly such service. A commendatory entry has been made on his record, and he was written a letter of appreciation by the superintendent.

CUMBERLAND DIVISION

Superintendent Kelly recently sent the following letter to L. Zimmers, of North Centre Street, Cumberland, Md.:

"I am advised that about 2.30 a. m., May 14th, while you were walking through a cut about seventy-five yards east of Green Street, you found a car door lying across our eastbound track and removed it and immediately reported the affair to our chief train dispatcher.

"This letter is written as an expression of our thanks for your action, as an obstruction of this kind is very dangerous and might have caused some trouble. It is my understanding that you are a locomotive engineer working for the Western Maryland Railway at Cumberland, and I am sending a copy of this letter to your superintendent, C. A. Steiner, that he may know of your watchfulness and kind act."

Passenger conductor Henry Long has been commended for a meritorious act performed by him on the morning of March 8th. Mr. Long has been in the service for a number of years and has been promoted steadily to his present position. A proper entry has been made on his record.

Brakeman J. W. Shobe, has been commended for a meritorious act on April 11th. Mr. Shobe entered the service as a freight brakeman on the West End of the Cumberland Division, July 15th, 1910. He has been an energetic and alert employe. A proper entry has been made on his service record.

Operator G. W. Kaylor, who is located at Green Spring, W. Va., is to be commended for a meritorious act performed by him on May 15th. Mr. Kaylor entered the service as an operator August 12th, 1909, and is a steady worker. A proper entry has been made on his record.

Brakeman E. H. Nokes, is to be commended for a meritorious act on April 12th. Mr. Nokes entered the employe of the Company as brakeman on the East End of the Cumberland Division, March 4th, 1910, and is a firm believer in "Safety First." He has been written a letter of commendation by the division superintendent and a proper entry has been made on his record.

MONONGAH DIVISION

On April 13th, Mr. Reese Davis, who resides at Lost Creek discovered a small fire on bridge No. 14-A, between Lost Creek and Weston. Mr. Davis extinguished the fire, reported the matter promptly and the bridge was only slightly damaged.

The Flemington coal engine crew, consisting of W. B. Foley, conductor, H. H. L. Thorp, J. Pickens and L. Ware, brakemen, have been displaying unusual interest and activity in the matter of railroad economy. They have brought in a number of hose connections from the various mines along their run and the Flemington yard tracks and have delivered them to the car foreman at Grafton. Up to May 25th, the value of the parts thus received amounted to \$19.20. Superintendent Scott has written them an appreciative letter of commendation.

On May 22d, W. E. Hacker, a farmer, discovered bridge 20-D on fire. Mr. Hacker carried water from the barrels and practically extinguished the fire before arrival of engine No. 1248, which he flagged and advised of the trouble.

WHEELING DIVISION

On April 22nd, as supervisor P. Murtaugh was riding rear end No. 72, he saw a car door lying on westbound track east of Gaston Junction. He stopped No. 72 and removed the door.

On April 24th, supervisor P. Murtaugh found seventeen inches of flange near Colfax. He wired the superintendent, a search of equipment

was instituted, and car from which it came was located in Grafton yard.

On May 9th, conductor F. L. Parker, train No. 84, found questionable condition in Jones Cut. He flagged No. 2 and made the usual report.

On April 30th, conductor Ed. Gatewood found a car in his train at Burton with seven inches flange broken off and he set car off at Hundred.

On April 14th, trains Nos. 72 and 111 were standing on No. 4 track at Wheeling depot, coupled. In taking slack to uncouple them, No. 72's equipment was started back. Operator L. E. Wilson in the tower, taking in the situation at a glance, threw the switches just in time to prevent it from running through.

About 11.20 a. m., May 3th, as yard brakeman L. A. Hinds was at the west end of the westbound yard at Holloway, he found Company No. 21587 with a load of coal on head end of No. 12 track with a seamy tread. He reported condition to the car inspector, who shopped car for repairs.

As train No. 3, engine No. 1314, was passing Littleton on May 8th, Tom Williams on Benwood relief train discovered and reported an unsafe condition. Train was stopped and repairs made by relief train crew with very little delay. Mr. Williams deserves credit for his close observation.

Operator C. G. Pratt, St. Clairsville Junction, recently notified extra No. 4123 that there was a very dangerous rod dragging four feet out from car. Train was stopped and rod repaired.

Signal supervisor D. Pierce, while returning from Flushing on engine No. 4037, April 23rd, at 7.20 p. m., and about 100 yards east of water plug at Fairpoint, noticed an angle bar lying across rail on westbound track. Same had been placed there and braced up with a stone. The engine was stopped and the angle bar removed from the rail. It is thought that a crowd of bad boys did the work. Mr. Pierce deserves credit for his close observation.

On April 20th, Mr. C. A. Allick, postmaster at Blaine, O., discovered an unsafe condition on our westbound track at Blaine. A letter of thanks was sent Mr. Allick as a token of appreciation.

At 12.05 a. m., May 6th, operator Harry Little, second trick operator at Winona, while

on his way home discovered a landslide one mile east of "CY" tower, blocking westbound main track. He ran ahead and flagged passenger train No. 1, which was coming. Train No. 1 was stopped and run back to Winona and used eastbound main track to pass landslide.

On April 21st, brakeman W. E. Grover found a bad flange on Company No. 39958 in train of extra east engine No. 2825.

OHIO RIVER DIVISION

While the heavy wind storm was prevailing over the city on May 12th, car inspectors F. O. Taylor and H. P. Ballway found the roof of car M. & O. No. 18257 lying across the main track in O. R. yards, about twelve minutes before No. 716, the Pittsburgh & Ohio Valley Express, was due. By quick action on the part of these two men the obstruction was removed and No. 716 passed through without delay.

CLEVELAND DIVISION

Conductor J. C. Sindelar is to be commended for a meritorious act performed on May 4th. Mr. Sindelar entered the service of this Company in 1905, as brakeman and has been regularly advanced in the service.

Conductor P. Engel is to be commended for meritorious service performed on May 8th. Mr. Engel entered the employ of the Company as brakeman in 1900, and has been regularly advanced in the service.

Section foreman C. C. Bierie is to be commended for meritorious service performed on April 25th. Mr. Bierie entered the service in 1900 as trackman, and has been regularly advanced in the service.

Conductor A. B. Conlan is to be commended for meritorious services performed on April 6th and 18th. Mr. Conlan entered the service as brakeman in 1913, and has been regularly advanced in the service.



MISS GLADYS
ROBINETTE
(See page 69, May issue)

Conductor A. B. Conlan and brakemen A. L. Ruth and H. J. Flanigan, discovered a fire on loop bridge at Akron Junction on April 28th. They extinguished same and prevented serious damage to bridge.

Brakeman F. A. Clouse is to be commended for meritorious service performed on May 5th.

Section foreman H. G. Overdear is to be commended for meritorious service performed on April 29th. Mr. Overdear entered the service in 1898 as a trackman, and has been regularly advanced in the service.

Superintendent Lechliden has written each of these gentlemen appropriate letters and proper entries have been made on their records.

Brakeman C. F. Tomasheska is to be commended for meritorious service performed on May 13th. Proper entry has been made on his record.

Lamplighter Ernest Columbaro is to be commended for meritorious service performed on May 15th.

On April 26th, operator B. C. Meek was on duty at Everett, O. After he was relieved and while on his way home in company with Mr. Tom Carpenter, of Ira, O., they found the track washed out at bridge, just east of Everett. Train No. 15 was due and Mr. Meek knowing it had not gone and also having a lantern, told Mr. Carpenter to flag No. 15 and run them through the siding, while he went back to Everett and reported the condition to the dispatcher's office. Mr. Carpenter flagged No. 15, which came through the siding safe. Mr. Meek also found the track badly washed out east of Ira and went to Botzum and reported this to the dispatcher's office. Both of these gentlemen are to be commended for their watchfulness and action, and superintendent Lechliden has written them appropriate letters.

Conductor J. H. Frantz is to be commended for meritorious service performed on May 8th. Mr. Frantz entered the service in 1910, and in 1913 was promoted to conductor.

Brakeman R. A. Peltier is to be commended for meritorious service performed on May 16th. He has been written an appropriate letter by superintendent Lechliden.

Engineer W. Canfield is to be commended for meritorious service performed on May 21st. Mr. Canfield entered service as fireman in 1901 and has been regularly advanced in the service since that time.

Brakeman N. Reynolds is to be commended for meritorious service performed on May 23rd. He has been written an appropriate letter by superintendent Lechliden.

PITTSBURGH DIVISION

Operator J. R. Davis is to be commended for a meritorious act on February 13th. Mr. Davis has been written a letter of commendation by the superintendent and a proper entry has been made on his record.

On February 26th, brakeman J. E. N. Harris noticed unsafe condition of car in stock train passing Demmler yard. He reported the condition to the crew, who made repairs. Brakeman Harris is to be commended for his alertness and prompt action.

Brakeman H. A. Trombley is to be commended for a meritorious act while in service on extra east, engine No. 2703, March 16th. Commendatory entry has been made on his record.

Brakeman J. Garlock is to be commended for a meritorious act while in service on train 2nd No. 86, W. & P. district, March 26th. Commendatory entry has been made on his record.

Conductors C. D. Newman and J. H. Bash, brakemen D. S. Parsons, G. H. Kiser, E. F. Passaner and J. C. Boyd, rendered especially good service in assisting in clearing track at derailment of train 2nd No. 97, engines Nos. 554 and 1218, west of Carlsons, northern district, and after track was clear, in repairing same, all available trackmen being engaged at another point. They have been written a letter by the superintendent expressing appreciation of the interest indicated by this service, willingly and voluntarily performed, and a proper entry has been made on their records.

Conductors R. H. Downing, G. C. Wise, J. F. Kaness, J. F. Heckthorn, brakemen C. A. Crate and O. B. Toy, rendered especially good service in assisting to clear track at Johnson's Hill, March 31st, and again east of Russell City, April 5th, and after track was clear in repairing it in order to get trains moving as quickly as possible, the sectionmen at these points at this particular time being too few to make repairs without serious delay to traffic. They have been commended for the interest shown on these occasions and proper entry has been made on their records.

Passenger brakeman C. E. Smith No. 1, is to be commended for a meritorious act on May 1st while awaiting arrival of train No. 14 at Pitts-

burgh station. Commendatory entry has been made on his record.

R. J. Miller, clerk at Callery station, is to be commended for a meritorious act on May 3rd. He has been written a letter of commendation by the superintendent.

NEW CASTLE DIVISION

Conductor J. W. Heinbaugh is to be complimented for a meritorious act on May 21st, 1914, west of State Road, and his prompt report of conditions as he found them. He has been commended by the superintendent for his action.

On May 12th, conductor James Mason, in charge of extra east No. 4056, discovered an unsafe condition which was promptly remedied, and the superintendent has complimented him on his close observance of conditions along the line.

Mr. Forest Arnold, a young man residing in Middlefield, O., made an important discovery on April 15th, which he reported to the division officials. His kindness is greatly appreciated and he has been so notified by the proper authorities.

Operator V. P. McLaughlin is to be commended for a meritorious act on May 9th. Mr. McLaughlin entered the employ of the Company in 1903, and has a good record. Proper entry has been made on his record for his actions of May 9th.

CHICAGO DIVISION

Agent B. G. Zimmerman, at Bascom, O., has been commended for a meritorious act on May 9th. Mr. Zimmerman entered the service as an operator November 15th, 1909, and has a good record and excellent reputation.

Switchman C. B. Frye, at Chicago Junction, on May 12th, performed a meritorious act for which he is to be commended. He has been in the service for several years, and is ever watchful of the Company's interests.

On April 21st, while No. 88, engine 4154, was passing N. S. cabin, operator W. S. Wheaton noticed an unsafe condition in the center of the train. He notified the crew, who remedied the defect before any harm had been done.

On April 30th, switchman Robert Henderson found an unsafe condition on Company

car No. 30806. He had car placed on repair tracks and possibly prevented an accident by this action.

OHIO DIVISION

On May 21st, while switchman A. R. Cunningham was taking engine No. 2509 to the roundhouse and was passing along the passenger station platform at Chillicothe about 8.30 a. m., a feeble gentleman about eighty years of age was standing so close to the track, that he would have been struck by the rear of the engine had not the switchman, who was on the tank step, pushed him away from the track. This act threw the old gentleman to the platform, but probably saved his life. Aside from being nervous when he was picked up, he was apparently uninjured. On account of being hard of hearing and looking in the opposite direction, he did not notice the engine coming.

TOLEDO DIVISION

Conductor S. Claypool was written a letter of commendation by the superintendent for his meritorious act on April 25th, and proper entry has been made on his record. He entered the service as a brakeman on September 23rd, 1908, and was advanced to conductor on July 9th, 1912.

Brakeman James Mounts was written a letter of commendation for his meritorious act on April 18th. He has been in the service as brakeman since May 14th, 1909.

Foreman James Ward has been written a letter of commendation by the superintendent and proper entry has been made on his record for his meritorious act on May 9th. Mr. Ward entered the service on May 14th, 1910.

Engineer F. E. Moore was commended by the superintendent for his meritorious acts on April 25th and May 7th and proper entry has been made on his record. Mr. Moore entered the service as fireman, August 22nd, 1889. He was advanced in service to engineer on June 1st, 1896. He was commended on September 16th, 1910, for the manner in which he handled train No. 3.

Brakeman W. C. Jones was handed a letter of commendation by the superintendent for his meritorious act on May 3rd, and proper entry has been made on his record. Mr. Jones entered the service as brakeman on April 3rd, 1910.

WELLSTON DIVISION

Mr. Houlihan, section foreman at Washington C. H., deserves especial mention for his watchfulness. Train No. 287 was switching out a car when Mr. Houlihan noticed that the car did not act right and ordered it set back so inspector could gauge the wheels. When this was done it was found that it had a badly bent axle. This action on the part of Mr. Houlihan probably prevented a serious and expensive derailment.

On April 18th, bridge No. 10, about one mile east of Haviland, O., caught fire from some unknown cause and two boys named Lester Fast and Clifford Fink, who were driving along the road, noticed it burning. They immediately secured water from the water barrels on the bridge and from the stream beneath put the fire out before it had done serious damage. Train No. 601 was due a short time afterwards and the prompt action on the part of these boys possibly averted an accident.

INDIANAPOLIS DIVISION

Conductor F. VanScoyoc and extra conductor and brakeman H. L. Christie, are to be commended for a meritorious act on May 13th. Mr. VanScoyoc entered the employ of the Company July 1st, 1896, as freight brakeman and was made conductor in 1902. Mr. Christie entered the service November 1st, 1908. These gentlemen have been written a letter of commendation by the trainmaster and a proper entry has been made on their records.

Mr. John Robbins, colored, living in the vicinity of New Palestine, is to be commended for a meritorious act on May 17th. Mr. Robbins is in the employ of one Wm. F. Meier of New Palestine, and has been written a letter of commendation by the superintendent.

Wm. Gill, switchman, Montezuma, Ind., yard, is to be commended for a meritorious act



WM. GILL

on April 22nd. Mr. Gill entered the service in 1911. A letter of appreciation has been addressed him by the trainmaster.

The Need

Wanted—Men Who Can Stand the Gaff!

It is a world-wide cry.

Eugenics never will answer it.

Neither will education.

Nor all of the philosophies of a Socrates, nor all of the maxims of a Confucius.

A man-hungry world is crying out for men who can do things and then stand up under the weight of the things they have done, still reserving mental and physical strength to do other things day by day.

The columns of the newspapers are gory with the stories of men who failed, and having failed, have chosen death to the ordeals that have confronted them.

The saloons, the hospitals, the prisons, the madhouses—all are filled with men who couldn't stand the gaff.

Widows weep and little children are ragged and hungry because some man could not endure to stand up to the rack and bare his back to the lash.

Commerce is crying out for brains and stamina and integrity and wholesome manhood that CAN do and DARES to do.

From the housetops, trade is shouting for energy and stability and a determination that won't be conquered and is not afraid.

There are vacant places at the top of the ladder.

The height of human achievement has not been reached.

Don't become discouraged.

Grit your teeth, stand stanch, don't despair.

For the call is to you, if you be found worthy—if YOU can stand the gaff!

—Cleveland (Ohio) Press



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, *Chairman*

E. R. SCOVILLE, Transportation Department

JOHN HAIR, Motive Power Department

W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic

DR. E. M. PARLETT, Relief Dep't, Sanitation

B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

J. W. COON, Operating Department

DR. J. F. TEARNEY, Relief Department

GENERAL OFFICES, BALTIMORE

The office of the Magazine has just received from Mr. Angier, the superintendent of our tie plant at Green Spring, a copy of the tenth annual proceedings of the American Wood Preservers' Association. Mr. Angier is secretary-treasurer of this association and C. C. Schnatterbeck, who wrote the interesting article on our tie plant for the April issue, is a corporate member.

In the volume containing these proceedings an exhaustive description with photographs of the Angier Tie Unloader is given.

On the morning of May 16th, considerable excitement was created in the office of the auditor of coal and coke receipts, and it was only the cool heads of those in charge that prevented a riot. A strange and fearful noise was heard, at first very faint, but which increased in volume from 8.15 until 8.28 a. m., when it walked one of the clerks with a silk shirt, alternating stripes of pink and white, one and a half inches in width.

ENGINEERING DEPARTMENT

We regret to announce the death, on May 22d. of George Wellslager, inspector, of the architectural department. He had been in the service of the Company eight years and was universally loved and respected, both for his ability and character.

OFFICE OF AUDITOR PASSENGER RECEIPTS

The employes of the auditor passenger receipts' office take this opportunity to sympathize with Mr. Benhoff, a fellow clerk, who recently lost his mother.

The members of this department were well represented at the first Saturday afternoon game of the Federal League in Baltimore, at Terrapin Park, and proved to be first class rooters. Here's hoping the Federal League may prove a huge success, and that our "Terrapins" may win the pennant.

It is with pleasure that we learn that Harry S. Phelps, of this office, who has served as clerk to the mayor and city council of Laurel, Md., for the past two years under the administration of mayor George W. Waters, has been reappointed to the same position for another two year term. Mr. Phelps has been in the railroad service for the past fifteen years, and is the son of ex-mayor Edward Phelps, who served seven consecutive terms as executive of the Midway city. We sincerely trust that Mr. Phelps may follow in his father's footsteps.

J. H. Menslage, one of our head clerks, who recently suffered the loss of his wife, will make his home with his daughter at West Forest Park. Mr. Menslage has been living on North Fulton Avenue for twenty-eight years, going there when Fulton Avenue was the western boundary of the city.

NEW YORK TERMINAL

DIVISIONAL SAFETY COMMITTEE

W. CORNELL..... Terminal Agent, Chairman

Station Service

W. B. BIGGS..... Agent, Pier 22, N. R.	} Representing Agents
E. W. EVANS..... Agent, St. George, S. I.	
J. ELLERMAN..... Asst. Foreman, Pier 7, N. R.	} Representing Labor
E. MEROLD..... Receiving Clerk, Pier 21, E. R.	
M. E. DEGNAN..... Foreman, 26th Street	

Marine Department

CAPTAIN C. H. KOHLER..... Supervisor Floating Equipment, for Marine Matters in General	} For Lighters and Barges
CAPTAIN HENRY BOHLEN.....	
ENGINEER J. W. LETTS.....	
CAPTAIN JOHN TRUNK.....	
CAPTAIN HARRY PETERSON.....	

Repair Department

JOHN JOHNS..... Master Carpenter, M. of W. Dept.
 NICHOLAS JOHNSON..... Floating Equipment, Clifton Shops

We take pleasure in reporting the improved condition of T. A. Kavanagh, chief clerk on New York Division and Magazine correspondent, who was recently operated on for appendicitis. Mr. Kavanagh is rapidly rounding into shape and we hope soon to welcome him on his return to duty.

Edward Hermes, of the soliciting staff at New York, was married to Miss Elizabeth M. Sheridan, of Roselle Park, N. J., on Wednesday evening, April 22nd, at five o'clock. The ceremony was performed in St. Joseph's Church, Roselle Park, the Rev. Chas. J. Doyle, officiating.

Immediately after the wedding the bridal party proceeded to Terrace Garden, New York City, where an elaborate repast was served, and at night they were the guests of the groom at a box party at one of the Broadway theatres.

After a brief honeymoon, Mr. and Mrs. Hermes took up their residence in a beautiful set on of Roselle Park, where Mr. Hermes has prepared a very comfortable home, and where

he can spend his spare moments in the role of a farmer.

Mrs. Hermes is a talented young lady, and well known in social circles, while Mr. Hermes, besides being a successful railroad man is also quite a thespian, and is connected with one of the best dramatic societies in this 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
C. M. DAVIS.....	Chief Clerk, Secretary, St. George
W. B. REDGRAVE.....	Engineer Maintenance of Way
F. A. HAMM.....	Acting Master Mechanic
A. CONLEY.....	Road Foreman of Engines
J. JOHNS.....	Master Carpenter, M. of W. Dept.
E. ALLEY.....	Superintendent of Track, M. of W. Dept.
W. L. DRYDEN.....	Signal Supervisor, M. of W. Dept.
H. E. SMITH.....	Foreman Carpenter, Mechanical Dept.
H. LAWRENCE.....	Draughtsman, Marine Dept.
DR. F. DE REVERE.....	Physician to E. M. B. A.
F. PETERSON.....	Supervisor of Station Service
M. HEFTNER.....	General Foreman, Mechanical Dept.
H. W. MILLER.....	General Freight Car Foreman
D. A. McLAUGHLIN.....	Yardmaster
R. E. COLLINS.....	Passenger Conductor
P. HELT.....	Assistant Freight Car Foreman
A. ROMING.....	Yard Committeeman
L. MAGEE.....	Yard Committeeman
F. E. HORAN.....	Locomotive Engineer
R. H. TAXTER.....	Road Conductor

W. H. Averell, our highly esteemed general superintendent, has returned from Europe after a well deserved vacation. During his absence F. C. Syze acted as general superintendent and B. F. Kelly looked after Mr. Syze's duties.

Captain Ray D. Ellis sent in a picture of the old "Maid of Perth" which ran between Tottentenville and Perth Amboy. This picture was taken in June, 1890, and a number of interesting stories can be told about it. Reproduction will be in the next issue.

The accompanying picture is of trainman Frank A. Giannotti, who entered the service July 5th, 1910. Trainman Giannotti has invented a small receptacle to be attached to flag stick to carry torpedoes.



The heartfelt sympathy of all S. I. employes goes out to engineer Wm. Darnell and his family owing to the death of his son.

A. G. Garver, day yardmaster at St. George, spent his vacation touring the middle west accompanied by his wife. They had a pleasant time and good news to tell on their return.

FRANK A. GIANNOTTI



"TED" DeGROFF

The accompanying picture of "Ted" DeGroff, night ticket agent at Annadale, shows him as a member of the Volunteer Fire Department.

The Company trainmen have organized a baseball team at St. George yard. The opening game was played at Eitner's field, Grand City, on June 7th. The players are as follows: J. DeWaters, captain; F. Dougherty, R. Merrell, Jos. Henn, C. H. White, D. McDonald, W. Lorenze, J. Geweski, J. Mahoney, and a few subs.

On Sunday, May 17th, the St. George team played the American Dock Terminal at the fair grounds, Dongan Hills, S. I. Result of this game will be given in the next issue.



RICHARD TRESTRAIL
Foreman Boiler Shop

We wish to thank Mr. English, special agent, for umpiring the ball games. He is certainly an expert in that line.

A basketball team is being contemplated in the railroad service, and as there is plenty of

talent available it is expected that a crack team will be developed.

Stanley G. Eilenberger, chief train dispatcher and division operator of the Staten Island Lines, is one of the old stock of self-made railroad men, of which the Staten Island Division is proud. His clean-cut, systematic and conservative habits mark the man's character, and close observation soon convinces one that he is a man



STANLEY G. EILENBERGER

of sterling calibre. It is said that "still water runs deep." If this be so, Mr. Eilenberger, with his quiet manner and few words, is a man of very substantial parts.

Mr. Eilenberger started his career as a railroad man at the age of fifteen as a ticket agent and telegraph operator on the Pennsylvania Railroad. He acted as an extra hand on the West Jersey and Seashore Division for a short period, and soon merited a regular position.

In June, 1897, Mr. Eilenberger entered the service of the Staten Island Lines and acted as ticket agent and operator at various stations. In 1902 he was assigned to the position of dispatcher's operator, and was promoted to the dispatcher's desk in 1905. In 1912, Mr. Eilenberger was promoted to the office of chief dispatcher and a few months later given the title of division operator.

This is another instance where a man is slowly but surely climbing the ladder of success, not by influence, not by outside forces, but by sincere and persistent efforts. Thus it is that "eternal vigilance earns its just reward."

E. BERNSTEIN.

H. Flood, patrolman, and his wife have been presented with a baby daughter and are "tickled to death." All the boys wish them good luck.

G. B. Miller, formerly patrolman on the New York Division, has recently been appointed lieutenant of the police department. All wish him much success.

We are developing a "White Hope" at St. George who will fight under the name of Kid Moore. He will have the backing of the entire New York Division.

Charles Rathburn, formerly dock foreman at St. George, has been promoted to tug despatcher at St. George, succeeding Wm. McRoberts. "Charlie" is a real despatcher, after his experience in the United States Navy, and the boys congratulate him on this promotion.



PROPERTY OF BOILERMAKER J. W. WESTERMAN, CLIFTON SHOPS, S. I.

Left, Dixie Setter, First Prize, Richmond County Fair, 1912.
Right, Sam Simp, Pointer, Best Dog, Richmond County Fair, 1912

Everyone is glad to see R. Seigel of the west-bound department able to use his left eye.

We cannot understand how the Federal League ever missed Frank Nolan.

Eddie Goodliffe, chief night clerk at St. George, is dabbling in the real estate business in his spare moments.



FOREMEN AT CLIFTON SHOPS, STATEN ISLAND LINES

Back row, left to right—F. A. HAMM, General Foreman Machinist; FRED RICKHOW, Foreman Painter; THOS. SULLIVAN, Foreman Blacksmith; M. HEFTNER, Foreman Machinist; B. THOMPSON, Foreman Carpenter, Marine Department.
Front row, left to right—HARRY SMITH, Foreman Carpenter; FRED. GABRIEL, Foreman Laborer; N. JOHNSON, Foreman Machinist, Marine Department; L. GUNDLACH, Foreman Tinsmith.

Joseph C. Young, night timekeeper at St. George is now a member of the Harmony Quartette, which we expect to have sing at the next fellowship dinner.

The Baltimore & Ohio Railroad forces at St. George expect to have a picnic at Midland Park in June, at which N. Levy, assistant agent at St. George, will lead the grand march.

The employes of the Baltimore & Ohio Railroad Company Lighterage Department at St. George, have organized an Athletic Association, the officers of which are E. W. Evans, honorary president; J. McCallum, president; F. Nolan, chairman; J. E. Davis, secretary, and J. Duffy, treasurer.

The object of this association is to bring the employes of the railroad together for social, as well as athletic enjoyment. A baseball team has been formed and is ready to meet any Company team or any other team in the railroad service. Address J. McCallum, care of the Baltimore & Ohio Railroad Company, St. George, S. I. The first game was played May 10th, at the fair grounds, between the St. George lighterage team and the Pier 22, North River station, the result being 11 to 8 in favor of St. George. Features of the game were sensational playing by F. Nolan and the effective coaching of M. J. Murphy.

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- P. C. ALLEN..... Superintendent, Chairman
- W. T. R. HODDINOTT..... Trainmaster, Vice-Chairman
- T. B. FRANKLIN..... Terminal Agent
- F. H. LAMB..... Claim Agent
- DR. C. W. PENCE..... Medical Examiner
- R. C. ACTON..... Secretary
- WM. SINNOT..... Master Mechanic
- H. K. HARTMAN..... Chief Train Dispatcher
- T. E. THOMAS..... Master Carpenter
- A. A. BRADLEY..... Air Brake Inspector
- J. A. WARD..... Road Engineer
- W. M. GABLER..... Road Fireman
- G. A. GOSLIN..... Yard Conductor
- G. W. TAYLOR..... Road Conductor
- W. F. GATCHELL..... Relief Agent
- E. D. JACKSON..... Division Engineer
- J. C. BASFORD..... Assistant Road Foreman Engines
- S. M. HOY..... Assistant Yardmaster
- WM. CHAPMAN..... Truck Packer
- GEO. GENNER..... Machinist
- W. S. CHAMBERS..... Yard Engineer
- I. D. SHEPPARD..... Yard Fireman
- O. R. MOUNT..... Yard Conductor
- A. J. SHUTT..... Warehouse Foreman
- H. H. CARVER..... Freight Agent

T. P. Smith, Jr., has been appointed agent at Joppa, Md., vice M. J. Wann, transferred to position of assistant relief agent.

R. F. Trumpe, formerly chief crew dispatcher at East Side, Philadelphia, has been appointed assistant freight agent and assistant yardmaster at Pier 62, Philadelphia, vice W. J. Williamson, transferred.

H. J. Kane, operator at Elsmere Junction, who has been acting in Mr. Huson's place, has returned to his position as operator.

B. T. Bair, passenger conductor, has been on the sick list for the past several months; all are glad to learn that he is improving.

Christian Hinte, for a number of years crossing watchman at Newark, Del., prior to that at Aberdeen, Md., died May 2nd, 1914. Mr. Hinte was a member of the Veteran Employees' Association.

W. T. R. Hoddinott, trainmaster, was on the sick list several weeks, during which time J. V. Miller, passenger conductor, filled the position.

A. H. Woerner, assistant division engineer, has been transferred to the Baltimore Division. F. A. Irvine, assistant supervisor, has been appointed assistant division engineer in his place.

- E. K. SMITH..... Secretary, Y. M. C. A., Brunswick, Md.
- T. E. STACEY..... Secretary, Y. M. C. A., Riverside
- S. C. TANNER..... Master Carpenter, Camden
- J. O. F. COVELL..... Engineer, Riverside
- G. H. WINSLOW..... Secretary, Y. M. C. A., Washington, D. C.
- DR. J. A. ROBB..... Medical Examiner, Washington, D. C.
- J. P. KAVANAGH..... Assistant Superintendent, Camden
- E. C. SHIPLEY..... Road Foreman of Engines, Riverside
- E. E. HURLUCK..... Division Operator, Camden Station
- H. S. WILSON..... Relief Agent, Hanover, Md.
- A. W. AMSPACKER..... Yard Conductor, Curtis Bay
- C. H. MIKESSELL..... Yard Conductor, Locust Point
- J. S. POTEET..... Fireman, Riverside
- A. MILLER..... Yard Conductor, Bay View
- J. W. RONEY..... Yard Conductor, Mt. Clare
- N. A. REESE..... Conductor, Baltimore
- A. G. ZEPF..... Supervisor, Camden Station
- T. L. STRUGGS..... Track Foreman, Camden
- J. KIRKPATRICK..... Master Mechanic
- J. W. WELSH..... Car Inspector, Washington, D. C.
- E. H. PETTIT..... Tool Room Man, Riverside
- R. K. TAYLOR..... Leading Car Inspector, Brunswick, Md.



ERIE R. R. ENGINE No. 5014—THE "MATT SHAY"

What is said to be the largest engine in the world, Erie No. 5014, named "Matt Shay," has just been turned out of Baldwin's Eddystone plant and is being tried on the Philadelphia Division. This engine and tender together weigh \$35,000 pounds. It has six sets of cylinders and driving wheels, twenty-four wheels in all, eight of them being under the tender.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore

DIVISIONAL SAFETY COMMITTEE

- O. H. HOBBS..... Chairman
- C. A. MEWSHAW..... Trainmaster, Vice-Chairman
- R. B. BANKS..... Division Claim Agent
- W. I. TRENCH..... Division Engineer
- D. M. FISHER..... Agent, Washington, D. C.
- J. L. MALONE..... Yard Brakeman, Brunswick, Md.
- J. A. WILLIS..... Yard Conductor, Camden Yard
- A. M. KINSTENDORFF..... Agent, Camden Station
- DR. E. H. MATHERS..... Medical Examiner, Camden Station
- D. C. WEBSTER..... Yard Conductor, Washington, D. C.
- W. T. MOORE..... Agent, Locust Point
- M. E. NICHOLS..... Machinist, Brunswick, Md.
- W. E. SHANNON..... Transfer Agent, Brunswick, Md.

A few nights ago the stork passed through Washington and decided to leave twins at the home of John Henry Huhn, car record clerk in the agent's office, and the smallest man known to be running at large. He weighs seventy-six pounds, is about four and one-half feet high and still eats from a high chair. Mean for the stork to leave such a load for this little man, wasn't it! A few days ago, "pop" decided to take the babies out for air, but he did not go very far before he became angry and returned home because almost every person he met stopped him and asked "Little boy, whose twins are those?" He was almost afraid he would be arrested for kidnapping and now he says he is going to let "maamma" take them out.

"Save money for the Company." It is reported that George A. Mason, brakeman on the Georgetown run, discovered some cross ties on fire in the vicinity of Silver Springs, and that he carried water for a half mile in a paste-board box to put them out. "Oh, for some more good 'Masons' on the System!"

The accompanying picture of "OUR NEW PET" was taken on the seventeen mile grade on the first trip it made between Keyser and Grafton on May 4th. No. 6000 hauled 1400 tons up this grade with one E-19a engine for a helper. As three E-19a engines are rated at 1250 tons, this means that No. 6000 hauled 150 more tons up the grade with one helper than an E-19a engine does with two helpers.



"OUR NEW PET"—ENGINE No. 6000

Those in the picture, reading from left to right, are: J. L. Puth, engineer; M. A. Carney, road foreman of engines; brakeman Peazley; J. G. Enlow, fireman, and E. L. Nusz, inspector for the mechanical engineer.

About 2 p. m., Sunday, May 17th, Ernest Phillips, age twelve years, son of R. L. Phillips, a laborer in the transfer department at Brunswick, met with a fatal accident opposite Sandy Hook station. Young Phillips attempted to jump a westbound freight train, was thrown to the ground and the wheels of a car passed over his right limb about the knee. Word was sent to the yardmaster's office at Brunswick and yard engine with caboose and Company's surgeon H. H. Hedges was hurried to the injured boy. He was taken to the Emergency Hospital at Brunswick, but as the injuries sustained were serious, he was immediately rushed to the Frederick Hospital in a special train, but he died at two o'clock a. m., May 18th.

Index clerk F. L. K. Sharretts has been warming up each evening recently to fill the position of short stop on the clerks' baseball team.

Information has been received at division headquarters to the effect that the yard force at Locust Point have some very interesting ball games between the hours of twelve and one, and it is expected that there will be several

more "Ty Cobbs" and "Hans Wagners" in our large leagues during 1915. The "Feds," we understand, have made strong efforts to sign "Unpire Beck" for 1915.

Barney Metzger, yardmaster in the Hopper yard at Locust Point, returned to work, after a long illness.

Yard clerk L. R. Whitelock returned to Locust Point from Bay View, at which point he had been acting as yardmaster on night turn.

We understand that "Oiler Schmouse" and "Cupid" are the best of friends.

We are glad to note that Washington is handling a little more business than they did a year ago with less expense. The boys are all putting their shoulders to the big wheel.

M. C. DeGaughn, conductor on the Georgetown train, has been laying off occasionally to have dental work performed, and whenever he returns to duty, he tells of how his good dentist fixed his teeth without causing any pain. But he would never tell anyone who it was. A few days ago it was learned that he was going to a lady dentist.

W. F. Nichols, operator at Washington, was off duty for about two weeks some time ago, and being old enough to marry without the consent of his parents, it was reported that he had done so. But Dick says "No, not yet." It is claimed that he is waiting for a bargain day or reduction sale of licenses.

Brakeman Daniel Rudy, of Washington, D. C., came to Baltimore one day recently, and on account of not being able to purchase round-trip tickets on the street cars, he walked from Pimlico race grounds to Camden station. Had it not been for the always ready annual the Baltimore & Ohio gives its employes, he would likely have walked to Washington. Daniel says he has seen horses running in his sleep every night since.

Engineer B. F. Linthicum, who has been off duty for over a year on account of an operation, is able to get out and walk without the use of a cane. "Benny," the boys are all glad to see you doing so well again.

Fireman E. T. Butts, who was struck by an overhead bridge at Laurel, Md., returned to work again May 12th. His escape was miraculous and it was only on account of the right kind of living that he was able to pull through.

Brakeman J. S. Garrison was killed at Laurel, Md., May 5th. Mr. Garrison left a wife and three children. When a boy he played with a friend named Carroll Coale, and went to the same Sunday school. Later on, both lads joined the church together. Carroll Coale went into the ministry and Scott Garrison into the railroad service. When Rev. Coale was communicated with by the secretary of the Y. M. C. A. at Riverside, he was glad to take charge of the funeral services of his old-time friend. Mr. Garrison's family have the sincerest regrets of all who knew him.

The colored minstrel show given by the ladies' auxiliary of the Riverside Y. M. C. A. in May was a decided success. The hall was crowded to its utmost capacity and the audience encored the various numbers repeatedly. Many have asked that the show be repeated, and it is thought that it will become an annual affair.

E. L. Mallery, stenographer in the superintendent's office, stole a march on the boys by taking Miss Gladys G. Levey to Ellicott City, Md., on Saturday, May 16th, and having her name changed to "Mrs. E. L. Mallery."

We are wondering why Earl did not wait and make his better-half a June bride, for at this

bouncing baby girl. Harry is now the proud father of two girls.

John H. Taylor, foreman electric locomotives, has announced his intention of purchasing a home in the suburbs.

W. F. Russell, inspector, who visits Bailey's quite often, paid us one of his visits last month. As the big fellow always has a new assortment of jokes and never tires of telling them we are always glad to see him whenever he can get around.

Jack Griffin, electrical foreman, has been confined to his home for some time suffering with a growth in his throat, which has affected his



SHOP FORCES AT BAILEY'S

time cupid's wings are longest and his arrows sharpest, but like most of us, he could not wait.

Judging from his stature he will be a "long married man." He has the best wishes of all his friends.

BAILEY'S

"Bub" Willie, who was injured at Motor Siding, has recovered sufficiently to be removed from the hospital to his home.

D. W. Landes, foreman of the line gang, is doing considerable bragging about the size of his cabbage plants. There is much rivalry among the suburbanites at Bailey's over the products of their gardens.

The stork visited the home of Harry G. Pletsch, battery house foreman, and left a

vocal organ. He is undergoing a special treatment, which we all hope will be beneficial.

Walter A. "Fuzzy" Furst, inspector, spends his Sundays in Washington. There certainly must be a reason and the boys are betting it isn't the scenery.

Frank Klenk, inspector, took a photograph of the Electrical Department A. C. baseball team recently and now "Fairy" is complaining that it is necessary for him to get a new lens before he will be able to use the camera again.

Just before the above mentioned picture was taken, the shop forces were fortunate enough to have the camera face them. These are the men who take care of the repairing of all electrical equipment over the System, with C. F. Hoey, the benedict foreman, on the right of the front row.

“Bob” Montgomery, Harry Barry, and “Jim” McLaughlin have placed their launches in the water. They expect to spend their Sundays on the nearby creeks and rivers.

MOUNT CLARE SHOPS

Correspondent, GEORGE L. HENNICK,
Secretary

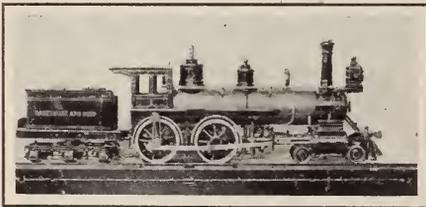
DIVISIONAL SAFETY COMMITTEE

- P. CONNIFF.....Superintendent Shops, Chairman
- S. A. CARTER.....Machinist, Erecting Shop
- H. OVERYB.....Machinist, Erecting Shop
- J. P. REINARDT.....Fire Marshal, Axle and Blacksmith
Shops and Power Plant
- H. C. YEALDHALL.....Boilermaker, Boiler Shop
- R. W. CHESNEY.....Moulder, Brass 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 Department
- C. R. YOUNG.....Clerk, Iron Foundry

Car Department

- H. A. BEAUMONT.....General Foreman, Chairman
- H. H. BURNS.....Car Repairman, Mt. Clare
- L. A. MARGART.....Clerk, Mount Clare Junction
- J. T. SHULTZ.....Cabinet Shop, Mount Clare
- C. W. GEGNER.....Passenger Car Shop, Mount Clare
- OTTO A. FRONTLING.....Paint Shop, Mount Clare
- C. W. KERN.....Stenographer, Baileys
- R. W. UPTON.....Clerk, Curtis Bay
- T. H. BACKENDORF.....Car Inspector, Mount Clare
- M. D. EDWARDS.....Day Car Inspector, Camden
- W. DAY.....Night Car Inspector, Camden
- S. E. SOMMERS.....Assistant Foreman, Locust Point
- P. J. REICHENBERG.....Car Inspector, Locust Point
- W. W. BIRD.....Car Inspector, Locust Point
- S. T. SEYMOUR.....Clerk, Bay View

The accompanying is photograph of model of engine which was exhibited at the New York Safety Show. This engine was built by Mr. Crozer, who is now a pensioner of the Baltimore & Ohic. It took him about two years to build it at odd times.



MODEL ENGINE MADE AT MT. CLARE

This is a complete working model and will carry steam, having been tested at high pressure. It has thirteen flues of one-eighth inch diameter, is thirty inches long over all and weighs thirty pounds. It is equipped with the latest style safety appliances and a speed recorder. This model is seventeen years old.

W. T. Jackson, chief clerk in the general foreman's office, is talking about going to White Hall, Md., to attend a wedding. We don't

known whether it is his wedding or not, but circumstances seem very queer.

N. C. Thalheimer, of the drawing room, is to be married on June 10th. We wish him all the luck in the world and can congratulate the bride, for Mr. Thalheimer is one of the finest young men in Baltimore, and has a very bright future before him.



I am the guy that had the Colonel placed in peach

J. H. Kirby, one of the “Old Guard,” passed away on the afternoon of May 26th. He was born in Alexandria, Va., September 11th, 1835, and entered the service of the Baltimore & Ohio at Washington, D. C., January 7th, 1857, as fireman in the terminal. In 1851 he hauled brick for the roundhouse at Washington. Mr. Kirby was often heard to say that one of the most interesting events of his life was when the United States Government seized the Company property at Washington, in April, 1861. The seizure was made by Col. Stone of the Union Army. Mr. Kirby was appointed an engineer under William Harrison, master mechanic at Mt. Clare, on September 17th, 1863. He ran the old “Isaac McKim” and also the “Mazzeppa.” He was engineer of the power engine at Mt. Clare from April 25th, 1868, to July 11th, 1903, when he was pensioned. Mr. Kirby was one of the grand old men of Mt. Clare and was well liked by every one. We extend our sympathy to his friends and relatives.

The accompanying photograph is of John H. Carlton, who passed away on May 22nd, 1914, after an illness of several months. He served the Company faithfully for thirty-three years,



JOHN H. CARLTON

and was the representative of the paint shop on the first Safety Committee organized at Mt. Clare. Mr. Carlton hadn't one blot on his record, and the Company has lost a faithful and trustworthy servant. We extend our sympathy, through the columns of this Magazine, to his many friends and relatives.

WASHINGTON TERMINAL

Correspondent, G. H. WINSLOW

Y. M. C. A. Secretary

It was with a great deal of pride that the members of the Washington Terminal Railroad Y. M. C. A., who have witnessed the last five annual dinners of the Association, took their places in the gymnasium room at the Union Station on Wednesday night, May the 20th. Pride because their organization has made such marked progress in every purposeful direction during its existence; pride because the number in attendance at the sixth anniversary far exceeded the number present at any previous banquet; pride because of the magnificent work being done by the Association for the railroad men who have either their temporary or permanent headquarters at Washington.

The splendid orchestra recruited from the members of the Association started the banquet by playing in an inspiring way the National Anthem, and it was sung with enthusiasm and affection by the five hundred diners as they stood within the flag-bedecked hall.

After grace had been said by the Rev. A. E. Barrows, the guests fell to with a gusto and

did full justice to the ample spread. The banquet proper was interrupted only to give rest to the overworked digestive organs while popular songs were played by the Association orchestra and sung by everybody present.

As the presiding officer, B. R. Tolson, chief clerk to the superintendent of the Washington Terminal Company, introduced Mr. Pierce, who outdid himself in some splendid imitations of black-faced comedians.

The reports of the various committees which followed showed the healthy financial and spiritual condition of the Association and were received with great gratification. The first real ovation of the evening, however, was given to the report of the secretary, George Winslow, who concluded his address with the following strong plea:

"I desire to take this occasion to commend my associates for their loyalty and faithfulness in the performance of the duties assigned them. Without their assistance in putting into execution the plans formulated, little would have been accomplished from the executive point of view. In behalf of the Committee of Management and the entire membership, I also want to thank those who have in any way (and the occasions are far too numerous to mention) contributed to the pleasure and profit of the men frequenting the rooms. Let us as an Association look forward with renewed hope and trust, believing that the future has for us even greater blessings and a larger usefulness, because of our mingling in fellowship one with another, resulting in a closer relationship with God. Let us as an Association say with Paul (Phil. 3; 13-14) 'Forgetting those things which are behind and reaching forth unto those things which are before I press toward the mark for the prize of the high calling of God in Christ Jesus.'"

The personal tribute of applause given to Mr. Winslow at the conclusion of his report betokened the affectionate feeling held for him by the Association, and the large and important part he plays in its work.

The toastmaster, Mr. Tolson, then presented Senator Charles E. Townsend of Michigan. By his sincerity and his enthusiasm, Senator Townsend left no doubt but that he is in hearty accord with the work of the Terminal organization. He spoke of it as being one of the most important organizations, bar none, in the city of Washington, because its religious significance and its spiritual propaganda make it possible for it to exert so beneficial an influence over the activities and the citizenship of the city.

Admitting at the outset that there might be some possibility of the purpose of the Washington Terminal Company's being somewhat selfish, because in providing such facilities for its men and such surroundings for them when they are waiting for their call to duty, it better prepares them for the arduous work and responsibility of railroad life, he sketched with master strokes the feeling which he, as a constant traveler on the railroads, has, when he retires at night on a sleeper, knowing that he is hurtling through space at an enormous rate



SIXTH ANNIVERSARY
SUPPER TERMINAL
P. R. DEPT. Y. M. C. A.
MAY 20th 1914

PHOTO BY
COWAN

FIVE HUNDRED MEN ATTENDED THE SIXTH ANNUAL SUPPER OF THE WASHINGTON TERMINAL Y. M. C. A.

of speed, but that largely on account of the splendid influences which surround the operating men of the railroads at such places as the Terminal Station, he feels that his safety and the safety of his fellow-passengers is committed to the keeping of sober, responsible and careful trainmen.

In touching upon a subject which is engaging the attention of a great many thoughtful people in this country today, namely, the excess of legislation which is being put on our national and state statute books, Senator Townsend made a plea for individual initiative in the conservation of life and property and a greater individual responsibility in handling the onerous duties which fall to the lot of the representative American citizen.

Senator Townsend was followed by Congressman J. Hampton Moore of Pennsylvania, who developed the theme that railroad men on account of coming into touch with so many and so diverse elements of our citizenship have unequalled opportunities for doing good. The feast of reason was closed with a splendid appeal for real liberty, equality and fraternity by the Hon. W. E. Andrews, former auditor of the United States Treasury. The evening will linger long in the memory of those who were fortunate enough to share the good fellowship and splendid mental and moral stimulus afforded.

CUMBERLAND DIVISION

Correspondents

- W. C. MONTIGNANI, *Y. M. C. A. Secretary*,
Cumberland
- H. H. SUMMERS, *South Cumberland*
- T. F. SHAFFER, *North Cumberland*
- W. L. STEPHENS, *Martinsburg*
- E. H. RAVENSCLAF, *Keyser*

DIVISIONAL SAFETY COMMITTEE

- J. W. KELLY, JR., *Superintendent, Chairman*
- E. J. LAMPERT, *Vice-Chairman*

East End

- J. W. DENNEN, *East End, Trainmaster*
- T. F. SHAFFER, *Secretary*
- W. C. MONTIGNANI, *Secretary, Y. M. C. A.*
- I. S. SPONSSELLER, *General Supervisor*
- H. E. NORRIS, *Engineer*
- A. R. LINSDAY, *Planerman*
- A. Y. WILSON, *Machinist*
- H. RUPENTHAL, *Engineer*
- J. W. MANFORD, *Conductor*
- W. B. TANSILL, *Car Inspector*
- J. E. WELSH, *Conductor*
- J. R. BELL, *Division Freight Agent*
- W. E. YARNALL, *Chief Clerk*
- H. C. McADAMS, *Terminal Trainmaster*
- C. M. GEARHART, *Assistant Trainmaster*
- E. C. GROVE, *Assistant Trainmaster*
- C. J. TURNER, *Assistant Trainmaster*
- E. M. PRICE, *Assistant Trainmaster*
- C. E. RILEY, *Assistant Trainmaster*
- E. G. SHIRLEY, *Chief Train Dispatcher*
- W. H. LINS, *General Yardmaster*
- L. J. WILMOTH, *Road Foreman of Engines*
- E. DWIGGINS, *Assistant Road Foreman of Engines*
- L. CRAMBLITT, *Assistant Road Foreman of Engines*
- H. P. BRANDT, *Traveling Fireman*
- D. MOORE, *Traveling Fireman*
- T. R. STEWART, *Master Mechanic*

- F. W. BOARDMAN, *Assistant Master Mechanic*
- W. W. CALDER, *General Car Foreman*
- F. KIRBY, *S. O. L.*
- P. PETRIE, *Division Engineer*
- W. T. HUGHES, *Assistant Division Engineer*
- F. L. LEYH, *Storekeeper*
- A. O. TEDRICK, *Supervisor*
- J. W. RIGGINS, *Supervisor*
- H. H. TEDRICK, *Supervisor*
- W. F. MCBRIDE, *Supervisor*
- F. A. TAYLOR, *Supervisor*
- E. C. DRAWBAUGH, *Division Operator*
- A. ERDMAN, *Coal Billing Agent*
- J. C. TONRY, *Agent*
- W. D. STROUSE, *Agent*
- W. S. HARIO, *Claim Agent*
- J. E. PRICE, *Agent*
- J. N. MARTIN, *Agent*
- J. W. MARTIN, *Relief Agent*
- G. R. BRAMBLE, *Agent*

West End

- E. J. LAMPERT, *Assistant Superintendent*
- DR. J. A. DOERNER, *Medical Examiner*
- O. S. W. FAZENBAKER, *Secretary to Assistant Superintendent*
- D. A. NILAND, *Machinist*
- R. G. WAGONER, *Fireman*
- L. A. RIZER, *Brakeman*
- A. N. JEFFRIES, *Operator*
- J. G. LESTER, *Signal Supervisor*
- E. LOWERY, *Conductor*
- E. A. RAPHAEL, *Medical Examiner*
- E. V. DRUGAN, *Assistant Division Engineer*
- W. H. BROOM, *Assistant Wreck Master*
- E. P. WELSHONCE, *Trainmaster*
- C. W. DIXON, *Assistant Trainmaster*
- J. MULLEN, *Assistant Trainmaster*
- C. E. McCARTY, *Assistant Trainmaster*
- F. P. GRANEY, *Assistant Trainmaster*
- W. E. MALONEY, *Assistant Trainmaster*
- W. H. VIRTS, *General Yardmaster*
- H. W. GRENOBLE, *Chief Dispatcher*
- M. A. CARNEY, *Road Foreman*
- F. C. WINTERS, *Storekeeper*
- F. R. BROWNING, *Assistant Road Foreman*
- J. B. MARKS, *Traveling Fireman*
- R. E. FUREY, *Traveling Fireman*
- D. H. WATSON, *Assistant Master Mechanic*
- G. W. HOFFMAN, *Supervisor*
- J. CLAY, *Supervisor*
- J. M. DAVIS, *Agent*
- H. P. STRUCK, *Agent*
- C. A. FLEEGLE, *Agent*
- W. V. FAIRALL, *Agent*
- H. R. COOLE, *Agent*
- Z. D. HENSELL, *Agent*
- C. F. HUTH, *Coal Billing Agent*
- H. A. RASCHE, *Agent*

The baseball season has opened and as usual Cumberland is coming to the front with a team from the South Cumberland shops which we hope will surpass all previous records. At least that is what Mr. Kalbaugh, who has been chief promoter, thinks about it. Applications for positions on the team are being received and from the number coming in we feel that we will be able to pick out a very strong team.

The members of the bowling team which went to Connellsville a short time ago to bowl against the Company team of that city, wish to make special mention of the royal good time they had at that town while being entertained by the shop boys there. They were great entertainers and left nothing undone to show their visitors a most enjoyable evening. To them we extend our hearty thanks.

To our friends from the western part of the System who do not have the opportunity to see what construction work on a large scale on a railroad is, we suggest that when making a trip east, they arrange to make a daylight

run from Cumberland to Brunswick, where the construction work is now in progress. New tunnels are being built, curves straightened, roadbed widened by making concrete abutments against the river and concrete walls are being erected on the side of the mountains. To one who has not witnessed construction work of this character, it is well worth your time to make this trip in daylight.

We are showing herewith a photograph of two loving cups which were presented to the Cumberland Baltimore & Ohio Bowling League, which has just finished a very interesting season. The larger of these two cups was presented by general manager Galloway, and the smaller one by the S. T. Little Jewelry Company, who have a team in the league. This firm does the watch inspection work for the



TWO OF THE BOWLING LEAGUE PRIZES

Company at Cumberland and naturally its employes are considered by our employes as being a part of the Big Family. In addition to these two cups, superintendent Kelly presented a very beautiful cup, but we were unfortunate in not being able to place it with these at the time this picture was taken.

We want all our readers over the System to know of the happiness that A. A. Spitznas, distribution clerk in the master mechanic's office at Cumberland, is experiencing just now. He has taken unto himself a better half. The lucky young lady was formerly a Frostburg girl and the ceremony was performed in that city on Sunday, May 10th.

F. J. Brookman, shop yard clerk in the master mechanic's office at Cumberland, has been promoted to a piece work checker and has been succeeded by F. P. Young, who has been checking M. C. B. work. Both these young men are hustlers and are well deserving of the promotions they have received.

To get the full benefit of the humor in the following program, gotten up by E. Tasker, chief clerk to general car foreman Calder at Cumberland, you should be well acquainted around the shops at that point. However, we believe our readers will get some amusement out of it and are therefore reprinting it.

BENEFIT PERFORMANCE—BASEBALL CLUB—
MASTER MECHANIC'S OFFICE
CUMBERLAND, Md.

EASTER MONDAY—SATURDAY, JULY 4TH, 1914.

FIRST FLOOR DOWN—OFFICE BUILDING.

Tommy Hodel—Musical Director.

Deacon Zimmerly—Stage Director.

Costumes by Storekeeper's Stenographer.

OVERTURE—Prof. Zip Krauss—Grand Italiana
Engine Cleaner Band.

BLACK ART—Dust that I have Missed—Bill the
Janitor.

SKETCH—Original Ivory—Speed Merchant in
Car Department Office.

MOVIES—Here Comes the Chief.

MUSICAL COMEDY—Shop Yard Clerk explain-
ing how he prepares a five
minute statement.

MELO DRAMA—Confessio in RAFFLES—How
I break open locked desks—
By Chief Clerk.

SONG—When the Roses bloom in May—By
Assistant Timekeeper.

MOVING PICTURES—God's Country—Washing-
ton, Ind., by the General Car
Foreman.

SKETCH—Forty-eight days on the Water Wagon
—By Car Clerk.

DIALOGUE—How I got the Dog—By Assistant
Shop Clerk.

SONG—The Only Burg is FROST-BURG—By
Spitz.

SKETCH—What I Know About Politics—By
Timekeeper.

SONG—You may be right but I am LEFT,
LEFT, LEFT—By the M.
C. B. Clerk.

BURLESQUE—Why I willed my Head to the But-
ton Factory—By the File
Clerk.

MONOLOGUE—How I met the Other Fellow on
Arch Street—By the Fuel
Clerk.

TRAGEDY—TEN Days of Married Life—By Fred
Young.

GRAND OPERA—How I became Chief Clerk to
Assistant Master Mechanic
—By Creel.

COMEDY—Note and Advise fully quickly—Ent-
ire Company.

SKETCH—Y-E-S H-E D-I-D—By Skeet.

FARCE—How to ride 10,000 miles per year on an
annual pass—By Private Sec-
retary.

GRAND FINALE—Moving Pictures—5.30 p. m.

The following is from the *Cumberland Press* of May 14th:

Forty-one prominent Baltimore & Ohio Railroad officials sat down to a banquet at the Washington lunch room last night to do honor to one of their number, J. B. Myers, who was recently promoted to be district engineer maintenance of way with headquarters in Baltimore. Previous to his promotion Mr. Myers was division engineer here. His successor, P. Petrie, sat next to him at the banquet board.

P. H. Grosscup, chief clerk to the division engineer, on behalf of his fellow workers presented to Mr. Meyers a handsome gold watch and fob.

Superintendent J. W. Kelly sat at the head of the table and at his right was terminal trainmaster Harry C. McAdams, who acted as toastmaster. Speeches were made by Messrs. E. J. Lambert, J. W. Kelly, W. T. Hughes, Z. T. Brantner, T. R. Stewart, John W. Deneen, E. A. Taylor, E. P. Welshonce, W. E. Yarnall, P. Petrie, P. H. Grosscup, and J. B. Myers. The committee in charge of the banquet and presentation were Messrs. I. S. Sponseller, F. A. Taylor, J. G. Lester, W. T. Hughes, W. P. Druggan and P. H. Grosscup.

Mrs. Wm. C. Montignani, wife of secretary Montignani, who became seriously ill with valvular heart trouble while at her parents' home in Montreal, Canada, is now back at her home in Cumberland. She is recovering very slowly.

Friends of R. M. Shuck, assistant enginehouse foreman at Cumberland, will be glad to know that he is fast improving and will soon be able to return to his work. Mr. Shuck had the misfortune some time ago to have his arm broken while assisting some of the workmen in removing a set of main rods from one of our Mikado type locomotives.

C. C. Chandler, pipe shop foreman at Cumberland, who has been in the hospital for several months, is fast improving and is now able to be out. Mr. Chandler is planning a trip to the west in hope of permanently improving his health and his many friends believe this trip will be very beneficial to him.

Passenger engineer J. S. Coniff, familiarly called "Growler," who has been in the hospital at Cumberland for some time, is greatly improved and able to be about. He expects to resume duty in a few days.

M. S. Felty, formerly file clerk in the superintendent's office, now connected with the claim department at Youngstown, Ohio, is in Cumberland almost every Sunday, and there is a reason.

MARTINSBURG SHOPS

Born to Mrs. Burr Shipley, wife of conductor Shipley, on April 30th, a son.

Miss Clara Chapman, daughter of Mrs. Lucy Chapman, and James O. Hebs, an employe of the Baltimore & Ohio. Were married in this city on Thursday, May 14th. Mr. and Mrs. Hebs

spent a week's honeymoon traveling through Pennsylvania and are now located in their new home in this city.

Samuel H. Rankins died at his home on North High Street, Sunday, May 17th, aged sixty-six years. Mr. Rankin was well known to many of the railroad men all along the line. In his younger days he was an engineer and ran a locomotive for many years. About ten years ago his health failed and he was compelled to give up railroading and seek other occupation.

The funeral took place at the late home on Tuesday, May 19th, at 2.30 p. m.



THE LATE THOMAS E. AULD, OF MARTINSBURG (see May issue)

Born to Mr. and Mrs. Floyd Fauver, a son. Mr. Fauver is a machine hand in the frog shop.

Mr. and Mrs. Baker and three children who have been making their home in this city for the past two years, have moved to Baltimore, where they will make their home in the future. Mr. Baker has been doing engineering work in this section for the Baltimore & Ohio.

SHENANDOAH DIVISION

Correspondent, J. L. MAPES

DIVISIONAL SAFETY COMMITTEE

S. A. JORDAN.....	Superintendent, Chairman
DR. J. F. WARD.....	Medical Examiner
H. F. HOWSER.....	Road Foreman of Engines
S. J. LICHLITER.....	Supervisor
E. D. CALVERT.....	Supervisor
J. L. BOWLER.....	Conductor
W. L. SEIBERT.....	Engineer

MONONGAH DIVISION

Correspondent, C. L. Ford, Assistant Shop Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

J. M. SCOTT.....	Superintendent, Chairman
E. T. BROWN.....	Division Engineer
M. H. OAKES.....	Master Mechanic
E. D. GRIFFIN.....	Trainmaster
T. K. FAHERTY.....	Road Foreman of Engines
M. F. GREENE.....	Division Operator
DR. C. A. SINSSEL.....	Medical Examiner
W. T. HOPKE.....	Master Carpenter
J. D. ANTHONY.....	General Agent
I. O. MARTIN.....	Claim Agent
W. M. MALONE.....	Supervisor
D. F. McCORD.....	Section Foreman
W. O. BOLL.....	General Car Foreman
W. BEVERLEY.....	General Yardmaster
G. A. SCHAFFER.....	General Foreman
E. B. HORNER.....	General Foreman
B. THOMPSON.....	Agent
S. H. WELLS.....	Agent
E. J. HOOVER.....	Agent
R. P. CLARK.....	Machinist
W. G. BURNUP.....	Machinist
J. J. LYNCH.....	Car Inspector Foreman
C. M. SHAW.....	Yard Engineer
G. RAMSBURG.....	Engineer
C. R. KNIGHT.....	Fireman
C. A. MICHAEL.....	Yard Fireman
W. R. WILLIAMS.....	Conductor
E. D. RICE.....	Brakeman
T. D. O'CONNOR.....	Warehouse Foreman
J. W. LEITH.....	Foreman Carpenter

DR. C. E. PRATT.....	Medical Examiner, Wheeling
DR. J. E. HURLEY.....	Medical Examiner, Benwood
A. G. YOUST.....	Operator, Glover Gap
O. A. VAN FOSSEN.....	Car Inspector, Holloway
E. S. WILLIAMS.....	Machinist, Holloway
W. GANDY.....	Car Repairman, Benwood
S. SLOAN.....	Shopman, Cameron
J. COXEN.....	Engineer, Benwood (Main Line)
C. McCANN.....	Engineer, Benwood (O. R. & C. L. & W.)
A. DIXON.....	Engineer, Benwood (Yard)
V. B. GLASGOW.....	Conductor, Fairmont (Road)
T. H. BREWSTER.....	Conductor, Benwood (Yard)
P. McCANN.....	Fireman, Benwood
E. WILKINSON.....	Agent
E. M. POMEROY.....	Agent
G. ADLESBERGER.....	Car Foreman
L. M. COLLINS.....	Car Foreman
L. B. KEMM.....	Master Carpenter
J. T. COYNE.....	Section Foreman
L. D. McCOLLOUGH.....	Track Supervisor
H. HAGERTY.....	Track Supervisor
P. MURTAUGH.....	Track Supervisor
T. C. STONECIPHER.....	Track Supervisor
D. PIERCE.....	Signal Supervisor

The accompanying photograph shows a part of our yard organization at Fairmont, W. Va. Reading from left to right, standing: F. Kerns,



YARD OFFICE FORCE AT FAIRMONT

yard clerk; W. T. Ambros, chalker; F. N. Barnes, checker; J. G. Boylen, chief clerk; W. E. Foley, assistant trainmaster; B. Nuzum, general yardmaster.

WHEELING DIVISION

Correspondent, A. G. Youst, Operator, Glover Gap.

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN.....	Superintendent, Chairman, Wheeling
C. H. BONNESEN.....	Trainmaster
G. F. EBERLY.....	Division Engineer
J. BLEASDALE.....	Master Mechanic
M. B. RICKEY.....	Division Operator
W. F. ROSS.....	Road Foreman of Engines
M. C. SMITH.....	Claim Agent, Wheeling
C. M. CRISWELL.....	Agent, Wheeling
J. H. KELLAR.....	Relief Agent, Wheeling

On May 25th J. W. Roof was appointed assistant superintendent of the Wheeling Division, with headquarters at Benwood, W. Va. C. H. Bonnesen took his place as trainmaster and W. L. Cockrell was appointed assistant trainmaster, vice Mr. Bonnesen. Mr. Cockrell's old position as chief train dispatcher was taken by W. C. Deegan.

On Sunday morning, April 26th, Mrs. Thomas B. Nixon, wife of the track foreman at Benton Ferry, died after a lingering illness of several years. Mr. Nixon's many friends join in extending their heartfelt sympathy in his sad hour of bereavement.

We are glad to note that trackman B. F. Powell, of section No. 10, is able to be up and about after a severe attack of double pneumonia fever.

Car inspector. R. J. Pell, of Fairmont yard, slipped away to Parkersburg and took unto himself a wife, thinking that he was "slipping one over" on the folks at home. His father, R. F. Pell, who is a Wheeling Division conductor, was next to the game, however, and was waiting his return home with a true welcome and forgiving blessing.

We are sorry to have to note the death of machinist Wm. Burkley, of Benwood. This occurred Monday evening at seven o'clock, May 11th. He was an efficient workman, a dutiful father and husband, well liked by all who knew him in his long years of service with the Company.

Funeral services were conducted by the Knights of Pythias, of which he was a member, Wednesday, May 13th. A wife, one daughter and two sons survive, all of whom have the sympathies of a multitude of friends.

The loss and damage bureau meeting held in Wheeling last month was well attended. Some very important matters were threshed out and good results are anticipated.

G. F. Eberly has been appointed division engineer of the Wheeling Division, vice H. H. Harsh, promoted to division engineer at Cleveland.

W. G. Carl of the general superintendent's office, has accepted a position in the timekeeper's office at Baltimore.

One of the most interesting pieces of mechanical work by any draftsman that we have seen is the work of W. L. Cockrell, chief dispatcher. Mr. Cockrell arranged a board showing the movement of trains by "J" tower for a period of twenty-four hours. He designated the different trains by different colored cords. It was a neat arrangement and Mr. Cockrell is to be complimented for his work.

H. A. Conners, chief clerk to general yardmaster at Benwood, has been promoted to night yardmaster at Bridgeport, vice J. S. Wetheral, assigned to other duties. Good luck, "Harry."

OHIO RIVER DIVISION

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

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN.....	Superintendent, Chairman
P. J. MORAN.....	Yardman, Parkersburg
C. L. PARR.....	Fireman
W. M. HIGGINS.....	Maintenance of Way
W. E. KENNEDY.....	Claim Department
A. J. BOSSYNS, M. D.....	Relief Department
J. H. OATEY.....	Y. M. C. A.
J. P. DUVAL.....	Trainman
O. F. WHEELER.....	Shopman, Locomotive Department
J. W. MATHENY.....	Engineman
G. R. VAN VALEY.....	Agent, St. Mary's
R. T. EVERETT.....	Yardman, Huntington
H. M. MCPHERSON.....	Platform Foreman, Parkersburg
J. J. FLAHERTY.....	Platform Foreman, Huntington
C. F. CASPER.....	Chief Dispatcher and Division Operator
S. F. BAILEY.....	Yard Track Foreman
S. S. JOHNSON.....	Supervisor
J. S. ECHOLS.....	Chief Clerk to Agent, Parkersburg
H. E. PURSELL.....	Relief Agent
W. A. BUTCHER.....	Shopman, Car Department
F. C. MORAN.....	Trainmaster
L. M. SORRELL.....	Road Foreman of Engines
L. E. HAILSIP.....	Division Engineer
J. B. ELLIOTT.....	Division Master Mechanic
F. A. CARPENTER.....	General Yardmaster
F. P. COE.....	Master Carpenter

The April meeting of the General Safety Committee, in conjunction with the local division committee, was held on the 21st. Several departmental conferences were held during the morning at suitable points, and at twelve o'clock the committeemen had luncheon at the Y. M. C. A.

Following the noon hour the two organizations went into session and matters of timely interest were made the subject of discussion, both among the members of the general committee and the local one. Among those in attendance from out of town were agents R. E. Barnhart, of Huntington; W. C. Jordan, of Pt. Pleasant; G. R. VanBaley, of St. Mary's; Mr. Cromley of Ravenswood and Mr. Umpleby of Sistersville. The general committee went from here to Chillicothe. The local men find these joint committee meetings very interesting and helpful.

When J. D. Howell, an employe of the Company in the Belpre yards returned to his home about eleven o'clock Tuesday night, May 12th,

he found the interior of the house full of smoke and the walls in one of the rooms burning. Mr. Howell succeeded in getting his wife and small baby and two other children out of the house in safety and with the aid of a large number of his neighbors, who formed a bucket brigade, succeeded in extinguishing the flames. The house, a two story frame structure, was not burned down, but much of the furniture was ruined and a great deal of damage was done before the fire was put out.

The blaze was caused by one of the gas light's burning too close to the wall. This set the wall paper on fire and the flames spread rapidly. It was very fortunate that Mr. Howell returned home at the time he did. Otherwise members of his family might have been cut off from any escape from the flames, and the house would no doubt have been burned down. The fire caused considerable excitement in Belpre.

R. A. Wilmarth, one of the prominent local Baltimore & Ohio conductors, has recently moved into a nice new home on 19th Street.

A. P. Lucas, engineer, has returned to work on runs 71 and 72 after several months' illness.

F. L. Simpson, car distributor, and F. O. Higgins, M. of W. clerk, have returned from a trip with the Knight Templars to Atlanta, Ga. Both say they had a great time.

J. A. Christian, who has been confined several weeks in a Huntington hospital, is reported to be slowly recovering. Mr. Christian's many friends will be glad to hear that he will soon be back on the job as baggageman on Nos. 704 and 719.

Conductor C. Ratcliffe expects to leave shortly on an extensive trip through the west, visiting Los Angeles, San Francisco and Seattle.

Stewart Sandy Roush, secretary to the superintendent, attended the Hagenback and Wallace performance which showed here May 6th, and aided the lady clowns very materially with their performance. The adage, "Once a farmer always a farmer" works to perfection in his case.

J. McC. Martin, traveling passenger agent, has just recently moved his office from Ohio River Depot to Monongah passenger station. The boys at Ohio River station are very sorry to lose Mr. Martin's presence at the Ohio River station, but we are glad he is better situated.

Andy Proffitt, maintenance of way timekeeper, is again seriously ill at his home. We hope Mr. Proffitt will pull through O. K. and soon be back on the job.

H. E. Pursell, relief agent, and Leo McCabe, stenographer, D. F. A. office, took the fourth degree in the Knights of Columbus lodge here a few days ago.

Captain J. C. Frederick, who lives in this city, has been retired on a pension by the Company. He is now seventy-one years old and has been in the service forty-five years. During that period he covered a distance of over two million miles, the correct figures being 2,268,250.

The Veteran Employees' Association was organized here Saturday, May 2nd, at the O. R. station. Forty-seven members were enrolled and the membership enrollment remains open until July 2nd, the date of the first regular meeting. A constitution and by-laws like those used by the other branches were adopted. The minimum time of service for eligibility is twenty years. Those enrolled here range from that to forty-one years in the service.

The officers chosen Saturday are as follows: C. E. Bryan, president; W. E. Kennedy, vice-president; J. K. Cromley, of Ravenswood, secretary; W. R. Vincent, treasurer; executive committee, J. M. Guinn, E. P. Coe, E. F. Augustine, A. H. Deem and N. L. Guilford. W. E. Kennedy, the claim agent, presided at the meeting, and it was largely through his efforts that the Association was organized here.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

E. LEDERER, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

- W. T. LECHLIDER..... Superintendent, Chairman
- E. LEDERER..... Vice-Chairman
- J. E. FAHY..... Trainmaster
- J. A. ANDERSON..... Master Mechanic
- H. H. HARSH..... Division Engineer
- P. C. LOUX..... A. R. F. & A. T. M.
- J. T. McILWAIN..... Master Carpenter
- DR. R. D. SYKES..... Medical Examiner, Cleveland, Ohio
- F. M. BOND..... Locomotive Foreman, Akron Jct., Ohio
- E. R. TWINING..... Shop Clerk, Cleveland, Ohio
- R. W. BAIR..... Engineer, Lorain, Ohio
- WM. CANFIELD..... Engineer, Cleveland, Ohio
- F. W. HOFFMAN..... Conductor, Cleveland, Ohio
- W. SHAAR..... Hostler, Canal Dover, Ohio
- W. S. BERKMYER..... Brakeman, Canton, Ohio
- C. G. MOINET..... Fireman, Lorain, Ohio
- H. H. BEARD..... Assistant Yardmaster, Lorain, Ohio
- J. H. MILLER..... Agent, Strasburg, Ohio
- J. CLINE..... Assistant Yardmaster, Cleveland, Ohio
- O. P. EICHELBERGER..... Ass't Yardmaster, Akron Jct., Ohio
- F. H. GARRETT..... Foreman, Akron Freight Station
- G. A. ARGANBRIGHT..... Supervisor, Massillon, Ohio
- E. M. HEATON..... Division Operator
- C. J. MAISCH..... Division Claim Agent
- C. E. PIERCE..... Terminal Agent, Lorain, Ohio
- M. T. HILL..... Relief Agent
- J. J. HERLIHY..... General Foreman, Cleveland, Ohio
- J. A. SUBJEK..... General Foreman, Lorain, Ohio
- A. J. BELL..... Terminal Agent, Cleveland, Ohio
- C. BENDER..... Foreman Steel Car Dep't, Lorain, Ohio
- B. J. WATERSON..... Yard Foreman, Canton, Ohio

On May 25th, M. H. Broughton was appointed assistant superintendent of the Cleveland Division, with headquarters at Canal Dover, Ohio.

In the Efficiency campaign being waged by the Cleveland Division employes, letters are being sent out over the division by the superintendent showing extraordinary savings effected. In one of these recent letters attention was called to the fact that the Publicity department in Baltimore is approaching the newspapers on this campaign. We want the public to know that we are striving in every way to reduce unnecessary expenditures and to make every saving that is possible.

The names of many men who seem to be taking particular interest in their work are mentioned in these letters.

In a recent bulletin issued by superintendent Lechlider in regard to the progress being made in his campaign for economy, the names of the following men are favorably mentioned: C. A. Konrad, engineer; M. R. Chalfant, fireman; W. G. Hall, engineer; C. E. Steese, fireman; J. A. Moore, engineer; W. E. Adams, section foreman; H. G. Overdear, section foreman; employes of freight house, Cleveland; J. W. Kinney, engineer; C. A. Bell, fireman; J. Quinn, engineer D. Wheeler, fireman; E. Doran, timekeeper.



J. LAMAR LECHLIDER
Son of Superintendent Lechlider

Effective, Monday, May 11th, C. H. Lee, night chief dispatcher, was promoted to assistant trainmaster and general yardmaster in charge of Cleveland Terminals. The jurisdiction of W. J. Head, assistant trainmaster and assistant road foreman, is extended over the C. L. & W. district, in addition to the C. T. & V. district.

Effective May 15th, A. N. Neiman, secretary to the superintendent, was made secretary to the general superintendent at Wheeling, W. Va. E. Lederer, stenographer to the trainmaster, was made secretary to superintendent and J. H. Sternicke took the place made vacant by him.

In connection with an article appearing in the May issue in regard to the resignation of H. G. Barnard, stenographer to chief clerk, it should be stated that Mr. Barnard withdrew his resignation and has decided to remain.

A. R. Schmoll, our popular roundhouse foreman at Lorain, has decided to take a trip on the good ship "Matrimony." He will be married June 3rd to Miss Francis Gillen of Toledo, and they will spend their honeymoon in the east. We extend our hearty congratulations.

The Cleveland Division is cooperating finely with the Relief Department in an endeavor to make known to all its employes the privileges offered them by membership in one or all of the several features available. It has recently sent a general letter to the principal division points calling attention to certain properties which are for sale on easy terms. Such activity is specially to be commended.

The Company baseball team of Massillon organized recently with Clarence Rodenberger as manager and challenges any railroad team on the System to a series of games to be played this season. The team has many young and old stars on its list and will be a stiff proposition for any rival.

is master for twelve hours each day, into a beauty spot.

"Several years ago the right of way to the east of the shanty was nothing more nor less than a ditch four or five feet deep. At McGee's request the ground gathered along the tracks by section hands was dumped into the ditch until it was filled. McGee, whose right leg is off at the thigh, and who must use a crutch, carefully raked the uneven dirt until he had it graded for a lawn.

"Beginning several feet from the track he built a little wall by laying boulders side by side to protect his future garden from being washed away. Then he planted trees and shrubbery, made flower beds, and sowed grass seed.

"Gradually he improved the surroundings until he had in bloom various kinds of flowers. By the use of whitewash, the boulders, which formed the enclosure for his garden and encircled his four or five flower beds, the telephone poles to a height of several feet, and the little sheds nearby, were given a clean, tidy appearance.



TOM D. MCGEE—VETERAN TARGETMAN AT CANTON—IN THE PRETTY GARDEN HE HAS MADE ALONG THE RIGHT OF WAY

Tom D. McGee loves flowers. Incidentally he is a veteran targetman of the Baltimore & Ohio at our Allen Street crossing in Canton, O. How Tom has combined his love of flowers and his moments off duty for the benefit and pleasure of himself, his employers and the community is well told in the following clipping, taken from the *Canton Repository*:

"The beautifying, by flowers and foliage, of railroad ground adjoining the tracks has become McGee's hobby, and he has transformed the immediate vicinity of the little shanty of which he

"'Flowers are my delight,' said McGee. 'I like to see pretty things and in this out of the way place I had to provide them myself. The undertaking was not a small one, owing to the difficulty in getting around on one leg. But my heart was in it and I have been well rewarded. My job is a lonesome one and to plan and perfect my garden during the intervals between trains has not only occupied my mind but has in fact given me much enjoyment.

"'People living in the neighborhood frequently come to look at my handiwork and to

compliment me. Trainmen tell me that passengers who get a momentary glimpse of it from the coach windows inquire where the Company conceived the idea of making a park along its right of way.

"The Company employes are continuing to dump dirt into the ditch so that next summer, if nothing prevents, I will extend my garden and make it bigger and brighter than ever. It is now 125 feet long and 10 feet wide."

"McGee is a bachelor. For eighteen years he has been a brakeman, having lost his leg while a brakeman in the employ of the Baltimore & Ohio. During the past fifteen years he has had his present charge. Not an accident has happened at the crossing of the two railroads since he has operated the target.

- W. A. FUNK..... Medical Examiner
- JAMES VANDIVORT..... Conductor
- A. D. PIERSON..... Assistant Car Foreman
- C. R. POTTER..... Agent
- E. DOW BANCROFT..... Secretary, Y. M. C. A.
- J. E. BUSHAW..... Section Foreman
- S. FRESA..... Supervisor
- R. E. MCKEE..... Agent
- D. L. HOST..... Trainmaster

The accompanying photograph is of George Burd, section foreman, and his gang on the Columbus and Newark Division. Mr. Burd is standing on the hand car wearing derby hat. Seated on the shovel in front of the car is Samuel Somers, familiarly known as "Sammy," who ran a train on the Newark Division for thirty years and is now employed as crossing watchman at Union Street, Newark.



"SAMMY" SOMERS HOBNOBBING WITH GEORGE BURD AND HIS GANG

"The shanty occupied by McGee during his working hours is as tidy as most homes. Lace curtains adorn the windows, a desk, stove, and locker, and several easy chairs are the furnishings with a carpet on the floor."

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

- J. T. JACKSON..... Superintendent, Chairman
- O. J. KELLY..... Master Mechanic
- DR. A. A. CHURCH..... Medical Examiner
- H. B. McDONALD..... Engineer
- R. B. McMAINS..... Yard Brakeman
- H. W. ROBERTS..... Yard Brakeman
- C. L. JOHNSON..... Agent, Columbus, Ohio
- D. B. LUBY..... Shopman
- C. G. MILLER..... Shopman
- A. R. CLAYTON..... Claim Agent
- R. W. LYTLE..... Yard Brakeman
- A. N. GLENNON..... Road Brakeman
- E. C. ZINSMEISTER..... Master Carpenter
- C. C. GRIMM..... Trainmaster
- E. V. SMITH..... Division Engineer
- J. S. LITTLE..... Road Foreman of Engines
- G. R. KIMBALL..... Division Operator

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, Office of Chief Clerk, Connelville

DIVISIONAL SAFETY COMMITTEE

- O. L. EATON..... Superintendent, Chairman
- S. C. WOLFSBERGER..... Assistant Superintendent
- P. PETRI..... Division Engineer
- T. E. MILLER..... Master Mechanic
- T. E. JAMISON..... Trainmaster
- G. N. CAGE..... Road Foreman of Engines
- H. B. PIGMAN..... Division Operator
- DR. M. H. KOEHLER..... Medical Examiner
- J. M. CONNORS..... Car Foreman
- H. D. WHIP..... Relief Agent
- JOHN IRWIN..... Repair Track Clerk
- D. N. DUMIRE..... Conductor, F. M. & P. Branch
- J. R. ZEARFOSS..... Conductor, S. & C. Branch
- G. E. BOWMAN..... Locomotive Fireman
- R. W. HOOVER..... Train Dispatcher
- S. M. BITTNER..... Foreman, Maintenance of Way Dep't
- F. BRYNE..... Claim Agent
- E. B. SMALL..... Machinist
- S. W. HUDLESTON..... Conductor
- W. D. SEATON..... Conductor
- M. E. MARTZ..... Foreman, Motive Power Dep't
- P. J. ADAMS..... Inspector, Maintenance of Way Dep't
- M. P. HEANEY..... Supervisor
- J. A. FLEMING..... Freight Agent

W. E. WEST Locomotive Engineer
 J. T. GRIFFIN Agent
 C. A. ALBRIGHT Freight Agent
 J. RUSSELL ANDERSON Secretary

On the occasion of his fortieth birthday, March 3rd, the wife of fireman Walter Topper of Hyndman, gave a surprise party in his honor. Invitations were sent out to about forty employes residing at Hyndman. The men assembled at the station and marched in a body to the home of Mr. Topper, each man wearing a badge consisting of a package of Pepper's tobacco, Walter's favorite, which were presented to him with numerous other gifts. During the evening engineer D. A. Miller sang several of the new popular songs and foreman Otto Henschke played a number of very delightful German selections on the piano. Fireman Scott Shaffer gave an exhibition of his strength and agility by handling the plates filled with eatables without a mishap. Engineer "Skinny" Goodwin took the prize for being the best prevaricator present. Fireman Simon Luman, while amusing himself playing with the canary bird, let it out of the cage, whereupon it was promptly captured by the cat. At 9.30 a delicious supper was served by Mrs. Topper, assisted by Mrs. Miller, Mrs. H. E. Sproul, Mrs. H. H. Tipton and Miss Bessie Topper.

The accompanying photograph is of Ray Hanlin Dumire, age four years, son of conductor D. N. Dumire, who is in charge of local freight between Connellsville and Fairmont. Mr. Dumire is also a member of our local Safety Committee.



RAY HANLIN DUMIRE

Here is a picture of engineer A. R. Cameron, on the left, and conductor J. R. Zearfoss on the right. Engineer Cameron was confined for a time in a Baltimore hospital as a result of an injury received near Cumberland. Conductor Zearfoss is a member of our Divisional Safety Committee.



ENGINEER A. R. CAMERON (left)
 CONDUCTOR J. R. ZEARFOSS (right)

PITTSBURGH DIVISION

Correspondent, T. M. JONES, *Chief Clerk*,
 Pittsburgh

DIVISIONAL SAFETY COMMITTEE

- C. B. GORSUCH Superintendent, Chairman
- T. W. BARRETT Trainmaster, Vice-Chairman
- W. J. KENNEDY Car Accountant's Office, Secretary
- M. C. THOMPSON Road Foreman of Engines, Glenwood, Pa.
- C. C. COOK Division Engineer, Pittsburgh, Pa.
- W. A. DEEMS Master Mechanic, Glenwood, Pa.
- T. J. BRADY Trainmaster, Pittsburgh, Pa.
- L. FINEGAN Superintendent of Shops, Glenwood, Pa.
- G. W. C. DAY Division Operator, Pittsburgh, Pa.
- W. BATTENHOUSE General Car Foreman, Pittsburgh, Pa.
- H. N. LANDYMORE Operator, Pittsburgh, Pa.
- E. L. HOPKINS Machinist, Glenwood, Pa.
- H. G. WALTOWER Yard Conductor, Demmler, Pa.
- H. J. SPANGLER Yard Brakeman, Pittsburgh, Pa.
- C. C. AINSWORTH Yard Brakeman, Glenwood, Pa.
- W. E. BURTOFT Car Foreman, Pittsburgh, Pa.
- J. W. CLAWSON Signal Supervisor, Pittsburgh, Pa.
- FRANK BRYNE Claim Agent, Pittsburgh, Pa.
- DR. J. P. LAWLOR Medical Examiner, Glenwood, Pa.
- W. H. RALEY Passenger Brakeman, Pittsburgh, Pa.
- W. DAVIS Yard Conductor, 36th St. Yard, Pittsburgh, Pa.
- G. G. WISE Road Conductor, Foxburg, Pa.
- T. F. DONAHUE General Supervisor, Pittsburgh, Pa.
- R. J. SMITH Agent, Junction Transfer, Pa.
- W. F. DENESKE Agent, Pittsburgh, Pa.
- P. COLLIGAN Agent, Allegheny, Pa.
- W. B. PETERS Agent, McKeesport, Pa.
- H. M. GRANTHAM Agent, Braddock, Pa.
- W. I. MCKEE Agent, Butler, Pa.
- H. B. JEFFRIES Agent, Washington
- J. A. MCKIE Agent, Ellwood City
- C. G. HARSHAW Yard Conductor, Willow Grove, Pa.
- H. KNOPP Road Conductor, West Newton
- R. J. MURLAND Road Conductor, Connellsville, Pa.
- T. D. MAXWELL Road Engineer, Connellsville, Pa.
- W. M. SNIDER Car Foreman, Allegheny, Pa.
- W. M. CLARK Master Carpenter, Pittsburgh, Pa.
- C. E. McDougall Assistant Trainmaster, Connellsville, Pa.
- H. L. GORDON Assistant Division Engineer, Foxburg, Pa.

It is gratifying to note that a breach has at last occurred in the ranks of the bachelor railroad men at Junction Transfer, Pa., Roger S. Nestor, car accountant, having become a benedict on April 29th by taking in marriage Miss Florence N. Dell, of Sharpsburg, Pa.

The agent and employes of the station to show their esteem and good will, united to purchase a handsome clock as a wedding present to the young couple.

The happy pair spent their honeymoon at Palm Beach, Fla., and visited the principal points of interest in Washington, D. C., Jacksonville and the ancient city of St. Augustine, Fla., enroute.

Judging by the postal view cards received by the "boys" at their desks, they had a great time.

Captain John R. Porter, one of the oldest passenger conductors in point of service on the Baltimore & Ohio System, died at his home on the evening of Sunday, March 29th, of pneumonia, after a brief illness.

Conductor Porter entered the service of this Company as a freight conductor, September 1st, 1869, was promoted to passenger conductor August 3rd, 1874, and enjoyed the enviable distinction of having a clear record.

He had many thrilling experiences in his long railroad career, not having gained his title as



JOHN R. PORTER

veteran without experiencing almost every sensation that falls to the lot of the modern railroad man. He was widely known on the Pittsburgh and Connellsville Divisions and by his courteous and congenial manner won the respect and esteem of the traveling public and his co-employes. He was one of our most faithful employes and in his death the Company has lost one of its most trusted and popular men.

The following Baltimore & Ohio conductors served as pallbearers: C. B. Lane, J. B. Reed, T. B. Murray, E. P. Chenowith, Joseph Dixon and William Bowlin.

Passenger engineer J. A. Cottrell and family have taken up their residence for the summer on his farm at Valencia, Pa.

W. L. Clipp, chief clerk, general superintendent, who recently underwent a severe operation at Mercy Hospital, Pittsburgh, is improving.

T. E. Drake, chief clerk to road foreman of engines, has been appointed night assistant stationmaster at Pittsburgh. C. D. Grow succeeds Mr. Drake as chief clerk to road foreman of engines.

H. L. Gordon has been appointed assistant division engineer, northern district, Pittsburgh Division, vice F. G. Hoskins, promoted to position of division engineer, Connellsville Division.

Announcement is made of the marriage of Miss Mary Cochran, employed at Pittsburgh freight station for the past five or six years, to E. Vetter (a former Baltimore & Ohio employe).

J. Arenth, of the office of district engineer M. of W., is the proud father of a bouncing baby boy.

Engineer Jerry Smith has launched his bark on the matrimonial sea with Miss Mary Fox as a partner. They are spending their honeymoon on the Pacific Coast.

Baltimore & Ohio employes at Glenwood, presented Miss Jennie Smith, the well-known evangelist, with a purse containing \$55.00 at the Ames M. E. Church, Hazelwood, on Friday evening, March 13th, 1914, to assist in paying for her new home in Washington, D. C.

The Company local freight baseball team has re-organized for the season, electing the following officers: President, F. H. Kroeger; manager, Wm. Lower; captain, Ford Hutchinson. Enthusiasm is running high and a successful season is looked forward to.

R. M. Sheets, our well known retired trainmaster, has returned from a sojourn in the south, where he visited Tampa and St. Petersburg, Fla., and many other places of interest. Information reaches us that Mr. Sheets was greatly attracted by an aeroplane which was being flown at Tampa, but having a horror of being floated down into Mexico he decided to remain on mother earth.

The following contribution was sent in by "Rev. W. M. Bracken, and an Employe."

THE SALOON CLOSES THE DOOR OF OPPORTUNITY.

Our very first concern in the discussion of what harm drink does the individual today, is that it closes the door of opportunity for him to advance.

Who wants an intemperate clerk, bookkeeper, teacher, lawyer, physician, conductor, brakeman, flagman, engineer, fireman, or even a division man who does not ride in the cab or caboose? It is the almost universal conviction that drink unfits men for labor and makes them untrustworthy and unreliable. And everybody knows that all such are on the slide which must end only in dishonor and ruin.

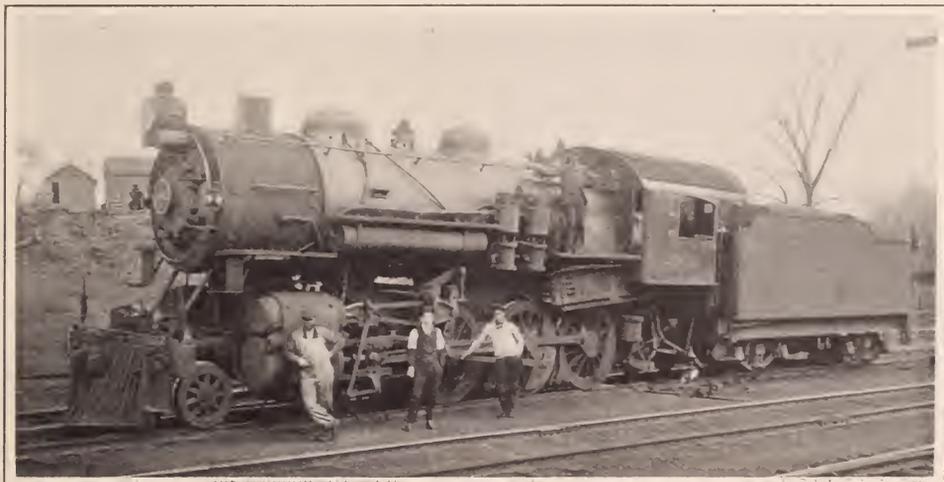
The United States Department of Labor, basing its information on more than a thousand reports, found that practically all kinds of business men discriminated against employes who drink. Thus: seventy-two per cent. of agriculturists, seventy-nine per cent. of manufacturers, eighty per cent. of trades and ninety per cent. of the railroads deny drinking men a chance to work for wages and earn a living for themselves and their families. What a fool a young man must be thus deliberately to handicap himself in the race of life.

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- M. H. CAHILL . . . Superintendent, Chairman, New Castle, Pa.
- J. B. CAMERON . . . Division Engineer, New Castle, Pa.
- J. J. MCGUIRE . . . Master Mechanic, New Castle Junction, Pa.
- F. H. KNOX . . . Agent, New Castle, Pa.
- C. P. ANGELL . . . Trainmaster, New Castle, Pa.
- E. J. LANGHURST . . . Ass't Road Foreman, Chicago Junction, O.
- E. C. BOCK . . . Division Operator, New Castle, Pa.
- R. J. CARRIER . . . Division Clainn Agent, Youngstown, O.
- J. G. SHELBY . . . Medical Examiner, New Castle Junction, Pa.
- F. C. GREEN . . . Track Supervisor, Ravenna, O.
- W. L. MADILL . . . Track Supervisor, Lodi, O.
- P. THORNTON . . . Track Foreman, New Castle Junction, Pa.
- F. D. ABBLETT . . . Car Painter Foreman, New Castle Junc., Pa.
- ALBERT VOSS . . . Machinist, New Castle Junc., Pa.
- E. L. HANNON . . . Air Brake Repairman, Painesville, O.
- CHAS. CRAWFORD . . . Engineer, Chicago Junc., O.
- M. L. RANEY . . . Yard Engineer, New Castle Junc., Pa.
- L. L. WAGNER . . . Conductor, New Castle, Pa.
- G. A. PURKEY . . . Conductor, Chicago Junc., O.
- C. B. SMITH . . . Conductor, Painesville, O.



No. 2502, HELPER ENGINE AT AKRON JUNCTION AND HER CREW

What is left in the world for the young man who has thus incapacitated himself for honorable and lucrative employment? He might get a job at cleaning the streets, driving a garbage wagon, or cleaning out stables, but the comforts and luxuries of life and all that goes to make a happy home he can never hope to have. Is it any wonder that he betakes himself to the road and becomes a beggar or a common tramp? Or does it surprise you if he turns out to be a criminal? When manhood is gone, honor has perished and hope is dead. What can cheer his life or paint his future with anything but black despair?

Railroad man—you who indulge in the wine, you are riding in a coach of glass. The motion is easy and musical and the coach is filled with gay passengers, but if you watch you will find a corpse lying here and there along the railway. Then as you onward rush you will find another and another. Take warning before it is too late and you yourself go over the precipice.

- D. B. MCFATE . . . Yard Conductor, New Castle Junction, Pa.
- W. H. O'MARA . . . Yard Conductor, Haselton, O.
- G. W. RICHARDS . . . Warehouse Foreman, Youngstown, O.
- C. K. SPIELMANN . . . Relief Agent, New Castle, Pa.
- JAS. AIKEN . . . Agent, Youngstown, O.
- G. W. TAYLOR . . . Agent, Painesville, O.
- E. J. RAIDY . . . Secretary, New Castle, Pa.
- M. F. RILEY . . . Track Supervisor, Youngstown, O.
- E. C. FOWLER . . . Track Supervisor, DeForest Junction, O.
- H. L. FORNEY . . . Master Carpenter, New Castle, Pa.
- W. D. CARROLL . . . Signal Supervisor, New Castle, Pa.

The accompanying photograph is of engine No. 2502, helper engine at Akron Junction. This engine is kept in "apple-pie" condition by the crew, who take pride in its clean and tidy appearance. Those appearing in the photograph, reading from left to right, are: Engineer F. H. Willard, operator W. T. Hennon of "BD" tower, flagman W. W. Raymond and fireman E. G. Green, who is on the running board.

The telegraph department of the New Castle Division seems to be good training ground for financiers. M. W. Hammon, who at one time

was operator on this division, is now treasurer of the Farmers' Bank at West Farmington, and operator B. B. Jones, of Ravenna, has accepted a position as cashier in the National Bank at Ravenna, O.

G. O. Eberhart has been appointed supervisor of sub-division No. 1, vice M. F. Riley, who has been granted leave of absence on account of his health. Mr. Riley is preparing to make a visit to the Ould Sod.

The establishment of an agricultural department in the Magazine is a step in the right direction, and we are glad to note that it will be conducted by Mr. Stewart.

F. M. CHALFONT...Brakeman's Committeemen, Garrett, Ind.
 C. C. GEER.....Agents' Committeeman, Chicago Jct., O.
 JOHN DRAPER..... Agents' Committeeman, Chicago, Ill.
 G. W. SMITH..... Operators' Committeeman, Defiance, Ohio
 JOHN RATHWELL..... Section Foreman, Garrett, Ind.
 H. A. MARTIN..... Relief Agent, Garrett, Ind.
 J. C. LINK..... Car Dep't Committeeman, Chicago Junction
 H. S. GARDNER..... Agents' Committeeman, Defiance
 P. H. CARROLL..... Signal Supervisor, Defiance
 D. B. TAYLOR..... Master Carpenter, Garrett
 H. W. ROSS..... Car Department Safety Committeeman
 H. S. GARDNER..... Agents' Committeeman, Defiance, Ohio

W. H. Fleck, operator at Midway, O., on May 5th, was united in marriage to a young lady of Defiance. His brother, A. G. Fleck, who is also an operator at Midway, was married two weeks previously.



GRAIN ELEVATOR SHAFT IMMEDIATELY AFTER THE FIRE IN 1904

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator*,
 Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN..... Superintendent, Chairman, Garrett, Ind.
 C. W. VAN HORN..... Trainmaster, Garrett, Ind.
 T. B. BURGESS..... Trainmaster, Garrett, Ind.
 JOHN TORDELLA..... Division Engineer, Garrett, Ind.
 F. W. RHUARK..... Master Mechanic, Garrett, Ind.
 GEO. NOVINGER..... Road Foreman of Engines, Garrett, Ind.
 F. N. SHULTZ..... Division Operator, Garrett, Ind.
 J. D. JACK..... Claim Agent, Garrett, Ind.
 T. E. SPURRIER..... Claim Agent, Tiffin, Ohio
 DR. F. DORSEY..... Medical Examiner, Garrett, Ind.
 A. B. HINKLE..... Supervisor, Walkerton, Ind.
 R. R. JENKINS..... Secretary Y. M. C. A., Chicago Jct., Ohio
 M. J. DRISCOLL..... Shop Committeeman, Garrett, Ind.
 L. J. DAVIS..... Shop Committeeman, Chicago Jct., Ohio
 M. A. POLCASTER..... M. P. Committeeman, South Chicago, Ill.
 S. ARCHER..... Yard Committeeman, Chicago Jct., Ohio
 W. E. SARGENT..... Yard Committeeman, Garrett, Ind.
 N. B. BAIR..... Yard Committeeman, South Chicago, Ill.
 C. H. MARTIN..... Engineers' Committeeman, Garrett, Ind.
 D. G. THOMPSON..... Fireman's Committeeman, Chicago Jct., O.
 O. F. BELL..... Conductors' Committeeman, Garrett, Ind.

Roy Butterfield, clerk in car shops, has resigned his position to accept position as chief clerk to general car foreman of the L. E. & W. R. R. at Lima, Ohio. Mr. Butterfield's friends at Chicago Junction wish him well in his new work.

J. R. Cole, agent at Gary, Ind., with Mrs. Cole, during the latter part of April, attended the convention of the American Association of Freight Agents, at Houston, Texas. Mr. Cole was selected as delegate from the Gary Local Freight Agents' Association. During the absence of Mr. Cole, J. W. Hoblitzel, chief clerk, was acting agent at Gary.

We are pleased to note that J. H. Lower, agent at Hicksville, O., has resumed duty, after an absence of more than four months owing to ill health. His close associates and many friends are very glad to see him back at work and congratulate him upon his youthful appear-

ance. Mr. Lower has been in the service for nearly forty years, and has been agent at Hicksville for twenty-five years.

A fine nine pound boy was born to Mrs. J. E. Lloyd, wife of assistant division engineer, at their home in Garrett, Ind., May 10th.

E. J. Leedy, material checker, and W. Rathwell, piece work inspector at Chicago Junction, visited with friends at Mansfield, O., May 1st.

Passenger conductor C. E. Talbert, who has been off duty for several months on account of illness, has resumed his run on Nos. 13 and 14. All of his friends, and that means everybody who knows him, are glad to see him back on his run.

The fishing season is "on" at Wawasee Lake, and all trains from the lake bring in fishermen with a nice string of bass and pickerel. The prize catch of the season was landed by master carpenter D. B. Taylor, with the help of third trick operator G. R. Rodibaugh, last Saturday, a pickerel weighing twenty-four and one-half pounds. Wawasee passenger and ticket station was opened June 1st for the season.



UNDERMINING THE SHAFT

SOUTH CHICAGO

The South Chicago, Illinois, district comprises the assistant trainmaster's department, inbound and outbound freight office, car distributor's office, car shops, and round house, all of which help to handle the coal, live stock, grain, steel

and iron products, automobiles, agricultural implements, and the general merchandise trade originating both east and west for interchange with the seven eastern and twenty-eight western railroads centering in Chicago. In short, South Chicago is the gateway of the Baltimore & Ohio Railroad between the great east and west.



"FALLING"

We take pleasure in presenting through our *Employees Magazine* our

"THREE BEST FIRSTS"

"SAFETY"

"SERVICE"

"LOYALTY"

this month, with an example of what they mean to us.

On July 15th, 1904, just after midnight, our great grain elevator, then situated in the heart of our switching yards, car shops and round house, was totally destroyed by fire with its contents of 250,000 bushels of grain. The only parts left standing were the elevator shaft and smoke stack. These two parts became, in time, a great landmark to the many railroad and mill employes who make their homes in the thrifty town of South Chicago, Ill., situated thirteen and one-half miles from Chicago City proper.

As the ten years rolled around, nature weakened these landmarks and the recent "Safety First" spirit compelled us to have an exami-

nation of them made. It was found that the chimney was still in good condition to use in connection with the car shops but that the old shaft was in such a condition as to be a menace to life and safety and, therefore, it had to be razed. This was accomplished Saturday afternoon, May 13, without a mishap and in the short time of three hours. Originally the shaft was 128 feet high, but a part had to be removed immediately after the fire in order to get out the machinery which was installed in its top.

The accompanying photograph is of the shaft and chimney, taken by D. L. Gibson, at that time gang foreman in the repair yards, in 1904 just after the fire was under control.

Another shows the shaft with wreckers undermining it, and was taken by Ira Greenbaum, "caller" of trainmaster Booth's office. The other photograph is of the shaft falling. From this it can be seen how easily it crumbled. This last photograph was taken by P. C. Pauly, M. C. B. clerk in the car department.

From this series of pictures, we can readily see the precautions taken to insure "Safety First," how the surroundings were cleared to protect life and property, and how all possibility of the unexpected falling of the shaft in the future was removed.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk,*
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS	.....	Chairman,	Chicago
J. W. DACY	.....	Trainmaster,	Chicago
G. P. PALMER	.....	Division Engineer,	Chicago
F. E. LAMPHERE	.....	Assistant Engineer,	Chicago
ALEX. CRAW	.....	Division Claim Agent,	Chicago
J. F. RYAN	.....	Captain of Police,	Chicago
C. L. HEGLEY	.....	Examiner and Recorder,	Chicago
H. McDONALD	.....	Supervisor, Chicago (Chicago District)	
WM. HOGAN	.....	Supervisor, Chicago (Calumet District)	
J. F. FOGG	.....	Master Mechanic,	East Chicago
F. S. DE VENEY	.....	Ass't Road Foreman of Engines,	Chicago
CHAS. ESPING	.....	Master Carpenter,	Chicago
DR. E. J. HUGHES	.....	Medical Examiner,	Chicago
MORRIS ALTHERR	.....	Assistant Agent, Forest Hill	
JAMES GAGHIN	.....	Engineer, Robey Street	
ARTHUR JENSEN	.....	Fireman, Robey Street	
CHAS. BEAM	.....	Conductor, Robey Street	
JOHN HALEY	.....	Car Inspector, Robey Street	
HARRY JOHNSON	.....	Engineer, Blue Island	
OLIVER JOHNSON	.....	Fireman, East Chicago	
C. B. BIDDINGER	.....	Conductor, East Chicago	
WM. JENKINS	.....	Machinist on Floor, East Chicago	
A. A. MCLENE	.....	Machinist in Shop, East Chicago	
WM. DAVIS	.....	Boilermaker, East Chicago	
T. P. YATES	.....	Blacksmith, East Chicago	
JOHN MCLEAN	.....	Car Inspector, East Chicago	
J. P. BARRY	.....	Engineer, East Chicago	
E. S. SNYDER	.....	Conductor, Blue Island	
HARRY MARSHALL	.....	Car Inspector, Blue Island	

Like president Wilson, he likes number thirteen.

George Neimuth of this Division finds that number thirteen is not a hoodoo for him. He regrets the fact that engine No. 13 was recently sold for scrap, since, in his opinion, she was the best engine in her class and had never been involved in any serious accident. The year 1913 was a banner one for Mr. Neimuth since he had no accidents, and is glad to give credit in this connection to the splendid progress of the

Safety First work on the Road. The year 1913 was the thirteenth anniversary of his return from the West Indies, where he had a severe illness, and he was in better health in 1913 than he had been for the preceding thirteen years. He has worked for the Baltimore & Ohio thirteen years; has lived in Chicago that length of time and his home is at 1813 West 13th Street. His laundry number is thirteen; his name has thirteen letters and he always carries a silver coin with thirteen stars on it. To finish the year 1913 with proper contempt for "the hoodoo thirteen" he worked on December 31st (thirteen written backward) for thirteen hours and is still looking for more "thirteens" to conquer.

On May 1st the good stork visited the home of John O. Callahan, chief clerk to the master mechanic at East Chicago, and presented him with an eight pound baby daughter. Congratulations.

The many friends of our senior train dispatcher, Charles F. Williams, were grieved to learn of the death of his wife on April 19th. Mrs. Williams was known to the many railroad friends of the family as a most affectionate wife and the loving mother of Ralph C. Williams, also one of our train dispatchers, and his sister Edith, who, with their father, have the sincere sympathy of the railroad officers and employes who have known them for many years.

We have been requested by Mr. Williams to thank the many friends of his family, through the medium of the Magazine, for their kind expressions of sympathy on the occasion of their recent bereavement and to assure them of his appreciation.

OHIO DIVISION

Correspondent, H. M. COLE, *Chillicothe, Ohio*

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Chairman	.....	Superintendent
E. N. BROWN	.....	Assistant Superintendent
R. R. SCHWARZELL	.....	Trainmaster
R. MALLEN	.....	Road Foreman of Engines
G. W. PLUMLY	.....	Division Operator
P. S. LANSDALE	.....	Medical Examiner
W. R. MOORE	.....	Agent, Chillicothe, Ohio
J. B. VANCE	.....	Relief Agent
C. H. R. HOWE	.....	Master Carpenter
P. H. REEVES	.....	Master Mechanic
R. W. GABRIEL	.....	Supervisor
JOHN CLIFFORD	.....	Section Foreman
F. MATHIAS	.....	Assistant Shop Foreman
H. M. COLE	.....	Draughtsman
C. DULMEYER	.....	Foreman Car Shop
S. W. CAIN	.....	Road Brakeman
THOS. TULL	.....	Piece-work Inspector
C. C. GRAVES	.....	Road Fireman
J. I. BOTKIN	.....	Warehouse Foreman
T. E. BANKS	.....	Trainmaster
W. A. BURNS	.....	Road Conductor
E. J. ALLEE	.....	Signal Supervisor
O. C. CAVINS	.....	Road Engineer
H. M. HAYWARD	.....	Division Engineer
W. I. GICKLER	.....	Yard Conductor
W. W. WOODWARD	.....	Train Dispatcher
L. H. SIMONS	.....	Claim Agent
G. E. WHARFF	.....	Agent, Portsmouth, Ohio
R. R. KIBLER	.....	Agent, Washington Court House, Ohio

Robert Ralston Brown, of Hamden, Ohio, the oldest agent in point of service in the employ of the Baltimore & Ohio System, died on the afternoon of May 8th.

Mr. Brown was born in Washington County Ohio, in 1838, was educated in the public schools of the county and for a time taught school.

About 1860 he took instructions in telegraphy (old Paper system) under Henry Vincent at Vincent, Ohio, and the following year was called to take charge of the office at Hamden. He was joint agent for the M. & C. R. R., now



ROBERT RALSTON BROWN

the main line of the Baltimore & Ohio S. W., and of the Scioto Hocking Valley R. R., now the Ports District of the Baltimore & Ohio S. W. R. R., and from that time until the first of the year 1914, when he was retired and placed upon pension list, he was in the continuous service of the Baltimore & Ohio.

Mr. Brown was married May 25, 1862, to Miss Rosetta Josephine Ellenwood, and eleven children were born of the union, seven of whom, with the mother, survive. The deceased was baptized when a child, at Barlow, Washington County, Ohio, and lived a consistent life, making a true confession of his abiding faith in God and his dependence on His Son, Jesus Christ, Our Lord, to his pastor, the week of his death. He was a faithful attendant upon the services of the church, and was a constant supporter, materially and spiritually, of her activities in the neighborhood.

He spent more than half a century in the employ of the Baltimore & Ohio, and was held in high esteem by every one with whom he

was associated. Many beautiful tokens of respect were sent by friends and associates to show how he had been regarded by those who knew him. The ministry of the living is one that is highly blessed, for our acts are after all the best evidence of our faith. Those who knew him best will hold the memory of his having lived in their midst.

Robert R. Myers, stenographer in the division engineer's office at Chillicothe, is very much interested in Parkersburg, W. Va. And William Alva "Baldy" Rhea is taking a good many automobile rides since the spring opened up.

John Lule and brother Car have purchased a "Reo," and as a result brother Carl receives several telephone calls per day, more than usual.

J. T. Caldwell, who was recently promoted to position as time clerk in timekeeper's office at Chillicothe, was succeeded as yard clerk by W. P. Ferrell.

C. H. Harker, chief timekeeper at Chillicothe, while making his garden recently, undertook to pull some poisonous three-leaved ivy from the fence, and as a result was laid up for several days with a severe case of ivy poisoning.

The accompanying picture is of engineer E. Bailey's handsome new residence on 20th Street,



HOME OF ENGINEER E. BAILEY,
PARKERSBURG, W. VA.

Parkersburg, into which he has recently moved. The pride of the Bailey family is seen on the front porch.

J. C. Wilkins, Jr., tonnage clerk in superintendent's office at Chillicothe, together with his baseball club, the Chillicothe Maroons,

journeyed to Wellston, Sunday, May 3rd, and drubbed the Wellston club to the tune of 5 to 3. John says he has a great team and can make any team of his class in the country go some.

Willard L. Sperry, assistant timekeeper at Chillicothe, has accepted a position with the Scarborough Company of Indianapolis in the Motor Guide department. Mr. Sperry has been assigned to New York state, where he will work out road routes with his motorcycle between important points in that state and will probably be sent into Canada on the same work. While we are sorry to see "Bill" go, we wish him the best of good luck. However, we look for him to come back before long. Some attractions have a long arm, you know. Joseph Caldwell, now a yard clerk, will take Mr. Sperry's place in the timekeeper's office.

We are all pleased to know that our old friend "Jack" Sanford is back with us in the train dispatching service.

J. F. Houser, agent at Zaleski, has been given a leave of absence. He has left for New Mexico, accompanied by his family, to spend several months.

The fact that "General" G. A. Bowers, foreman of the Baltimore & Ohio yards at the stockyards, has put one over on his many friends and acquaintances has just come to light. Likewise his wife, who was Miss Bessie Belle Cox of 3620 Morris Place, has managed to keep her friends from knowing of her marriage, which took place June 11th, 1913.

The couple admitted recently that they were married.

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY	Superintendent, Chairman
JOHN PAGE	Division Operator
P. HORAN	Roundhouse Foreman
T. J. EWING	Relief Agent
O. E. HENDERSON	Conductor
DR. J. P. LAWLER	Medical Examiner
J. J. GIVEN	Claim Agent
G. S. CAMERON	Trainmaster
J. D. FRAZIER	Fireman
CHARLES FOX	Brakeman
H. W. KERBERT	Yard Engineer
J. B. ELLIOTT	Conductor
CHAS. RICHARDSON	Track Foreman
A. HUGHES	Car Foreman
C. E. FISH	Agent
JOHN GANNON	Yard Foreman
W. E. HYATT	Yardmaster
S. A. ROGERS	Road Foreman
H. A. CASSIL	Division Engineer
DR. J. P. SELLMAN	Medical Examiner
T. H. HOWE	Master Carpenter
T. ROWLAND	Supervisor
W. E. LEWIS	Signal Supervisor
J. E. SANDS	Agent
W. J. RUSSELL	Boilermaker
E. MASSMAN	Agent

CINCINNATI TERMINAL

Correspondent, H. ECKERLE

DIVISIONAL SAFETY COMMITTEE

C. L. BREVOORT	Supt. Cincinnati Term. Div., Chairman
HENRY ECKERLE	Chief Clerk, Secretary and Correspondent
R. B. FITZPATRICK	Trainmaster, Cincinnati, O.
J. J. CAREY	Master Mechanic, Ivorydale, O.
H. W. BRANT	Division Operator, Cincinnati, O.
M. P. HOBAN	Road Foreman of Engines, Cincinnati, O.
C. M. HITCH	General Inspector, Cincinnati, O.
F. S. DE CAMP	Claim Agent, Cincinnati, O.
E. C. SKINNER	Freight Agent, Cincinnati, O.
R. ARCHER	Supervisor, Cincinnati, O.
G. W. KYDD	Supervisor of Signals, Cincinnati, O.
A. W. KOPP	Engineer, Ivorydale, O.
R. E. MCKENNA	Yard Foreman, Ivorydale, O.
A. GRANBACH	Yard Foreman, Hamilton, O.
H. STANSBURY	Car Foreman, Cincinnati, O.
J. FOOT	Section Foreman, Cincinnati, O.
H. C. ATKINSON	Carpenter Foreman, Hamilton, O.
J. REISTER	Agent, Hamilton, O.
S. O. MYGATT	Depot Master, Cincinnati, O.
WM. ROESCHE	Machinist, Ivorydale, O.
F. ZURICH	Boiler Inspector, Gest Street

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*, Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

E. W. SCHEER	Superintendent, Chairman, Flora, Ill.
J. A. TSCHOURE	Master Mechanic, Shops, Ind.
E. A. HUNT	Shop Inspector, Shops, Ind.
H. R. GIBSON	Division Engineer, Flora, Ill.
W. D. STEVENSON	Medical Examiner, East St. Louis, Ill.
C. R. BRADFORD	Claim Agent, Springfield, Ill.
G. H. SINGER	Agent, East St. Louis, Ill.
R. C. MITCHELL	Relief Agent, Flora, Ill.
C. V. MOWRY	Conductor, Flora, Ill.
W. P. McDONALD	Engineer, Flora, Ill.
FRED SCHWAB	Engineer, Shops, Ind.
W. GORSAGE	Yard Foreman, Shops, Ind.
R. G. LLOYD	Yard Foreman, Vincennes, Ind.
C. W. SHROYER	Switchman, Flora, Ill.
H. E. PRICHETT	Yard Foreman, Springfield, Ill.
C. G. STEVENS	Trainmaster, Flora, Ill.
H. E. ORR	Master Carpenter, Flora, Ill.
C. S. WHITMORE	Signal Supervisor, Flora, Ill.
W. G. BURNS	Supervisor, Vincennes, Ind.
F. WYATT	Supervisor, Flora, Ill.
W. COOK	Supervisor, Springfield, Ill.
B. O'BRIEN	Supervisor, Cone, Ill.
W. C. KELLEY	Agent, Vincennes, Ind.
C. B. KELLER	Agent, Washington, Ind.
T. T. LONG	Agent, Springfield, Ill.
M. A. RUSH	Agent, Beardstown, Ill.
C. D. RUSSELL	Division Operator, Flora, Ill.
J. B. HARWARD	General Foreman, Flora, Ill.
W. PLATZ	Brakeman, Flora, Ill.
W. W. McNALLY	Fireman, Cone, Ill.
W. E. ROSS	Machine Shop Foreman, Washington, Ind.
H. C. AIKMAN	Car Foreman, Washington, Ind.
R. H. MARQUART	Car Foreman, Cone, Ill.
H. C. THRASHER	Machinist, Flora, Ill.
F. HODAPP	Road Foreman of Engines, Flora, Ill.
C. W. POTTER	Trainmaster, Flora, Ill.

The editor has received a letter from C. F. White, dispatcher at Flora, Ill., and correspondent for the Illinois Division, stating that he is in the hospital at Olney, Ill., having undergone an operation at that institution recently. Mr. White advises that the operation was successful and he hopes to report for duty soon.

G. C. Hadley, operator, Cone, Ill., is the proud father of a ten-pound boy.

Three Burlington men who have carried Hamilton Watches for years with perfect satisfaction. Top, Conductor D. Kelly; center, Engineer Ellis Ford; bottom, Engineer George Cooper.



Hamilton Watch

"The Railroad Timekeeper of America"

PROCEED!

A railroad man must have the same confidence in the accuracy of his watch that he has in his signals. The number of railroad men who carry the Hamilton is proof of its accuracy, durability and fidelity.

Over one-half (56%) of the Railroad Men on American Railroads maintaining Official Time Inspection carry the Hamilton Watch

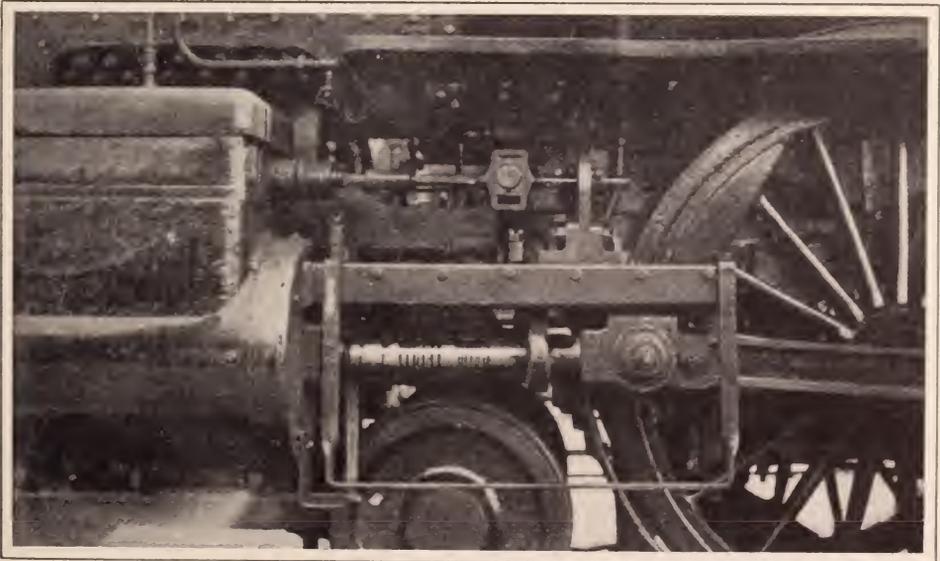
Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$13.50 to \$150.00. No extra charge for Safety Numerical Dial on new railroad watches.

Write for Hamilton Watch Book, "The Timekeeper"

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

Master Builders of Accurate Timepieces



ENGINE No. 1454, ILLINOIS DIVISION, SHOWING STEP PLACED ON GUIDES

Please mention this magazine

Richard Long, agent at Virginia, Ill., surprised his Enfield friends by taking his bride there for a ten-day visit.

F. C. Anderson was born October 3rd, 1883, and was accidentally killed on train No. 98, at Carlyle, Ill., May 2nd, 1914. He first entered the service as fireman in 1904, and was promoted to engineer in 1910. He leaves a mother, wife, two small children and several brothers and sisters. He had many friends on the Illinois Division who were grieved to hear of his death.

sign (Saleme). He asked us to have it removed so that he could get in on the return trip, but before we could get it down a new brakeman came along on No. 28 and, misinterpreting the station name, called out "Salome." The bald-headed passengers created a panic, and 'tis said a certain Salem belle now has her slit skirt smothered in moth balls.

Yardmaster W. T. Banks, of Flora, left May 14th for Grafton, W. Va., where he takes the position of eastbound yardmaster. J. C. Laws from Cone, Ill., fills the vacancy at Flora.



BOX OF EMERGENCY PARTS ON ILLINOIS DIVISION ENGINE No. 1456

No. 3 recently suffered a very serious delay at Salem, unloading a camel. Conductor Dee wired us from Mitchell that he had the critter in his possession, without feed and water in the car; further, that the Indiana Division had advised him to have the camel eat his hump, since being on the road only two days the beast was good for five more without water. Upon arriving at Salem the desert king learned that it was the birthplace of William Jennings Bryan and refused to disembark, explaining that he thought some of the South American diplomats were trying to spring him as a llama, and that as he was a friend of dictator Huerta he couldn't go grape juice, even once a week. After doing some fancy kicking it appeared as though he was going to hold his stand, but conductor Dee changed the program by having engineer Gilley ride him out of the car. Mr. Gilley was supposed to ride the animal during No. 3's performance, for he has ridden camel backs often in his younger days, and could make good time on one today if he had the silk cap he used to wear. Conductor Dee wired us from Carlyle that during the fray the camel had kicked an E off his name and it had lodged on the station

Welsey Hoopengartner, operator, who has been in the west for several months, has returned and is working first trick at Washington.

M. L. Wilson, who worked for the Company several years as operator, dispatcher, and chief dispatcher, showed us he could "come back" by holding down first trick at Washington a few days.

The accompanying cut shows a portion of Illinois Division engine No. 1456, Class A-2, used in fast passenger train service, showing position of the "Emergency Box" carried on all passenger engines. In this box several different mechanical parts are kept for quick use on line of road in case of a breakdown. The use of these "emergency boxes" was adopted about three years ago and they have resulted in materially reducing delays. Checks are made on every trip to see that all emergency parts are in the box. The box is located between the back main driving and trailer wheel on the left side, and is securely fastened and sealed to preclude the possibility of tampering by anyone except railroad employees. The general public does not know anything about these



W. J. KROGER AND WIFE

W. J. Kroger, relief agent under the jurisdiction of F. B. Mitchell, was wedded to Miss Fern Maley, of Piqua, the beautiful daughter of E. F. Maley, freight agent at Piqua for the C. H. & D. All their railroad friends wish them good health and happiness for many years to come.

TOLEDO FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- J. C. MULLEN Agent Chairman
- GEO. LOHNER Claim Clerk, Secretary
- H. J. SCANLON Chief Clerk
- J. MALONEY Depot Master
- GEO. McGRATH Revision Clerk
- FRANK LANGERS Assistant Accountant
- EARL BAUMGARDNER Assistant Accountant
- EDW. G. EGGERS Stenographer
- WM. DOWLING Tallyman
- THOS. GOLIGHTY Receiving Clerk
- EDW. SHEEHY Receiving Clerk
- ART O'GRADY Tallyman
- JOHN MACKLETT Tallyman
- JAMES O'HERN Laborer
- THOMAS FINN Laborer

DAYTON FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- W. A. IRELAND Depot Master, Chairman
- EDWARD W. MALEY Assistant Depot Master, Secretary
- L. F. HOCKETT Agent
- T. J. PITTON Delivery Clerk
- HARRY DONOVAN Receiving Clerk
- FRANK BRADLEY Check Clerk
- WILLIAM HAYNES Check Clerk
- WILLIAM LOVE Check Clerk
- CHARLES SMITH Check Clerk
- CHARLES MILBY Check Clerk

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *Chief Clerk*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- M. V. HYNES Superintendent, Chairman
- A. A. IAMS Trainmaster
- H. G. SNYDER Division Engineer
- H. N. SCHOENBERGER Agent
- C. GREISHEIMER Master Carpenter
- G. A. RUGMAN Supervisor
- S. J. PINKERTON Supervisor
- S. M. BAKER Supervisor
- R. O'NEIL Car Foreman
- E. F. McCAFFERTY Division Foreman
- DR. F. S. THOMPSON Company Surgeon
- F. M. DRAKE Relief Agent
- F. E. THARP Conductor
- E. B. CHILDS Stationary Engineer
- T. G. HOBAN Engineer
- GEO. SWIRES Engineer



SWITCHING ENGINE No. 333, WELLSTON (see Note)

LIMA, OHIO

DIVISIONAL SAFETY COMMITTEE

- W. D. GOBLE Chief Clerk, Chairman
- E. W. ARMSTRONG Assistant Cashier, Secretary
- J. C. STIPP Agent
- C. S. HAWKINS Cashier
- J. H. HERBST Operator and Clerk
- A. C. AUBRY Bill Clerk
- B. C. GOEBLE Claim Clerk
- CARL RUFF Night Clerk
- F. H. MILLER House Foreman
- W. D. HEFFNER Delivery Clerk
- H. P. DALEY Checkman
- IRWIN OGLEVE Checkman
- R. E. IVORY Ticket Agent
- F. M. HULLINGER Baggage-master
- B. L. IRWIN Interchange Clerk

- J. BROWN Section Foreman
- S. BORLAND Passenger Brakeman
- CHAS. PARTLOW Freight Brakeman
- J. J. FITZMARTIN Division Operator

The accompanying photograph is of engine No. 333, in the switching service at Wellston, with her crew. Reading from left to right, bottom row, are as follows: Boy, name not known, Wm. Gallivan, engineer, Wellston yard; Ed. Shields, night machinist helper; Wm. Perkins, formerly employed as fireman; Willis Graham, hostler's helper; Frank Williams, fireman; J. V. Conley, foreman; Wm. McDermott, hostler; Frank Skyles, hostler's helper; Morris Stratton, night hostler; John Gallivan, engineer. Left to

right in top row: Master John Conley, son of foreman Conley; Master Francis Conley, son of foreman Conley; O. L. Wade, boilermaker; Geo. Houghland, machinist.

The men shown in this photograph comprise a part of the force at Wellston that keeps the business moving at that end of the line. All are good loyal fellows with their eyes ever open for a better way to do their work. Nearly all of them wear the "Safety First" button and that the principle is not only a theory but a practice with them is evidenced by the fact that during the past year there has been but one personal injury and the damage to Company property during that period has not exceeded \$50.00. These men deserve credit for their promptness in handling their work. During the severe cold weather and heavy snows last winter the engines were kept in condition for service when needed.

It is to be regretted that it was not possible to have all the employees at Wellston in the picture, but other duties prevented. Engineer Wm. Hicks could not get out in time and operator John Walker was filling an engagement singing at the street carnival.

In fairness to the men it should be stated that the debris seen in the back ground is not on Company property, but belongs to a city improvement.

Delbert Rinehart, who has been in the hospital at Dayton, O., with a broken ankle, is out and able to walk with a cane.

G. W. Snyder, who has been employed as stenographer in the office of the storekeeper at Dayton, O., has resigned and the vacancy has been filled by L. E. Cowden.

V. N. Dawson has recently been appointed storekeeper at Dayton, O., vice T. H. Barker, promoted. Mr. Dawson is a bright and estimable young man and we all sincerely wish him success.

Tom Jordan, car repairer, who was injured several weeks ago, is now back with his happy smile.

J. P. Leahey, machinist at the East Dayton shops, has entered into the bonds of matrimony. We most heartily extend our congratulations to Mr. and Mrs. Leahey, and wish them happiness in their future life.

Dell Jenkins, painter, at the East Dayton shops, is the proud father of a nine-pound girl. Dell is wearing the smile that won't come off. Mrs. Jenkins is getting along very nicely. "Congratulations, Dell."

Soll Scott has been appointed car foreman at Wellston, O., vice P. T. Harkins, assigned to other duties. Mr. Scott is well versed in car work and there is no doubt but that he will make good. This appointment was effective May 1st, 1914.

P. H. Berryman, the popular agent at Spencerville, recently was compelled to undergo an operation for appendicitis. We are glad to report that he has sufficiently recovered to be able to resume his duties.



Oh! George! It's a Beauty!

"See it sparkle! I'm just tickled to death with it!" And George is tickled too, because he has saved enough in buying her one of our

Blue White Genuine DIAMONDS

At Low Prices—Easy Terms

to buy a rug or chair or table for that future home. We are importers and sell Diamonds direct, saving you jobber's and retailer's profits. **Certified Guarantee with every Diamond** guaranteeing weight and quality. We will send any



No. 48, 3-8, 1-16 Kt. \$60



No. 49, 5-8, 1-16 Kt. \$100

Diamond or Watch in our Magnificent 25th Anniversary Art Catalog for your examination **without obligation or advance payment.** We also send free magnifying glass. Diamond investments pay 15% profits yearly in increased value. Note the remarkable values in two of our leaders shown herewith at \$60 and \$100. All transactions strictly confidential. Send for Catalog and Special World Beating Offer of **One Carat Diamond for only \$125.** Write today—now.

The Walker Edmund Co., Diamond, Stale & Madison Sts., Importers, Dep't A, Chicago, Ill.

**One Day's Pay
One Man's Work
\$28.50 With This**

made by Jos. Hancock, Lamoni, Iowa. Schearer, Montana, made \$22.35 in 5 hours. Miller, Iowa, Made \$13.65 in one afternoon. **We have proof of this** and hundreds of similar reports. No matter who you are or where you live, here's your chance to double your present salary or income, working during spare time or permanently as a **one minute photographer.** No experience needed. A new, live business of big cash profits. You can work at home or travel, enjoy the healthful outdoor work and become independent in your own business. Invest one cent for a postal—ask us for proof of what others are doing—of what you can earn with a

Mandel Post Card Machine

A portable post card gallery. Takes, finishes and delivers photo post cards and buttons in a minute's time—makes five different styles of pictures in 3 sizes. No plates, films or dark room. One minute pictures sell like wildfire. Everybody buys. Picnics, fairs, carnivals, busy corners, small towns and large cities—**Big Money Everywhere.**

This Picture-Taking Outfit

gives you a complete, ready made business that produces profits for you at once. You can make 100 to 200 sales a day, easy. Each sale brings \$c to 15c clear profit. Small capital. Sale of first supplies brings back practically your entire investment. Write at once for full particulars FREE.

The Chicago Ferrotype Co.
560 Ferrotype Bldg., Chicago; or
East 560 Public Pl. Bldg., New York



Clarence Soehner, formerly employed in the superintendent's office as maintenance of way timekeeper, has resigned to accept a position as traveling salesman for A. Ach & Son of Dayton. Charles DeBra has taken the position made vacant by Mr. Soehner.

Frank Shobe, engineer, is now enjoying an extended tour of the west and southwest. "Frank" was one of the hardest and most willing workers a year ago when the Company was so hard hit by the floods. During the weeks immediately following the flood Frank was on the job day and night, not only giving his own time freely, but furnishing the use of his automobile for any purpose needed and making no charge for it.

J. L. Cole, dispatcher, with his wife and two daughters, Misses Coral and Charlene, left May 18th for a trip to Florida.

It is with sadness that we chronicle the passing of one of our old and faithful employes, Charles Egan. Mr. Egan has been in the service for nearly thirty years, filling the positions of agent at various stations. For several years he was the agent at Chillicothe, O., always loyal to the Company's best interests and faithful in the discharge of his duties. Last August he was stricken with paralysis, which made it necessary for him to give up his duties. About April 1st he was removed to the St. Elizabeth's Hospital at Dayton for treatment and he died there Wednesday, May 6th. The remains were taken to Chillicothe for interment. The family desire to express through the columns of the Magazine their thanks and appreciation for the many tokens of kindness during the illness and for the sympathy expressed in the floral offerings.

ruary 6th, while going to fill the lamp farthest from the depot, he discovered, wedged tightly in the triangle formed by switch rail and main track, a brake shoe which had been dragging and had probably been lost by a freight train leaving the siding sometime during the preceding night. The shoe was wedged in so tightly that throwing the switch open did not loosen it and it was necessary to use a heavy bar to remove it, this with but ten or twelve minutes remaining until the morning passenger train was due. The shoe would undoubtedly have caused serious trouble if not discovered.



D. C. DEARDUFF

**INDIANAPOLIS DIVISION
(C. H. & D.)**

Correspondent, **ROY POWELL**, *Superintendent's Office.*

DIVISIONAL SAFETY COMMITTEE

R. B. WHITE	.....	Superintendent, Chairman
F. M. CONNER	.....	Trainmaster
R. W. BROWN	.....	Road Foreman of Engines
H. F. PASELL	.....	Division Engineer
J. T. CLEMMONS	.....	Supervisor
E. BOAS	.....	Master Mechanic
E. C. SAPPENFIELD	.....	Dispatcher
DR. WM. OSENBACH	.....	Company Surgeon
C. W. ANDERSON	.....	Conductor
W. B. GARRIGUS	.....	Agent, Rushville
ADAM STORCH	.....	Blacksmith Foreman
E. I. PARTLOW	.....	Road Foreman of Engines
E. J. FITZGERALD	.....	Engineer
GEO. MATTHEWS	.....	Assistant General Car Foreman
E. MCGUIRE	.....	Claim Agent
D. J. CURRAN	.....	Agent, Indianapolis
J. F. GOOLDY	.....	Fireman
PHILIP	.....	Switchman
J. H. GRAHAM	.....	Passenger Brakeman
GEO. HANRAHAN	.....	Machinist

Agent Dearduff has been employed by the Company continuously since 1895 and this is not the first wreck he has probably averted. He adopted "Safety First" as his motto long before the term became a general railroad slogan. In summer, when grass fires are numerous, he makes it his business to keep a sharp eye on the territory visible from his office and he has prevented more than one serious fire and probable suits for damages against the management. He is one of the ever increasing number of Baltimore & Ohio employes who work for the best interests of the Road, off duty as well as on.

Several changes in agents have been made on the Springfield Division. C. A. Miller was transferred from Hunt to Bolivia in place of C. G. Vincent and Gordon Kay, formerly helper at Hammond, was made agent at Hunt.

W. C. Dougherty is filling the position of agent at Hillsdale while R. W. Sutton, regular agent, is taking a leave of absence.

Conductor John Waugh, has resumed duty after an extended trip through the west.

If you're going to camp or fish, why not do it right!

Agent D. C. Dearduff, at Ficklin, Illinois, is one of the many Company employes who do not confine their interests in the Road to actual office hours. He has charge of the switch lights at the Ficklin siding. On the morning of Feb-

LONDON



LONDON is the most important place on earth. It is not only the most populous, it is the **GREATEST** of great cities. No other city is the centre of so many world-wide interests. Toward no other city do so many human beings look for inspiration, for commands, and for reward. To the American, London means more than any other foreign city; we are related to its life, it is the Mother City, the **METROPOLIS**, not of England only, but of the entire English-speaking world.

Not to know London is to lack a standard by which to measure the merits or demerits of our great cities in America. Wouldn't **YOU** like to visit London—a city that grips the interest and attention of every traveller? Wouldn't you like to see the Tower, St. Paul's, Westminster Abbey and countless other interesting places? You can—without even moving from your chair—**not only London, but the whole world.** A trip of 30,000 miles by land and sea to forty different countries in company with a guide who knows every corner of the globe, as intimately as you know your own street.

Burton Holmes, in his **TRAVEL-OGUES** describes all the interesting places of the World. The illustrations and text are so wonderfully descriptive that you feel as though

BURTON HOLMES TRAVELOGUES

some volumes, containing 4,000 pages, illustrated with over 5,000 photographs. ALL the places of interest in a globe-encircling tour. It cost \$250,000 and twenty

you were actually making the trip. The text is so graphic, so real you simply can't lay a volume down, once you have started to read. There are twelve hand-

years to produce **THE TRAVEL-OGUES.** You can get them for a few cents a day.

Free To You We will send you specimen pages of Burton Holmes **TRAV- ELOGUES**, in handsome book form, beautifully printed in colors on art paper, depicting wonder-places of the world, printed from the same plates used for the twelve-volume set. This book free to you if you use coupon below. Write to-day—now—before you forget it.

The Travelogue Bureau 104 S. Michigan Ave. Chicago, Ill.

TEAR OFF, SIGN AND MAIL TODAY

The Travelogue Bureau

104 S. Michigan Ave., Chicago



Gentlemen:—I am interested in the **Burton Holmes Travelogues** and will be glad to receive specimen pages in colors and to learn the terms upon which I can secure the twelve handsome volumes referred to in the foregoing advertisement

NAME _____

ADDRESS _____

The ideal place is Bloomingdale Glens (Turkey Run), fifty miles west of Indianapolis on the C. H. & D. R'y.



TURKEY HOLLOW

Turkey Run or Bloomingdale Glens, as now called, is located in the central, northern part of Parke County, Indiana, about fifty miles west of Indianapolis, on the C. H. & D. R'y (Mar-

shall, Ind.), where conveyances for the Glens meet the trains. The drive of some two and a half miles is through a most beautiful and picturesque farming country.

On arrival, one is at once impressed with the primitive but conveniently arranged campus, surrounded by tents and cottages nestling in the shade of the stately forest trees.

The Glens comprise some 1500 acres of the most wonderful and romantic natural formation of glens and gulches, runs and ravines, hills and gorges, caves and caverns the imagination can picture. The Royal Gorge and Black Canon of Colorado are there in miniature. The camera can give only an inadequate idea of the beauty of this scenic spot. Sturdy spruce and pine give grateful shade to the cliffs draped with long silky ferns, tinted with bright colored flowers and bordered by the crystal waters of Sugar Creek, where a beautiful sandy beach is reached by a wonderfully romantic descent from the camp.

There one can have a delightful and beneficial vacation, "near to nature's heart," in the fullest sense of the word.

Bloomingdale Glens is an ideal family place. No questionable guests are tolerated and everything is as homelike and "ecmfy" as possible.

Families have been coming here for years. Since the advent of the automobile, neighbors and acquaintances come on Sundays from distances of from twenty-five to fifty miles, to enjoy a social visit and renew friendships.

An eating house is located on the grounds, at which campers may secure their meals—substantial ones, too. Or they may, if they prefer, furnish their own. Parties or families expecting to stay several days or weeks should first get into communication with the manager of the camp, or the agent of the C. H. & D. R'y at Marshall, Ind., and arrange for tent or cottage and other necessities.

Official Federal League Schedule, 1914

Employes of the Company who are baseball fans will be glad to see the home schedule of the Baltimore Federal League Team (The Terrapins) which follows:

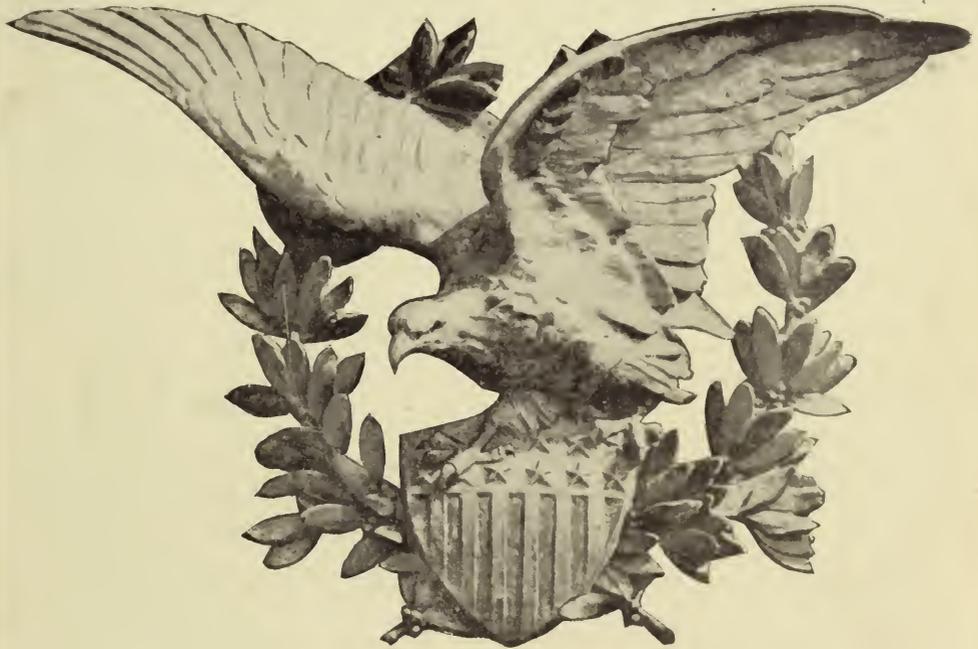
AT HOME

WITH KANSAS CITY	July 31.	August 1†, 3.	September 14, 15, 16, 17, 18.
May 18, 19, 20.			
WITH ST. LOUIS	July 22, 23, 24, 25†.		September 25, 26†, 28, 29.
May 25, 26, 27.			
WITH CHICAGO	August 4, 5, 6.		September 19†, 21, 22, 23, 24.
May 21, 22, 23†.			
WITH INDIANAPOLIS	July 27, 28, 29, 30.		September 9, 10, 11, 12†.
May 14, 15, 16†.			
WITH PITTSBURGH	August 26, 27, 28, 29†.		October 5, 6, 7.
May 28, 29, (30†-30*).			
WITH BROOKLYN	June 25, 26, 27†, 29.		October 8, 9, 10†, 12.
April 20, 21, 22.			
WITH BUFFALO	April 23, 24, 25†.		July 10, 11†, 13, 14.
April 13, 15, 16, 18†.			

† Saturday. * Holiday games A. M. and P. M.

Saturdays, 13. Decoration Day.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE



Bird of Columbia! well art thou
An emblem of our native land;
With unbleached front and noble brow;
Among the nations doomed to stand,
Proud, like her mighty mountain woods;
Like her own rivers, wandering free;
And sending forth, from hills and floods,
The joyous shout of liberty!

Like thee, majestic bird! like thee
She stands in unbought majesty,
With spreading wings, untired and strong,
That dares a soaring far and long,
That mounts aloft, nor looks below,
And will not quail though tempests blow.

—C. W. Thompson.



A. L. TRUHER
Conductor
C. M. & St. P.
Seattle, Wash.



J. B. STILLWELL
Conductor
Illinois Central
Chicago, Ill.



BEN ROSE
Engineer
C. M. & St. P.
Sioux City, Iowa



B. E. AMENT
Engineer
Illinois Central
Memphis, Tenn.



J. P. McDERMOTT
Fireman
C. M. & St. P.
Milwaukee, Wis.



F. C. PRATT
Fireman
Illinois Central
Champaign, Ill.

These Men Won Elgin Watches as Prizes in 1913

Have You Got Aboard the Watch Special?

She's humming through the breeze at a mighty fast clip. We're on the head-end, and the local watch inspectors make a mighty capable—and a mighty busy—crew. We've slowed down to let you on. Step lively!

A month ago we posted this notice on the call-board! "Every trainman on this system who goes to his watch inspector and gets the schedule of our B. W. RAYMOND watch with winding indicator, and writes us his opinion of this wonderful ticker, will be sent a handsome leather wallet. His opinion is valuable because it will enable us to better present the merits of Elgin R. R. Watches. And if his letter is one of the four best, he will also get—as a prize—a B. W. RAYMOND watch itself." Signed, Elgin National Watch Co., G. M.

This ought to make you open the throttle wide and pull out for your inspector's at a clip that will make you roll. He's at the tower with further orders from the old man, and will give you the clear to a mighty fine present with our compliments. For the sake of your record, you ought to carry an

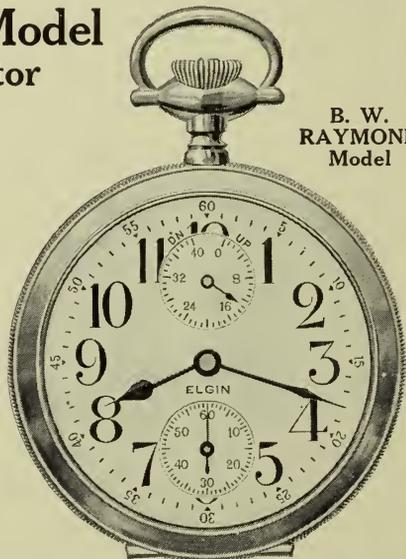
Elgin Railroad Watch

B. W. RAYMOND Model With Winding Indicator

This winding indicator is the only efficient signal system ever invented for a railroad watch. It automatically flags its wearer if he fails to wind up regularly. And it shows at a glance how long the 40-hour main-spring has been working since it was wound. The B. W. RAYMOND is a wonderful watch, every way you look it over. Its driving gear is so strong and so accurate that it will stand a 40-hour trick without batting an eyelid, and report in on the tick of the second. You never have to cut down its head nor "hit-er-up." It's the finest piece of mechanism that ever pulled into the yard.

On exhibition right now on your watch inspector's track. Take time between runs to go over and see it work. And let your inspector enter you in the Prize Watch Contest. No expense to you.

ELGIN NATIONAL WATCH CO.
Elgin, Illinois



**B. W.
RAYMOND
Model**

Please mention this magazine.



The First Purchase

A simple little jacket for the baby—this first Montgomery Ward purchase. That "Baby" is now twenty years old—and just engaged. So another home will be planned and furnished through the big catalogue of Montgomery Ward & Company. For the saving—the policy of honesty and square dealing she has known since childhood has made its impression.

Through this big book everything for the home can be selected and every precious dollar can be made to bring the most in value.

With a'l the time necessary to consider, compare and carefully choose, this book features for your benefit every necessity and luxury. And everything described on every one of the thousand pages is up to the Montgomery Ward Standard—guaranteed to be exact to description.

Millions of customers in this and other countries bear evidence to the truthfulness of this book—to the absolute fairness of every transaction.

If you have yet to make your first Montgomery Ward purchase—if you are unfamiliar with this Big Business Policy—if you want to see every dollar return a full dollar's worth, send today for the handsome 1914 Catalogue.

No charge—No obligation. Address Dept. HH 56.

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New York Kansas City
Chicago Fort Worth
 Portland



The First Result of Training

More money is not the only result of training but it is the *first*.

It makes no difference whether you are training to advance in your present position or to enter some new field, the very first place you feel your new training is in your pay envelope.

And the only limit to how big your pay will grow is your determination and courage to *make* it grow.

For just as surely as the mercury in a thermometer rises in proportion to the heat, so will your salary go up in exact proportion to your training.

And the best of it is that you can now get this training right in your own home after working hours—through the clear and practical Courses of the International Correspondence Schools.

You're ambitious—you want to get a better-paying job—or you wouldn't be reading this ad. Be square with yourself at least. Investigate this system of Home Instruction and in the quiet of your own home find out how it can help you.

Mark and Mail the Coupon NOW

International Correspondence Schools

Box 1088, SCRANTON, PA.

Please explain, without any obligation to me, how I can qualify for the position before which I mark X.

Agency Accounting	R. R. Traveling Eng.
Gen. Office Accounting	R. R. Traveling Fireman
Bookkeeper	R. R. Construction Eng
Stenographer	Civil Engineer
English Branches	Surveyor
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Automobile Running	Electrical Engineer
Locomotive Engineer	Tel. and Tel. Engineer
Air-Brake Inspector	Mechanical Engineer
Air-Brake Repairman	Civil Service
General Foreman	Salesmanship
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Name _____
St. and No. _____
City _____ State _____
Present Occupation _____
Employed by _____

Please mention this magazine

The Relief Department Opens the Door of Opportunity to Every Employee :: :: ::

TWENTY years ago an employe obtained a loan from the Savings Feature, saying he was going to pay "rent" to the Relief Department and finally buy his own home. He now owns twenty houses.

☞ Seeing his wonderful success a brother (also an employe) entered the Savings Feature and he now owns twelve houses.

☞ The Savings Feature offers numerous advantages over any other building or loan association, but the chief one of these is the method of calculating interest.

☞ Unlike most loan associations, there are no shares, interest being charged on the actual amount the borrower owes after each payment is credited on his account.

☞ Remember also that in the event of the death of a borrower (under fifty years of age) in the Relief Department his loan is cancelled and the property borrowed upon is turned over to his beneficiary free of our lien.

☞ Attractive properties in the following cities, owned by the Savings Feature, may be purchased on reasonable terms:

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Butler, Pa.

Clarksburg, W. Va.

Chicago Junction, Ohio

Fairmont, W. Va.

Garrett, Ind.

Lorain, Ohio

McMechen, W. Va.

Parkersburg, W. Va.

Pittsburgh, Pa.

Versailles, Pa.

Weston, W. Va.

☞ Apply today for full information to

SUPERINTENDENT RELIEF DEPARTMENT

Department S

BALTIMORE, MARYLAND

ADVERTISING ANNOUNCEMENT

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will

legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted

ADVERTISING RATES

☞ \$44.80 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column, 16 ems or 2 $\frac{3}{8}$ inches
An extra charge is made for preferred position, such as the cover; rates will be supplied on request

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Ball Watches

Select your *Watch* with the same care you use in choosing an investment

Webb C. Ball Watch Co., Heyworth Bldg., Chicago
San Francisco Cleveland Winnipeg

Patents Make Fortunes

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The "SANITARY" ERASER

Handy - Practical - Economical - Always Covered



THE SANITARY ERASER receives, at its open end, a strip of rubber $\frac{3}{8}$ inch thick, of a width and length that of the holder.

By slight pressure at the loop end, clean rubber is fed down until used; its narrow edge allows a letter or line to be erased without injuring another. Two rubbers of best quality are made; one for typewriter and ink, one for pencil.

Handsomely finished; Easy to Operate and "They Always Work" EVERYBODY should have this NEW ERASER, Price 10¢.

Refills, Typewriter and ink, or Pencil, 5¢ each. Your Stationer.



When ordering by mail, state whether Typewriter and ink, or Pencil, enclose 2¢ extra for postage.

Booklet of our 3 "O.K." Office Necessities Free.

The O. K. Mfg. Co., Syracuse, N. Y., U.S.A.

Please mention this magazine

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 2

BALTIMORE, JULY, 1914

Number 10

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



James S. Murray

Assistant to President

The Opportunity of the Physician in Our Organization

Address of Welcome to Medical Staff at Annual
Convention in Washington, June 18th, 1914

By James S. Murray
Assistant to President

Mr. President, Ladies and Gentlemen:

THE PLEASURE of extending to you a welcome on the part of the president and management of The Baltimore & Ohio Railroad Company has been assigned to me. I regard this as a distinction and an opportunity, because there are few sensations more delightful than that of being the host, or, as in my case, representing the host, and of offering to my co-workers in this great transportation machine a real, cordial, friendly and old-fashioned Southern greeting, in the belief that your time in this beautiful City of Presidents will be happily and profitably spent. It is also pleasant for me to know that, although I am in the presence of so many doctors, there is little likelihood of its being necessary for any of them to diagnose my case and prescribe a noxious dose, making me the subject, as it were, of the trite old quip of a famous physician in the middle of the eighteenth century, which runs:

When people's ill, they come to I,
I physics, bleeds and sweats 'em;
Sometimes they live, sometimes they die,
What's that to I, I let's 'em.

You are to be congratulated upon the plan you have adopted of meeting together in annual convention. There is probably no more helpful contribution to the welfare of the Railroad Company than the practice of men of similar interests convening from time to time for the purpose of exchanging ideas, plans and hopes for the general improvement of themselves, and the Company of which they are the representatives—to say nothing of the pleasurable side of it all, inspired by the happy intercourse of personal contact.

Your profession is an enviable and interesting one. It directs our thoughts to some of the important epochs in the growth of Medical Science, dealing as it does with the conquests of ravaging diseases from age to age and challenges the wonder of our imagination. A retrospect through the years of the dim past, shows the dawn of this remarkable science breaking with the early knowledge of surgery on the Isle of Crete about 3500 years B. C., even before it was known in Egypt. Moses, the lawgiver, and also the first great physician of

Egypt, is credited with the introduction of the first laws of sanitation, and was followed by Hippocrates, born 460 B. C. on the Island of Cos, off the coast of Asia Minor, known as the Father of Medicine, who discovered that the course of certain diseases could be ascertained by listening to sounds in the chest zone. Two thousand years later this resulted in the invention of the stethoscope by Laennec of Brittany.

How interesting it is to learn of Galen, born in Asia Minor 130 A. D., learned in physiology, discovering many of the functions of the nerves and the first to judge health by the pulse. One of his favorite prescriptions consisted of a concoction of powdered galls, snails and pepper. We are not told what this would cure—perhaps a desire to live after taking a dose.

Hippocrates and Galen, while laying much of a foundational nature in their time, were unfitted to deal with pestilence, calamities and also the ravages brought about by war; indeed nothing seems to have been accomplished in this respect during the Dark Ages, but the sixteenth century produced Ambroise Parè, the French physician, who, instead of cauterizing wounds with a red hot iron, learned to tie the arteries to stop bleeding, and replaced magic and superstition with sane methods.

Then we have William Harvey, born in Folkestone, England, in 1578, who is credited with the first knowledge of the circulation of the blood, and seventy years later appeared John Hunter, the earnest student of anatomy. Hunter was followed by his pupil Edward Jenner, who discovered vaccination for small pox. A young Scotch physician, Sir James Young Simpson, becoming alarmed at the suffering people underwent in surgical operations, experimented on the properties of chloroform. He used it upon himself to

learn its functions and was the first to employ it in major operations.

Louis Pasteur—the famous micrologist—discovering among other things a cure for hydrophobia and also a method of preventing dogs from going mad, is entitled to a high place in the profession. Contemporaneous with Pasteur was Lister, of England, who observed the danger of foreign life coming into contact with wounds after operations. He had been using a carbolic wash to prevent such infection, but the discoveries of Pasteur convinced him of the necessity of having everything sterilized that came into contact with the wound. This was the birth of antiseptic surgery. Germany contributed Koch, who was born in 1843, discoverer of the cholera and consumption germs, opening up a new line of thought and defence against these devastating scourges.

Time is too limited to refer to more of the other benefactors who have done so much for the conservation of life and alleviation of suffering, both in scientific discoveries and establishing financial plans to take care of those whose income has been impaired during sickness, so well exemplified in the Baltimore & Ohio Relief Department, of which you gentlemen are the representatives.

I have always thought that the inauguration of the Relief Department scheme of the Baltimore & Ohio Railroad Company, with its various features, was a splendid work, skillfully conceived and ably perpetuated by those who followed in the footsteps of its founder. And of all the features of this beneficent plan, no one is more important, broadly speaking, than the duties assigned to the Medical Staff, which deals with the employes themselves—in a high sense—with their mental and moral uplift as well as their physical condition. Their influence for

good both for employes and their families is manifold. It is also true that the Doctor employed by the Company is concerned in conserving the railroad's interest as well as that of the employe, and in this dual relationship, it is most pleasing to observe how fairly this obligation to both has been met.

The field of work of the Medical Staff is broad, the horizon is far off and while much has been done, more is yet to be done. The domain of sanitation and hygiene is affording vast areas for exploration and suggestive remedies—the cleanliness of the Company's property especially in and about yards and stations and in cars—the personal cleanliness of employes in dining cars and restaurants and on sleeping cars—the procurement of proper drinking water—disseminating correct knowledge of bathing, eating and sleeping—showing the destructive force of intoxicating liquor, apart from its moral aspect, and illustrating its impairment upon one's efficiency as a working unit in the body politic—the proper clothing to wear—the indulgence in healthy sports and pastimes and reading the best literature. All these thoughts are to my mind worthy of your consideration and I have no doubt they have already received it.

And again, your suggestions and cooperation in the Safety First movement can prove invaluable. No one has the power of persuasion equal to a doctor in the matter of protection of the human body. If his powers are limited anywhere, he is at least supreme in this one respect. By instruction, as he goes about among his patients, his fellows and his co-employes, he has it in his province to dispense information as to the hazards of railroad life, how to minimize certain dangers of it and how to live a good, clean and wholesome life. This situation pre-

sents an opportunity that I am sure is attractive to a railroad surgeon.

The Relief Department is an important and influential arm of the service. It is intimately connected with the operations of the railroad and no one should misunderstand this significant fact. I wish to convey the assurance of the president of his interest in all of its personnel, and its operations.

Apart from its scope in the matter of dealing with the sick and injured, the entire organization, especially the Medical Department, has an opportunity to encourage and ripen the pleasant relations that must exist between the management and employes if the Company is to accomplish all that is expected of it, both from a humanitarian as well as from a financial standpoint. To this end your attention is directed to the Savings Feature, with which you are all familiar. It extends to all employes and certain members of their families the privilege of laying by their savings at a fair rate of interest; and, more important than this, it gives all members of the Relief Department a chance to acquire a homestead or improve the ones in which they live. It may be that we do not fully grasp what this opportunity signifies to a provident man. It means that an employe may select his own building site, provided it be along the line of the railroad, and borrow the money from the Savings Fund to construct his own home thereon according to his taste and means, paying for it in monthly installments extending over quite a long period of time, at just a little higher quantum than if he were to pay rent, and when paid for, own it outright—have his own home—the citadel of American citizenship.

Therefore, you gentlemen, in your daily association with employes of the Company, have an opportunity to sug-

gest these advantages that are within their reach, and to show them how they may avail of the benefits to be derived from this feature. I am sure if this were done the more than \$3,500,000 balance now held in the Relief Department for this purpose would go rapidly towards

the acquisition of homes by the employes, and a correspondingly greater mutuality of interest would be established between the Company and the men.

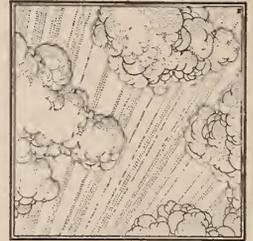
It has been a real pleasure to meet you in person, and I trust and know your convention will produce many beneficial results.



Sunrise

By E. Nesbit

After so many long dark days
The sun shines down the rain-wet ways,
And every tear on every thorn
Is like a gem to deck the morn;
Because at last Love comes my way,
And turns November into May.



So many foolish loves and vain
Have flashed across my window-pane—
Lanterns and lamps whose borrowed fire
Mocked the true sun's divine desire:
And, through the window I have known
The fraud, and kept my house my own.

But now the sun is risen, fling wide
Doors, windows, to the light, my pride!
No corner of my house but, swept
By sighs, and washed by tears long wept,
Is clean to meet the morning's rays—
Dear Love, dear sun of all my days!

A Lesson in Individual Responsibility for Every Employe

The derailment of the rear car in a through passenger train, which fortunately did not result fatally for either passengers or crew, developed the fact that the foreman in charge of track men failed to follow instructions as to condition to be maintained while doing work and avoiding interference with traffic, since—

- 1—The rails were not properly spiked.
- 2—The tamping was not thoroughly done.
- 3—There was too much skeleton track, and
- 4—Rail was too tight.

The above occurrence is an illustration of disregarding instructions. Disobedience can gain nothing, but loss thereby is inevitable.

Wells Fargo Now Operating On Baltimore & Ohio Lines

Progressive Express Company Joins Progressive Rail- road for Bigger and Better Business



THE current issue of the *Wells Fargo Messenger*, the monthly magazine published in the interests of the Wells Fargo Express Company and its employes, is devoted almost entirely to the recent extension of the Express Company's operations by the acquisition of new transportation lines, most important of which are the Baltimore & Ohio, Baltimore & Ohio Southwestern, and the Cincinnati, Hamilton & Dayton. One article describes the history of the Wells Fargo Express Company and its magnificent expansion from an intrastate express company sixty-two years ago to one which now operates over a very extensive field. It is illustrated with photographs of the Interstate Limited of the Baltimore & Ohio, with a picture of Harper's Ferry and the graceful curve in our right of way sweeping up the Potomac past this historic spot, and still another of our bridge across the Susquehanna River. An article by the vice-president and general manager of the Wells Fargo Company, called "The Fargo Way," discusses the conditions which

brought about the formation of the Express Company, compares their operations here with the operations of organizations which conduct a similar business in other countries, touches upon the present competition between the express companies and the parcels post system inaugurated by the government, and concludes with a prophecy to the effect that with proper interest on the part of the employes of the express companies, they are a feature of important transportation which is here to stay on account of the peculiar excellence of the service they render. This article is illustrated by a picture of the entrance to our Sand Patch tunnel. The third article, by the traffic vice-president of the Wells Fargo Company, outlines in a comprehensive way the immense new fields opened up to the employes of the Company for the securing of new business, not alone through the taking over of the express business which has heretofore been transported along these lines, but also by the acquisition of new business through the progressive methods of the Wells Fargo Company. The old bridge of the Baltimore & Ohio at Relay illustrates this

article. And in order to have the accounting department of their organization represented, their vice-president and comptroller makes an important contribution, which touches briefly upon the necessities which will arise in his department on account of the taking over of the

“The growth of Wells Fargo has been steadily eastward. In that respect it is different from most American men and institutions. This company was born upon the Pacific rim of the United States; bred west of the Rocky Mountains. It is only within the last quarter of a century or so that it ventured east of the Missouri



THE ROMANCE AND THRILLS OF EXPRESS SERVICE IN THE SIXTIES IS RECALLED BY THE OLD OVERLAND COACH

old express company with its different accounting system.

Baltimore & Ohio employes can see from this brief analysis of the current issue of the Wells Fargo *Messenger* that the company which is taking over the express franchise on our lines is one of extremely progressive ideas and action, and that the Baltimore & Ohio-Wells Fargo alliance is a splendid forward step for both organizations. In order, however, that the expansion of the Wells Fargo Company during the last sixty years can be better appreciated and the possibilities of further expansion through the newly acquired Baltimore & Ohio connections better understood, we quote the following from the July Wells Fargo *Messenger*:

River. In 1887, the Santa Fe Railroad builded a line into Chicago, and this company entered that city upon its rails. A year later Wells Fargo & Company succeeded the Erie Express Company upon the lines of the Erie Railroad and entered New York—on March 12, 1888, to make the date exact. Upon that day Wells Fargo had finally spanned the continent.

“The development of our company has been both steady and consistent. In 1852, when it was born, it felt that the then little known state of California would form a generous field for its activities. But it was not long before it was reaching into a larger territory—its coaches were not merely content to run from Sacramento and from San Francisco to the foothills of the Sierras. They began to thread the impasses of the snow peaks, the great deserts of Nevada and Utah, the crevices of the Rockies,

the plains to the east of them. Eventually there were Wells Fargo coaches all the way through to the Pacific from those old-time Missouri River gateways—St. Joe and Independence.

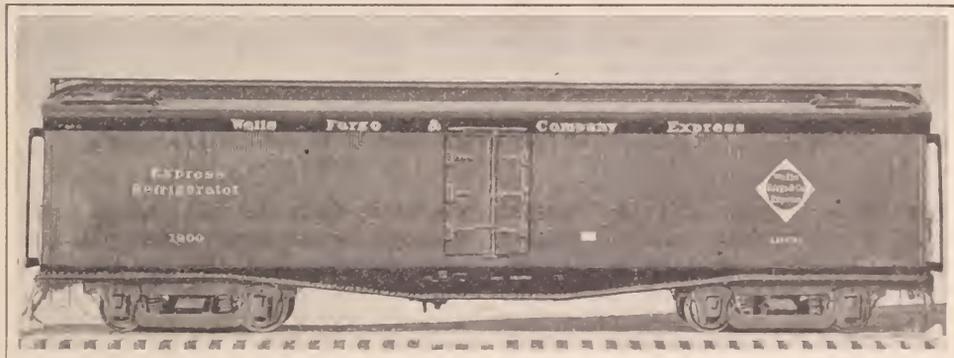
"When the railroad came and supplanted the stage coach, Wells Fargo very quickly adapted itself to the new form of transportation. With its treasure-boxes it rode the first trains to cross the continent; it still is riding upon trans-continental limiteds. When the railroad began poking its feelers here and there into the fastnesses of the great west, Wells Fargo, already familiar with that territory, rode with it.

* * * * *

"With the continent well spanned, the expansion of Wells Fargo did not cease. It steadily added to its railroads in the middle portions of the land and it began stretching itself over the waters of the Pacific; due west to Hawaii and north to Vancouver, Victoria and Alaska. Today our company is the only express operating in the Hawaiian Islands and in Alaska and the Yukon. We are practically the only express in Mexico,

and largest expansion. Five years ago it assumed the express contracts upon the Chicago, Milwaukee & St. Paul system—including the splendid new extension of that property through to the Puget Sound country—and added more than 9,000 miles to its mileage. Three years ago it made another great step forward, succeeding the former Pacific Express Company upon the lines of the so-called Gould railroads—the Missouri Pacific, the Iron Mountain, the Wabash, the International & Great Northern, the Texas & Pacific and a large part of the Denver & Rio Grande. When these railroads had been added Wells Fargo found that it had more than 90,000 miles of railroad and steamship lines, including many miles of high-grade interurban electric railroads. It then became, and to-day remains, the largest express company in the world.

"Recently the WELLS FARGO MESSENGER has told of our advance into London and into Paris; of our superb new office in the former city—the handsomest express office in the world—and of the location of our Paris office in the very heart



WELLS FARGO STEEL REFRIGERATOR CAR—THE UP-TO-DATE TYPE

and in ordinary times of peace in that beset country we do a tremendous business south of the Rio Grande. Within the past year, Wells Fargo has assumed the express business in the prosperous republic of San Salvador. The star of our destiny seems to be set south as well as east and west.

"But it is within the United States that Wells Fargo has shown its steadiest

of the tourist's portion of that city. Now, upon the heels of our European invasion, comes the acquisition of some 12,000 miles of high-grade railroad in the central and eastern sections of the United States, giving us our first direct entrance into Philadelphia, Baltimore and Washington, to say nothing of new trunk lines from these cities and New York to Pittsburgh, Cleveland, Cincin-

nati, Chicago and St. Louis—more trunk lines extending south from Chicago and from St. Louis both south and west.

* * * * *

The Baltimore & Ohio Railroad

"Taking the new lines from east to west, the Baltimore & Ohio is the first for consideration. It also is the system which

tant link in the shortest and strongest express line to the west and southwest.

"In assuming the contracts over the four thousand busy miles of Baltimore & Ohio, Wells Fargo joins its interesting history to the equally interesting history of the oldest of our American railroads. Baltimore & Ohio is not only the earliest of our overland carriers, but it is also re-



THE MOTOR TRUCK PLAYS AN IMPORTANT PART IN WELLS FARGO SERVICE

brings Wells Fargo into the largest amount of new territory; not only greatly strengthening our company in the east, but extending it into three important cities which it never heretofore has reached directly—Philadelphia, Baltimore and Washington. The Baltimore & Ohio also opens up to Wells Fargo opportunities for an excellent service into such cities as Pittsburgh, Wheeling, Zanesville, Columbus, Dayton and Cincinnati. In connection with its allied roads, the Cincinnati, Hamilton & Dayton and the Baltimore & Ohio Southwestern, it not only affords us rail facilities to Louisville and to Indianapolis, but new facilities for reaching eastward from Chicago and St. Louis. In this way Baltimore & Ohio will form an impor-

markable from the fact that it has not changed its corporate name or its corporate existence from the day that it was founded—away back in 1829. Its history is virtually the history of railroading in America. When its first link was spaded—a short stretch of nine miles of crudely constructed railroad from Baltimore west to Relay—the future of the steam locomotive was still in doubt. The directors of the early Baltimore & Ohio took no chances. They used gray horses for hauling their trains, and the supreme test that was given to Peter Cooper's famous *Tom Thumb* locomotive was that it should make better time than the road's best gray horse. This test the locomotive met, although it conquered the horse with a great deal of difficulty.

“From that day to this the history of the Baltimore & Ohio has been a record of progress. Its line has been steadily rebuilt—millions of dollars and years of hard labor having gone to eliminate grades and curves, to build terminals and yards, to replace tunnels and bridges, until the main line of the historic road is as straight and as fine as any in America. Perhaps the most unusual of all the engineering triumphs of Baltimore & Ohio, however, is the Magnolia cut-off

Ohio. At Cumberland the road's two greatest branches, the one leading north and west to Pittsburgh and Chicago, and the other leading south and west to Wheeling and to Cincinnati, unite; while at Martinsburg the main line of the Cumberland Valley Railroad, exchanging a great amount of freight with Baltimore & Ohio, diverges. Over each of the fifty-seven miles of line between Cumberland and Martinsburg, Baltimore & Ohio hauls some twenty million tons of freight



THE SERVICE INSIDE WELLS FARGO OFFICES IS JUST AS GOOD AS THEIR OUTSIDE APPEARANCE. THIS IS THE FOURTEENTH STREET STATION IN NEW YORK

—an hour or two to the west of Harper's Ferry—where six miles of the old main line are being eliminated, at a cost of considerably more than a million dollars a mile.

“Between Cumberland and Martinsburg, about fifty-seven miles, is the stretch of heaviest traffic of Baltimore &

each year—tonnage figures that almost establish new records for such traffic.

* * * * *

The Cincinnati, Hamilton & Dayton Railway

“It is only within a few years that this road became a part of the Baltimore &

Ohio family. It is a good many years that Wells Fargo has been operating the most important sixty miles of the main line of the C. H. & D., upon Erie trains which long have held trackage rights from Dayton down into Cincinnati. The new contracts not only give us the local business between Dayton and Cincinnati, but also over the entire system north from Dayton through Troy, Piqua and Lima—where it intersects the main line of the Erie—to Toledo; southeast from Dayton to Ironton and west from Hamilton to Springfield, Ill. This last line not only links with a network of existing Wells Fargo lines in and around Springfield, but gives our company a direct access to Indianapolis, the capital and most important city of Indiana.

The Baltimore & Ohio Southwestern Railroad

“The Baltimore & Ohio Southwestern was not only the original link connecting Cincinnati and St. Louis, but it still remains the most direct route between these two famous old-time river towns. It is the link which gives the parent Baltimore & Ohio direct access to St. Louis and the many railroads reaching south and west from that great traffic hub. For Wells Fargo it is an especially valuable link, intersecting at Vincennes our recently acquired Chicago & Eastern Illinois system and reaching finally our many routes leading out of St. Louis—over the Frisco,

the Missouri Pacific, the Iron Mountain and the Wabash.

“But the Baltimore & Ohio Southwestern is more than a link to our system. It gives this company rail access to that fine Kentucky metropolis—Louisville. Heretofore our service in and out of Louisville has been limited to the Ohio River packets plying between that point and Cincinnati.”

To the Baltimore & Ohio, the affiliation with the Wells Fargo Company means more express connections, more direct routings under the control of a single organization and a much larger field for the expansion of our express carrying service, than we have ever had before. Following the practice of many of the railroads, the Wells Fargo Company is not striving so much to get competitive traffic as it is to open up new fields of operation for its service, and it has been the pioneer in developing many new lines in the express business. It should be a great stimulus to Baltimore & Ohio employes to be associated with the largest and probably the most progressive express company in the world, and whole-hearted and energetic cooperation between the employes of the two organizations will undoubtedly mean a gratifying extension of express operation and a large increase in business for both.



The Auto Johnson Bought

By John Amid



JOHNSON bought an ancient automobile. Simpson laughed at him.

"Johnson," said Simpson, "until the present I have always admired your intel-

lectual capacity; that opinion changes today. Johnnie, my boy, you're stung. You'll live to mourn this day, and the thought gives me joy. I had an uncle once—"

"Simpson," said Johnson, "you cause me what the French call ennui. Your risibilities are too easily wrought upon. The machinations of your cerebellum are antiquated. Why? Because. Once upon a time the prehistoric maker of buggies completed the original gas wagon, and sold it at a high price. It was a primitive contrivance, and soon would not respond to the patient cranking of the cave-dwelling 'chofer.' For this reason it was sold, for much gold, to one who tried to run the thing, and failed. For all I know he may have been an ancestor of your uncle. But, Simp! Times have changed. When you annex a second-hand chug-buggy in these modern days, you buy a real machine. A few flecks of exterior decorations may have been knocked off in contact with midnight

telegraph poles, but the organs of the animal are still sound. Dealers overhaul the affected parts before crying their wares. They have to.

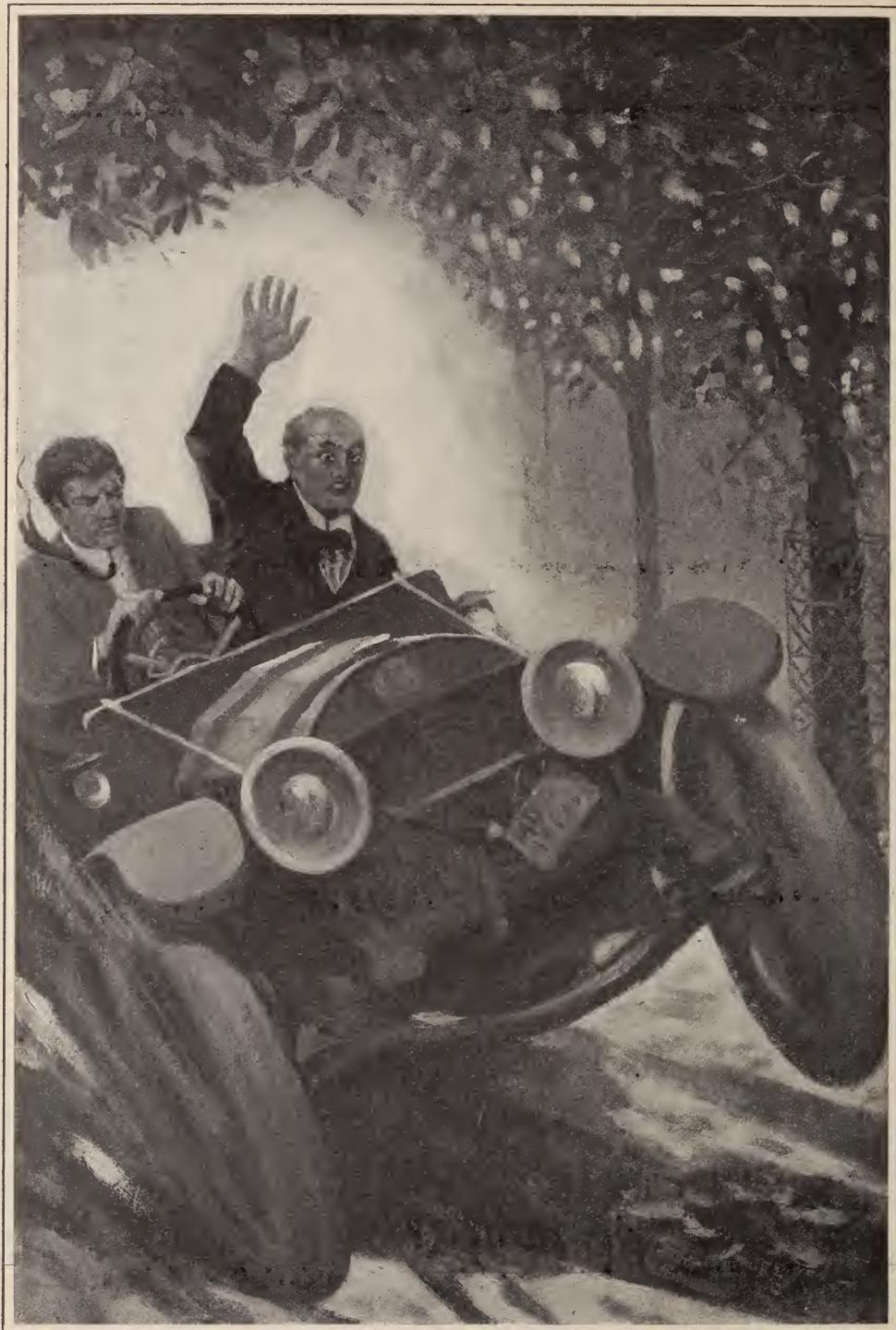
"The prize that I have secured is an old but still valuable edition of that well-known make, the Sunset. It may not have the style, but it'll do the work. And I got it for the first stanza of a popular song. Why? Because in a new car you pay for the style. The Chesterfield who accepted my shekels for this thing of value told me about it. His man had overhauled it thoroughly.

"The car is now as good as new. I may have to do a little tinkering now and then, but the machine is going to take me where I want to go, and back again. The days of lying on the macadam beneath a second-hand automobile, my lad, are dead and gone."

"Johnnie," said Simpson, sadly, "you talk like the west wind blowing through the laundry. Junk is junk, and not ice cream simply because the man who sold it to you wore a cigar and a smile. My uncle's automobile was guaranteed to stick on a three per cent.—"

"Simmy," interrupted Johnson, "kindly can your uncle. The hosts of our present civilization—"

"Johnson," said Simpson, "listen. My uncle—"



"CAUSING THE IMPULSIVE CREATURE TO LUNGE DANGEROUSLY TOWARD THE CURB"

"Simpson," said Johnson, "you wait!"

The next day he invited Simpson to ride.

"Why, Johnnie!" remarked Simpson as he climbed to a front seat, "I apologize. I didn't know you had a real bargain like this. You're a lucky dog, that's what. I do believe you've grabbed the original male auto that Father Noah coaxed aboard the ark with a can of crude oil."

"Mercifully turn the current of your humor on the way this vessel is hitting the road, Simp," joyfully interrupted Johnson. "You may notice that when I heave on the throttle we burn the air. Also when I step upon the muffler cut-out"—and here he swelled with the pride of new-born vocabulary that every true-born motormaniac knows—"when I step on the muffler cut-out a regular succession of reports can be heard. Not irregular, I remind you, but regular. Our cylinders are shooting in their appointed order and with proper force, if we are slightly second-hand."

"Johnnie," returned Simpson, "in my youth as a gay college lad I once wrote a treatise on 'The Kindergarten, America's Greatest Asset.' But the rule of temperance applies to all things. Even the kindergarten may be over done; and when one hears an adult of your years, experience, and presumed intelligence, descending to the level of a three year old child—expressing fond satisfaction with the fleeting and temporary condition of a dangerous though enticing toy—"

"I'm going to name her Medusa," interrupted Johnson, dreamily patting one side of the steering wheel and causing the impulsive creature to lunge dangerously toward the curb; "I shall feed her only the most refined oil, and the choicest gasoline that money can buy. It's lack of care that wrecks automobiles. If you treat a machine right, it stands to reason—"

"Johnnie," broke in Simpson impatiently, "you talk like my uncle. If you expect to run this wreck with an average of less than one stop to the hundred yards, you're an optimist. She'll—you'll find out what she'll do. And you get no sympathy from me. You know altogether too much. If I were buying a second-hand car I wouldn't trust my own fool judgment so far. I'd go to someone who knew. A little—"

Here Medusa came strongly into the conversation with a series of astonishing coughs, followed by loud and intermittent explosions from somewhere under the seat. Anxiously Johnson came to a stop at the side of the road and got down to investigate. Joyfully Simpson folded his arms and whetted his vocabulary in anticipatory pessimism.

But the trouble failed to materialize. With inexperienced eyes Johnson looked into the hot jungle of pipes and wires beneath the hood, once straightening himself to threaten with a black monkey-wrench Simpson's ceaseless flow of caustic comment. Then he tried cranking the engine. It responded instantly.

"I'll be jiggered," he muttered amazedly, as he climbed behind the wheel, too puzzled even to take advantage of Simpson's evident disappointment. They finished the trip without further incident.

The following Sunday Medusa chugged majestically along the boulevard and stopped in front of the Simpson home. The Simpson adults emerged, and for seventeen miles Medusa saw her duty and did it. They returned without mishap.

"Kind of hot, isn't she, Johnnie?" asked Simpson, visibly impressed.

"Oh, yes, she's heated a bit," assented Johnson indifferently, squinting through the blue vapor that rose through the

floor of the machine and curled upward from the front of the hood. "But, kindly remember that we've gone quite a distance at quite a clip. They tell me at the garage that the stomacher isn't adjusted quite right yet. After they have performed a simple operation on the blamed thing she'll run cool as a wet herring on ice." With that he threw in the clutch and Medusa swung around the corner and was lost in a diminishing volume of smoke and sound.

"She is a little warm, dear, isn't she?" queried Mrs. Johnson, from the rear seat.

"Warm," grunted Johnson. "She's hotter than the devil in his palmiest days. It's a four to one shot we never get her home."

And therein he foreshadowed his glory as an automobile prophet. For three blocks further on, Medusa came to a groaning stop, the laboring engine dying at the curb. Johnson telephoned the garage.

"Get home all right the other day, Johnnie?" asked Simpson when they met at lunch a half week later.

"Sure thing," said Johnson. He neglected to add that they had arrived by trolley. "Say, you know that old engine certainly did get hot that day. One of the thing-a-bobs in the inwards of the brute was all on the blink. I had 'em fix it at the garage. She runs like ice cream on a Coney Island picnic now. I'm counting on you again for next Sunday."

Johnson went to the wood shed, latterly rechristened the garage, at one-thirty on Sunday. He tried to crank the machine. At three forty-five p. m. the engine started, apparently surprised. In the interval Johnson removed and replaced, it seemed to him, half the vital parts; and removed, without replacing, it seemed to his wife, all the

grease. He was black from the top of his Sunday hat to the toes of his Sunday shoes. But fifteen minutes with a bottle of gasoline and half an hour in the bath tub removed nearly all signs of the battle. At four-thirty, in his office suit, he threw out the clutch and jerked Medusa to a noisy and impressive stop in front of the Simpson drive.

"You're late, Johnnie," said Simpson hopefully. "Have any trouble?"

"Sure thing," answered Johnson, waving his hand with a gesture that belied his words. "Had to crank like a good fellow to get her started. Got a lot of grease on me too. But she's running all right now."

"Huh!" ejaculated Simpson disappointedly, looking at a smudge where Johnson's knuckle had hit a bit of grease since the bath. "If you call *that* getting greasy I wish you could see a real mechanic."

"Oh," explained Johnson lightly, "there was more than that, but I washed it off."

And then they did twenty miles hard running. Medusa's old iron heart never skipped a beat.

The machine ran home successfully. Johnson swung her into the drive, missing the telegraph pole by nearly three inches—an even wider margin than usual. Six feet from the porte-cochere, unexpectedly, the engine gave one spasmodic jerk and stopped with a rattle and tinny clatter of metal under the hood. Johnson put in all of his Sunday evening with a lantern and got up at daylight to renew the struggle. But when at nine he left for the office without breakfast, he asked his wife to telephone the garage people to "come up and haul the damn thing away."

"Funny thing," he told Simpson on Tuesday, as he picked him up at his office and carried him superbly home; "blamed old engine stuck in the front

yard the other day. Some jingle or other had busted at the front end, and it took 'em heaven knows how long to fix it down at the shop. I'm getting ready to believe that you were right about second-hand autos."

"Well," said Simpson rather dubiously, "she certainly hums along mighty well now. I've known lots of people to have more trouble with a new machine than you've had with this old boat so far. But then"—and he brightened up—"you haven't had it a month yet."

Two full weeks after that Simpson had his first chance to see Johnson doing yeoman's work in approved automobile style of the old and passing order. He was lying on his back between the wheels, poking anxiously upward with a wicked weapon which he had extricated from the tool chest. He was talking intimately and earnestly to the bottom of the engine. He hunched himself out from under the car, when Simpson hailed him, by a simple process of raising himself on his heels and the back of his neck and jerking himself along in the dust, two inches at a time. Then he got up and patted himself to remove the road.

"Been here long?" asked Simpson cheerfully. "How do you do, Mrs. Johnson."

"Wow!" said Johnson, "It's hot! Just got here. But it shore looks as if we would be here for some time to come. You'd better 'phone the garage people, when you get in, to come out and tow us home."

"What seems to be the matter?"

"Everything. Lungs won't work right. Teeth need filling. Shouldn't wonder a particle but what the alimentary canals and esophagus have to be entirely removed. Mistaken tubes all in wrong."

He walked dejectedly to the front of the machine, and more in sorrow than

in anger, gave an indifferent twist to the crank. The engine started with a quiet purr, every cylinder hitting as if just from the garage.

He shook his head sadly. "Words aren't adequate," said he.

"If you had the sense of a peanut," said Simpson severely, "you'd certainly learn to run that ship before you take it out unto the high seas like this. That engine knows a lot more than you do."

"My dear," remarked Johnson over his shoulder to his wife as they drove toward home, "are you praying?"

"For what, dear?" asked Mrs. Johnson, slightly bewildered.

"That we'll get home," said Johnson fervently. "Let me tell you," he emphasized every word, "that there's something radically wrong with the middle of this machine—right—now. But you've always stood well with the church, and we may get home."

But they didn't.

"I tell you what," said Johnson to his wife two months later. "I'm getting sick of the auto game. The last garage bill's a whopper. I don't believe there's been a single time when that car has run a day without some new fool thing going busted. It's worn out, that's what. Looks as though Simpson was right, with his blamed old uncle."

"But Mrs. Simpson was congratulating me only the other day," replied Mrs. Johnson, "on having struck such a bargain in our car. You know we really did pay very little for it."

"There's a funny thing there, too," said Johnson thoughtfully. "The fool apparatus has behaved pretty well when Simpson's around. Why, I believe it's not actually broken down once when he was riding in it. It does seem," he added bitterly, "as though it just waited for him to get out to raise about four

different little brands of deviltry at once."

Then he scratched his head quite hard.

He protested about the size of the bill to the owner of the garage, but only an unpleasant conversation resulted. Finally Johnson paid the full charges disgustedly, and transferred his business to the Parkside Garage, owned by a business acquaintance of Simpson's. The change seemed only to bring more trouble.

Finally the crash came. Medusa acted quite well on the customary Sunday afternoon spin, but balked before the Simpson mansion, stopping with a double jerk that made Johnson, now fairly intimate with the inner workings of her patched and plotting heart, shudder inwardly. To Simpson, less versed, it passed almost unnoticed. The car moved off steadily enough, but on the arrival at the wood-shed garage came to a stop with an even more violent spasm.

"Cuss the thing!" muttered Johnson as he climbed down. "It sounds as if she was certainly on the rocks this time."

She was.

When he cranked the engine it started nicely. But the car backed out of the shed jerkily, stubbornly, protestingly. Half-way to the house it came to a full

stop with a final grinding tear, and locked dead. Hind wheels, clutch, engine seemed gripped in the rigid embrace of death.

It went to the garage once more—and this time like a funeral cortege—on skids.

"I didn't want to fix it," explained the garage foreman to Johnson when he came in, "until I talked with you. You see"—he hesitated—"it looks as though it

might be quite an expensive job."

"Oh I'm strong," said Johnson. "Had my heart tested only two weeks ago. I'm fit as a two year old. You don't have to break it gently. What's the damage?"

"Well, to tell the truth sir," explained the foreman apologetically, "the machine is pretty badly knocked out. In fact"—he was visibly uncomfortable; even a garage foreman has human parts, and there are limits to the misery that he can enjoy—

"in fact I'm not

sure it'll pay to rebuild it at all. It would cost at the least say a hundred or a hundred and fifty dollars, and you see it would be almost impossible to do a really good job at that. The gears are entirely gone. She stripped in the transmission first, and that locked. Then the pinion was driven out of place by the bevels. Then, of course, the differentials had to go, clusters and all. There's not a single



"AT 3.45 P. M., THE ENGINE STARTED"

gear left in the whole outfit that ought to be used again."

"Well," said Johnson hopefully, "would new gears cost such a weepin' lot?"

"Its not that only. It would be almost impossible to do a job that would stand up. You see, in an old car every-thing's worn down; axle, roller-bearings, and all. Everything. You can't put new gears in tight as you could in a new car. They won't stand up to the work."

"What's the answer?" asked Johnson.

"Well," replied the foreman slowly, "if I were you I'd see what I could get for it from a wrecking company. They might plug up the gears and with a few new ones do a cheap job that would stand up for a while—anyway long enough to sell the car."

"What would they give me for it?" asked Johnson.

"Oh, its hard to say. The motor's still pretty fair. It ought to be worth say sixty-five. Tires aren't so very bad, say twenty-five. You might possibly get a hundred for it."

"H'm," mused Johnson. "I'll see," and he went away undecided.

"How's Medusa coming along these days, Johnnie?" asked Simpson joyfully

when the two swapped notes concerning their vacations, which had chanced to fall at the same time. "Been out in her since you got back?"

Johnson shook his head. "Nope. Why?"

"Oh, nothing much. Only I'm more interested than ever now I've got a car myself. Yup," he went on confidentially—"your boat has been doing such good work that I concluded my ideas on old autos were a little out-of-date. Had a chance to grab up a swell-looking yellow car. Yellow's my favorite color, you know. Never did like that dingy red you've got. Mine's the same make, though—Sunset. I certainly ran on a snap."

Johnson looked at him a little queerly. "What'd you give?"

"Three-ninety. Cinch. Wish my uncle could see it."

"Pretty steep, I'm afraid. Where'd you get it?"

"Parkside garage." Johnson nodded sadly.

"Funny thing," said he, "I was thinking of your uncle when I told 'em that car'd look better painted yellow. They only gave me sixty."

Will You Help Wipe Out This Condition?

THE PRACTICE of trespassers' marking and defacing the Company's property has become very noticeable and aside from the bad appearances, the marks are frequently of an obscene nature.

To break up the practice rests largely with the officers and employes of the Company. With the cooperation of the employes and public who are interested in maintaining appearances and preventing vulgar writings and sketches from appearing on our property, we should be able to overcome this practice to a large extent. Will you not help?

Freight Train Handling and How it Affects Equipment

By F. B. Farmer

Westinghouse Air Brake Company

This is the second of a short series of articles on Freight Train Handling which is being published in the *Employes Magazine*. The author, F. B. Farmer, is one of the leading air brake specialists of the country, and every operating man can increase his efficiency by a careful study of these articles. They contain the most authoritative and recent information on this important subject.

UNDESIRE D QUICK ACTION.

Undesired quick action or "brakes dynamiting" can be caused, especially with long trains, by a very light (three or four pounds) or very slow reduction (lapping the brake valve and allowing brakes to leak on), where it would be avoided by braking as directed. Therefore, avoid these two bad practices. If it cannot be avoided, the shock will be less where the speed is higher, but the faulty triple valve should be located, cut out and carded.

STARTING.

In starting a freight train keep the engine at a slow and uniform speed for two car-lengths, and don't vary this rule because less distance may have started the entire train. Form a habit in this.

SLACKING.

In slacking to start a train, endeavor to take either a foot or two or the slack of the entire train. Take but little, if slacking the entire train will allow the rear end to run back, as an attempt to take all then will almost certainly cause damage. With a helper at the rear any

slacking should be done carefully by the helper engineer, the head engineer keeping the throttle open moderately, but prepared to temporarily ease off enough to prevent a lunge when he is started. With two engines ahead the second engineer should allow the head one to start the train, or, if possible, to almost stall before aiding him. Starting together will cause a severe shock if any slack is in.

ENGINE SLIPPING.

Excessive slipping of drivers causes severe shocks to draft rigging. The coupler springs cause the slack to change quickly, and this is usually followed by a severe shock with the renewed use of steam. Hence, when slipping is probable, use sand. Also, when working an engine heavily at slow speed use no more throttle than necessary. Full power is then obtained with a moderate opening. The beginning of slipping will instantly reduce the steam pressure in the cylinders and, with the quick and slight closing of the throttle then possible, will at once "steady" the engine without much change of slack or loss of speed. With

two or more engines in a train, excessive slipping of one will often cause the other or others to slip.

STOPPING.

How rapidly any certain brake action, either application or release, may change the slack depends on the speed, because brake shoe friction, the actual holding power, is higher, with the same application, as speed is lower. This is why the slower-releasing rear brakes are liable to cause a break-in-two on attempting to release at low speed, particularly if the reduction is heavy, yet will not produce any appreciable shock when release is made at the higher speeds. Therefore, it follows that the lighter the reduction at any certain speed the less will be the slack action. The following instructions for stopping, or slowing, long trains are based on these two all-important facts; namely, that the higher the speed or the lighter the application, the less will be the slack action from either applying or releasing.

Attempt no "spot" stops. This means do not endeavor to run up close to a switch to head in, and to always stop short and cut off for coal and water. *The main object is to stop properly* within any reasonable distance short of the switch, the water tank or coal chute. Proper stops cannot be made *regularly* and, at the same time, stop the engine at some desired spot. Trying to stop close to the switch or to spot for coal or water without cutting off causes the trainmen more work, by draft gear damage that occasionally results, and injures your reputation as an engineman. Therefore, do not be influenced to vary from these instructions by any false impression that you are showing more skill or that you are saving trainmen work.

Shut off steam gradually and allow ample time for the engine to drift in the

slack as much as it will before commencing to apply the brakes. With a drifting throttle use no more steam than necessary and none below seven or eight miles per hour. If set when at normal speed and not changed, the engine will be working hard when speed is low.

At ordinary speeds make each stop with *one* application but with *two* reductions. Make the first reduction sufficient and at a point to insure that it alone will, with no additional reduction, prevent the engine from passing the objective point. Take all chances of error in judgment on the side of stopping too soon. Then, when not over forty feet from stopped, make the second reduction of six or seven pounds. The only object of this second and final reduction is to start the slack in at a time too late for it to run out again before the stop is completed, thereby reducing possible strains on the draft rigging and bunching the slack more or less for starting. It must not be made earlier than directed as to do so is liable to *cause* a break-in-two rather than prevent one. When made properly the brake valve will be discharging when the engine stops. If the grade permits, release may be commenced as soon as the train is stopped and without waiting for the brake valve discharge to cease.

The heavy use of sand for the last eight or ten car-lengths will increase the holding power of the head brakes and will reduce liability of driving wheels sliding. Releasing the locomotive brakes or reducing their holding power at this time increases liability of damage to draft rigging and should be avoided if possible.

If the slack stayed in after the first reduction no harm would result from making more reductions between it and the final one, but the engineer cannot know how the slack will be with any train other than one with empties behind loads.

With the latter, the slack is sure to stretch after each reduction but the one made within forty feet of stopped, and this *may* be true of any other make-up. With slack out each reduction *starts* it in and is followed by it running out. The slower the speed the greater the reduction the heavier will be the run-in and the following run-out; hence, the worse the jerk. Therefore, the only *safe* method for *all* freight trains is the one instructed.

The amount of initial reduction should suit the speed of the train and the grade and must not be less than six pounds nor over twelve pounds. For speeds of fifteen miles per hour and less use a six to eight pounds. Above fifteen miles per hour use as much less than twelve pounds as conditions will warrant. The objects sought are to have all slack action take place at the higher speeds, so as to insure that it will be gradual, at the same time to permit it to adjust itself however it will, and then not to disturb it any by further reductions until the final one; also, to avoid the total reduction of over twenty pounds if practicable.

An exception to the rule of one *application* for stopping a freight train is where speed is very high, particularly where the stopping place is a meeting point or a railway crossing; in fact, any place where additional hazard would follow lack of entire control. Under such conditions a reduction of about twelve pounds should be made far enough from the objective point to permit of slowing the speed to between twenty and twenty-five miles per hour, not lower than twenty-and of releasing and recharging quite thoroughly before reaching the place where the regular application for stopping should be begun. (This does not authorize any higher speeds than local regulations permit.)

When stopping a long train while backing at moderate or low speed use a light reduction, keep the engine brakes from applying and continue to use steam. The object is to prevent the slack from running out harshly.

Speaking generally, all stops should be made with the train brakes, experience having demonstrated that rough work too frequently accompanies stopping with the independent engine brakes because the power of these brakes on a modern freight locomotive and the *time* necessary to run the slack in or out gently are either not appreciated or the knowledge is not used. This is also true when switching on the trip where more than about fifteen cars are being handled.

RELEASING.

Do not assume that the presence of "K" triple valve will permit of releasing long trains at low speeds unless the forward twenty-five cars have these valves and cut in. Also, do not assume that the holding power that can be retained on the engine will alone permit of this. It is a help, but has its limitations and which are far below that of twenty-five "K" triple valves.

At how low speeds brakes can be released without liability of damage depends on how heavily they are then applied, the amount of main reservoir pressure, the length of the train, whether slack is then in or out, lightly or heavily, and on whether track conditions (sags, humps and curves) do or do not favor releasing. Plainly, no simple rule can care for these varying conditions. Engineers must exercise judgment in this, but taking all chances on the side of stopping.

Where reasonably efficient retaining valves are in use, it is practicable to release at somewhat lower speeds than when they are cut out—handles down.

While the head brakes always start to release before the rear ones the retaining valves cause a much lower fall of brake cylinder pressure than when they are not in use and this causes the slack to run out more gradually.

Do not release brakes on long freight trains after emergency action, no matter how high the speed may be. In case the brakes are applied from the train, lap the brake valve, shut off and ascertain the cause; a hose may have burst, the train may have parted, or the conductor's valve may have been opened.

The most favorable conditions for releasing brakes are train standing, maximum main reservoir pressure and brakes *almost* fully applied. The most difficult release is when the brake pipe pressure is very low, as where the engine has been cut off for some time, after a burst hose, a break-in-two or an emergency application, because of the large amount of air required to raise the pressure in the brake pipe, also in the auxiliary reservoirs or all early releasing brakes, above the pressure in the auxiliary reservoirs of the best holding brakes, particularly those at the rear. Next in difficulty of releasing is after a light application from standard pressure. The high amount remaining on each triple slide valve makes it harder to move to release, and the lesser difference between the brake pipe and the main reservoir pressures causes a more gradual flow into the brake pipe and, consequently, a slower rise in its pressure. To insure release a quick and considerable rise of brake pipe above auxiliary reservoir pressure must be had. Furthermore, in trying to get this to the rear after a light application the head brakes are sure to be so heavily overcharged, above the adjustment of the feed valve, as to insure that some will re-apply and stick.

Where a light application is had, it should be increased before attempting to release. With trains of over sixty cars it should be increased to at least fifteen pounds below the standard carried, and to ten pounds with shorter trains. Of course, it may be necessary at times to release after a slow-down without the reductions stated, but such conditions should be avoided as far as practicable and no release attempted with a very long train after a very light reduction from full pressure.

The proper way to release the brakes on a long freight train after an ordinary application is to use release position for about fifteen seconds, return to running position and, after the break pipe pressure has equalized but before fully recharged (about seven to ten seconds), make a "kick-off" movement, to release for a second or two, then back to running position. If "ET" equipment is had make the first return from release to holding position, make the "kick-off" movement and then graduate off the locomotive brakes by movements from holding to running position and back.

To release when brake pipe pressure is very low, as after being cut off for some time, following a burst hose, etc., the brake valve should have been on lap long enough before attempting to release to obtain maximum main reservoir pressure. Then, release position must be used longer than fifteen seconds; in fact, until on use of running position the brake pipe pressure is within ten pounds of the standard carried. If the rise to this pressure is quick it is then sufficient to make the "kick-off," but which may have to be repeated, as head brakes may have been overcharged more than usual. If the first rise to the pressure stated is slow—a mere "pump-up"—when it is obtained, lap the brake valve until full main reser-

voir pressure is again had and then make the regular release.

Making the "kick-off" movement with the brake valve when the brakes are fully charged is undesirable as it is liable to over-charge the head brakes and cause them to apply and stick. With proper releasing it is rare that any brake fails to release or finally re-applies.

When running, and particularly at low speeds, do not release the train brakes just before or about the time a service reduction is ending, as the reduction will have bunched the slack. This does not apply when standing.

HOLDING TRAINS.

Do not hold a train with the train brakes for over ten minutes on a grade where brakes are required to prevent movement. The engine brakes alone will hold a very heavy train on a steep grade if the position of the slack is such as to prevent cars from starting when the train brakes are released; for example, all slack in at the top on a descending grade. Always keep the independent brake fully applied when oiling, taking water or coal.

ENGINE BRAKES.

The value of the engine brake is so great in preventing slack action as to warrant no unnecessary reducing of its holding power. However, drivers must not be slid. While it is known that slippery rails induce sliding, but which condition can be improved by use of sand, it is not so generally known that an equal reason for sliding is slack action that causes a push or pull on the engine, and not necessarily any severe jolt or jerk, an additional reason for avoiding harsh slack action. But at any time that sliding is at all liable the engineman should, with the "ET" equipment, have a hand on the independent brake valve, prepared to

partially or wholly release the driver brakes promptly if the circumstances demand.

If with the "ET" equipment the driver brake re-applies ("creeps-on") after releasing the train brakes it generally indicates that the train brake release was not made properly; but the driver brakes should not then be released with the independent brake valve as this will render them liable to "creep-on" again. Instead they should be released by a quick "kick-off" movement of the automatic brake valve.

AIR PRESSURE.

Uniform and correct regulation of the brake pipe and main reservoir pressures have an important bearing on good braking. Hence, enginemen are directed to see that the air gauges indicate correctly and that the feed valves and the governor regulate the pressures at the required amounts and without material variations, reporting them for needed cleaning and repairs in season to insure this. The uniform regulation of brake pipe pressure is particularly important. If the feed valve allows it to vary three pounds or more brakes will be much more liable to "stick" and to "dynamite." The amount of the main reservoir pressure has an important bearing on the promptness of releasing and of recharging the brakes. Too low pressure delays these, and too high pressure causes unnecessary wear and heating of the air compressor. The duplex governor, properly regulated, permits of high pressure when needed, yet reduces compressor labor at other times.

Except where differently authorized the standard freight train pressures are: brake pipe seventy pounds and main reservoir ninety pounds low pressure and 130 pounds high pressure.

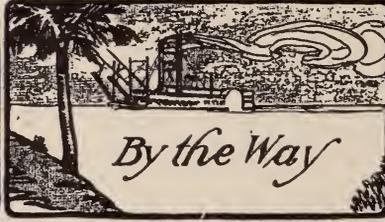
If the air gauges are correct the hands

indicating brake pipe and main reservoir pressure will register alike if, on a light engine, the automatic brake valve (Westinghouse) is in release position. Engine-

men should make this simple test each trip and report gauges for testing and adjusting whenever the variation exceeds three pounds.



VACATION ECONOMIES
 (Webster, in the Chicago News.)



A Usual Occurrence

A Philadelphia gentleman was invited by a New York friend, a prominent clubman, to be sure and call on him whenever he happened to be in that city.

"Do not think of going to a hotel," he said, "but come direct to my house any time, day or night, and you will always find a hearty welcome."

Just for the fun of it, the next time the Philadelphian was in New York, he waited until about two o'clock in the morning and then went out to his friend's house.

"Does Mr. Rounder live here?" he asked the sleepy maid who came to the door.

"Yes," she answered, "carry him right up to his room."—*Thomas N. Miranda.*

the information that a B. & O. train was soon to depart in the direction mentioned.

An expression of relief waved over the salesman's countenance and he sank into a chair, casually lighting a cigar.

"That certainly relieves me," he said. "Now I can stay here and finish up. It's tough having two engagements in different towns at the same time."

"You'll have to hurry if you want to get that train," said Gordon, disregarding the salesman's remark. "The cabby is starting."

"What!" exclaimed the traveler. "He just got through saying there'll be no train south," and he made a wild dash out of the door, hailing the driver.—*Mansfield, O., News.*



How Was He To Know

A well-dressed traveling man stepped out of the elevator and rushed up to Gordon Gray at the cigar stand at the Southern Hotel at Mansfield, Ohio, the other morning.

"Let me have a couple of cigars, quick, please. I want to catch that train south," he said, tossing a quarter onto the showcase.

Just then a cab driver turned from the telephone in the hotel lobby and shouted:

"Bean-O train south, Bean-O train south," evidently intending to convey

How "O. K." Originated

Here is the origin of the expression "O. K.," according to Ado Hunnius, of Leavenworth, Kansas, a veteran of the Civil War. "Among the supplies the War Department used to buy," Mr. Hunnius says, "were crackers made by the old Orrins-Kendall Cracker Company in Chicago. The boxes in which these crackers came were marked 'O. K.' We were always eager to get hold of these 'O. K.' crackers, because they were always sure to be good, while many other brands were likely to be spoiled or wormy. And gradually 'O. K.' came to be a synonym

among the soldiers for something that was above par."—*Kansas City Star*.



Bicycles More Popular Than Ever

People are often heard to remark that the bicycle is coming back into popular favor again. But those who are closely associated with the bicycle business are authority for the statement that the bicycle has never gone out—that there are more bicycles in use today than ever.

There are thousands of them in use today that are never noticed. They have become so general in use that they are no longer a novelty. In the cities and larger towns today hundreds of bicycles can be seen on the streets during the morning and evening hours when people are going to and from their work. The bicycle has become a necessary means of transportation for workmen, boys and children.

In the old days when a good bicycle cost a hundred dollars or more only those with larger incomes could afford them, and they were considered a high-priced luxury for children. The average family no longer has to make a sacrifice to provide the boy or girl with a bicycle for doing errands, riding to and from school, and for little pleasure trips into the country and through the parks.

Modern manufacturing methods have brought about better bicycles today for \$25 than ever have been made before at any price.

The boy who works in the summer can easily save enough from his earnings to purchase a bicycle that will last him a number of years and repay him a thousand

and fold in fun and health. His bicycle will get him out in the fresh, pure air and help him to grow into a robust, healthy, red-blooded man.



Said Jerry to Ned

Jerry Bush took a final pull at his cigarette, inhaled deeply, threw the butt away, and expressed himself without reservation, without fear of deadly consequences:

"No use buckin' a pull," he announced, "I always said it an' I always will. What right had Dick Hoyt to be shoved along ahead of me? No right—just a pull. Knew how to work the 'ambitious-young-man-studyin'-at-night-to-be-useful' gag, and got away with it."

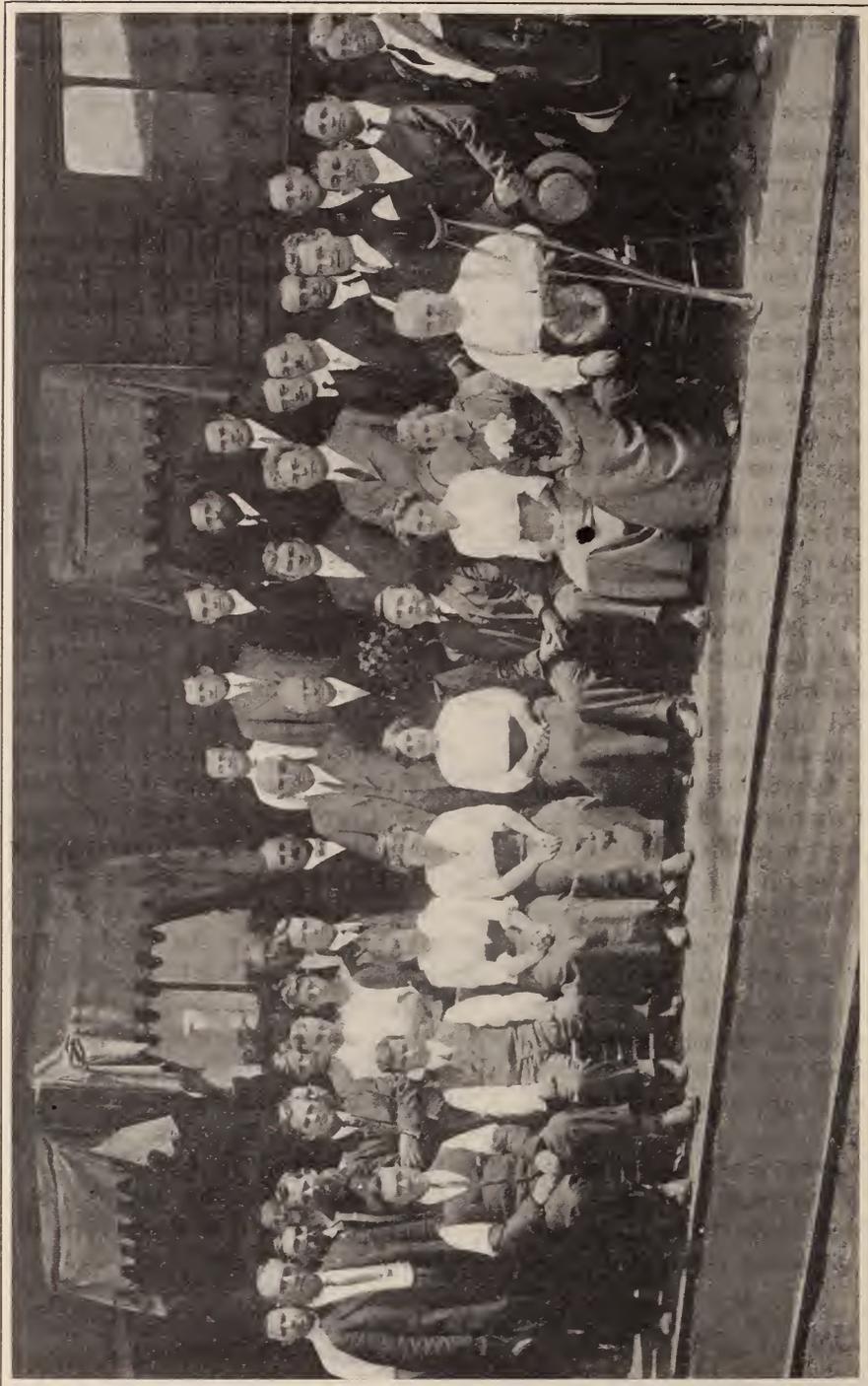
Ned Clark laughed.

"Cut it, Jerry, cut it," he advised. "Or if you must knock Dick, whisper it to your partner the next time you're doing the 'bunny' over at the Casino. Dick hadn't a pull a bit more than the rest of us. But he had gumption an' gimp and he didn't need a special protectin' angel to keep him from yieldin' to temptation. He liked to dance, but he didn't calk'late to earn a livin' at it. He was fond of seein' the hero clasp the heroine after three acts of agony, but he didn't expect he could win his own girl just that way. He could shoot pool—k'n do it yit, for that matter—but he was wise enough to take the hint when he heard the boss quotin' Crolly's 'The drawin' pen is mightier than the billiard cue.'"

Jerry fished out another cigarette.

"Anyhow, Dick was lucky," he declared as he lighted up.—*Ambition*.





PRESIDENT WILLARD is in center of picture holding bouquet presented to him by South Chicago employes on the occasion of his recent visit to them. Third Vice-President THOMPSON is at his left hand with J. F. KEEGAN, superintendent, OSCAR WACKER, car distributor, E. J. BOYLE, chief clerk, C. W. BURKE, general foreman, assistant road foreman of engines DEVENY and yardmaster W. T. WILHELM, in order. F. C. BATCHELDER, assistant to the president, is at his right hand with F. H. CLARKE, general superintendent of motive power, and GEORGE NOVINGER, road foreman of engines, next. R. R. HUGGINS, assistant agent, is in the center of first row. Above MR. WILLARD is A. E. POLLARD, cashier, and above MR. THOMPSON is E. E. HUNTSICKER, chief clerk to assistant trainmaster

President Willard Meets Employes at South Chicago

By Oscar Wacker
Car Distributor

THE following letter was sent to president Willard by the employes at South Chicago while he was en route to Chicago after his recent official inspection of the C. H. & D.

SOUTH CHICAGO, June 17th, 1914.

Mr. DANIEL WILLARD,

President, Baltimore & Ohio Railroad,
Baltimore, Maryland.

Dear Sir:

The employes of the various departments located at South Chicago, after due consideration and knowing that you have already planned an itinerary for your official trip, respectfully ask you to include in it a visit to South Chicago Yards and its tributaries.

We, of South Chicago, handling the interchange of the Baltimore and Ohio System between the great east and west, working with the thirty-seven western lines, including lake transportation in connection with the eight trunk lines east of here to the seaports, would feel it an honor and a high compliment to have you include our station in your program.

Further, if consistent and convenient, can you not make a two-minute talk to us, if you think it appropriate? If so, please advise our assistant agent, R. R. Huggins, 90th St., South Chicago, just when you can and will be here.

Surely we will not neglect the duties of this station, but for once we want to see and shake hands with our "Boss."

Very respectfully,

THE COMMITTEE.

It is with pleasure that we, employes of this station, can personally assure our co-workers of our firm belief in the sincerity of our president and his loyal staff in their efforts to establish harmonious

relations between all departments of this great corporation. It is likewise gratifying that we have a medium whereby this can be accomplished in part, viz.: our *Employes Magazine*, through the columns of which we desire to let you know that Daniel Willard, our president, accompanied by A. W. Thompson, third vice-president, F. C. Bateholder, assistant to the president, Frank H. Clark, general superintendent of motive power, J. R. Onderdonk, engineer of tests, and J. F. Keegan, superintendent of the Chicago Division, visited us on Thursday, June 18th, at the Company's station at 90th St., South Chicago.

Surely it was a great event for us all, especially since never in the history of this station have we been so highly honored.

President Willard arrived about 10.50 a. m. After an extended inspection of the roundhouse, car shops and yards located here, he asked for the assistant agent, R. R. Huggins, who was introduced to him by superintendent Keegan. Mr. Huggins, in an appropriate address, introduced the president and his staff to the reception committee, composed of the following:

Oscar Wacker, car distributor, W. F. Booth, assistant trainmaster, E. E. Hunsicker, chief clerk to assistant trainmaster, C. W. Burke, general foreman, A. E. Pollard, cashier, E. J. Boyle, chief clerk to assistant agent, and Mrs. B. A. Phelps, statement clerk.

The president then asked to meet the rest of his co-workers present, all of whom he greeted in a most cordial manner. The officials who accompanied the president assisted him and it made us feel almost as if we were having a grand family reunion.

Mrs. B. A. Phelps then presented to Mr. Willard a lovely bouquet of American Beauty Roses from the employes of South Chicago in remembrance of his visit, on receipt of which he responded in part as follows:

"It is as much of a pleasure for me to meet you as it is for you to meet the "Boss," as I have been referred to. I regret that it is impossible for us to meet more frequently, but the *Employes Magazine*, with a circulation of over 40,000, serves the purpose of keeping us in close touch at all times. Everything you read in this magazine is absolutely correct, at least, it is intended to be, and if at any time you discover anything that is not, you are at liberty to communicate with me and a correction will be made. I am happy to appear before you and to meet you individually, and hope that we may continue these pleasant relations."

The group picture shown on page thirty was taken and thanks for the visit were extended to all the guests.

"All aboard" was then signaled by conductor Clint Lewis, in charge of the special, and it was pulled out by engine No. 5123, engineer Fullmer, piloted by our yardmaster, W. T. Wilhelm, bound for the Grand Central Depot at Chicago.

When Mr. Willard got back to Baltimore he wrote Mr. Huggins, viz.:

June 24, 1914.

My Dear Mr. Huggins:

I desire once more to thank you and your associates for the kind invitation to meet with and talk to the Baltimore and Ohio employes at South Chicago. I am always glad of an opportunity to meet and shake hands with Baltimore & Ohio employes, and wish that I might have more frequent opportunity for doing so. I was not only pleased to meet the employes at South Chicago, but felt much honored as well, by their very courteous and friendly greeting. They were no more anxious to see the president of the Company than he was, and always is, to see and meet his fellow workers.

I would be glad if you would show this letter to your associates.

With best wishes, I remain,

Sincerely yours,

(Signed) D. WILLARD.

MR. R. R. HUGGINS,

Assistant Agent,

90th Street, South Chicago, Ill.

DON'T BE a grouch! Make friends of your fellow employes! Lend a hand! A smile draws good interest in the bank of friendship.

A word of advice to a new man, a little act of kindness to someone who needs it, a pleasant word or two to a subordinate, cheerful obedience to the orders of your superior officer—they'll tell in the long run.

Best of all you'll like yourself better and it's something to be on good terms with yourself! Try it!

This company is proud of the men who wear its uniform. If that uniform signifies comradeship, they'll be proud of each other.

Think it over!

—From *New York State Railways, Utica-Syracuse Lines*



Sidelights on Employes' Incomes

By J. H. Stewart

Agricultural Agent

DOUTBLESS many of the employes of the System have often wondered how they might increase their income so as to have a competency for times of misfortune and old age and something for the education of their children. This is a subject worthy of serious consideration and discussion, and it affects all of us alike.

In working out this important problem we can learn something helpful from people in other parts of the world. In the Netherlands, for instance, the laborers work on the hour system, as they do very largely in this country. After the day's work has been done, it is a common thing to see the laborer working on his own bit of ground until dark and often later with a lantern. In this way he supplies the wants of his family, making it possible to lay by a large part of his wages for a rainy day. It is said that more diamonds and other valuable jewels are worn by the common people of the Netherlands than in any other country, and it is a well-known fact that the people of the Netherlands are

heavy investors in foreign securities, particularly those of the United States, largely because they practice industry and economy.

It ought to be possible for many of our Baltimore & Ohio employes to produce their own food supplies in very large measure, during the hours of their daily vacation. This can be done in gardens and small acreage farms, one of which almost any employe of the road may have by rent or purchase if he really wants it. The possibilities for such profitable occupations for those of the road who have comparatively small incomes are well illustrated by what has been accomplished by three old employes as shown in the excellent articles which follow this introduction.

It would be a splendid idea for those higher up in the service to notice and perhaps practice some of the suggestions so excellently preached and demonstrated by their subordinates. Indeed some of them have probably engaged in side lines, descriptions of which would be very beneficial to the men who are

interested in this department of the Magazine. This sort of work is an experience meeting, so to speak, in which we are all on the level. Everyone interested should have something to say and no one should fear that in writing up

his experiences for publication, he will be misunderstood or thought conceited. The object of this work is our common good, and the writer and the editor of the Magazine will be glad to have any one volunteer an inquiry or a letter of experience.



Thirteen Acres of Happiness, Prosperity and Plenty

By James D. Bowman
Watchman, Houlton, W. Va.

Dear Mr. Stewart:—

I began my service for the Company twenty-three years ago. I was a boy then. In the years that intervened and while in the service, I married, raised a family of eight children, the youngest not yet two years old, the oldest married to another Baltimore & Ohio man. My oldest son is working in the Company shops at Fairmont, so "Baltimore and Ohio" has a homelike sound to me.

I have been married over twenty-one years, but paid rent only for eighteen months. After that, we, my wife and I, bought a third of an acre, built a small house and at once began to plant fruit on it. By neglect of subsequent owners

and renters many of these trees have since died, but some are now large, fine trees. Seven years later I sold this and bought the thirteen acres where I now live, built a home and began to lay out my farm.

I bought not only to get more room, but also because, seeing my family increase so fast, I knew that very soon I would need the help of my children to make a living. And, as I had seen the conditions under which children only twelve or thirteen years old worked as "trappers" in mines and other ways which stunted and depraved them, I was planning ahead for a way by which the children could help without such a sacrifice.

We borrowed money of the savings and loan feature of the Company Relief Department, which is the best plan by which to get a home I know of. By it an employe can get money to build a house or buy or pay a mortgage and pay it back in small monthly payments. About a year ago the Department of Agriculture at Washington wrote many persons about loan conditions and their opinions as to plans of loans and I described the Baltimore & Ohio plan of loans to employes, which was easy on the borrower and yet returned five to six per cent. to the lenders (who were also Company employes), as the best plan I knew of.

of Fairmont, the round house and big Baltimore & Ohio railroad bridge across the river below Fairmont. For this reason I gave it the name of "Pleasant View Farm," and I have persistently used this name in correspondence and on labels of canned goods.

This poor soil was a big problem and it caused me to take up the study of soils, manures and fertilizers. I have studied Prof. Voorhees' book "Fertilizer," Vivian's "First Principles of Soil Fertility" and innumerable bulletins on the subject. I have also read and studied scores of bulletins and some books on such subjects as fruit growing and



MR. AND MRS. BOWMAN AND SIX OF THEIR EIGHT CHILDREN

Of the other two, one is a girl now married to a Company employe, the other, a boy, also employed by the Company

Lack of money caused me to buy cheap land. It was very poor and worn, although on a sloping hill running back to the ridge, which gives a fine view of parts

spraying, life habits of insects, gardening and trucking, etc., etc.

I now have on my hands a triple problem, viz.: keeping a big family,

paying for the property and building up worn out land. I have been hammering at it twelve years, and feel that I have made some headway as shown by the accompanying photographs. The prob-

of peaches in a season, but we have had two successive failures.

We bought fifty mixed strawberry plants for the garden, seven or eight years ago. They did well and we have



ALONG THE EDGE OF MR. BOWMAN'S FINE PEACH ORCHARD

A suggestion of the beautiful view from "Pleasant View Farm" can be caught in the distance

lem is not made any easier by the fact that most of the land around me has grown up into briars and bushes and is generally very much neglected. In fact people have been good enough to remark that my spot looks like an oasis in a desert. An old neighbor says that the thirteen acres I own has more on it than the old farm of hundreds of acres (of which it was a part), ever had. I have about 300 fruit trees, about half of which are eight to twelve years old and beginning to bear. I have peach trees twelve years old and have only lost about fifteen per cent. of the original trees planted twelve years ago, although people here say a peach tree will live only five or six years. Some of these trees have produced five to seven bushels

increased this number till we now grow about half an acre yearly. I always hire neighboring women and children to help pick the berries, as we also have a half acre of raspberries and cultivated blackberries.

In the Spring of 1913, as my son was working for the Company, I decided to get a furlough to attend to my fruit, garden and canning for the summer, but the heavy frosts killed all the fruit and on June 1st, I went back to work again.

The soil always has an irresistible call for me in the Spring of the year, and I have always looked forward to the time when I can quit my duties and spend my old age on the land. Isn't this a laudable ambition for every railroader who loves to plant and care for and produce things?

The story of canning which follows this is submitted now because it is timely. I want at other times to go more into detail about other timely subjects. It is astonishing what a lot of railroaders are farmers, ranging from those who have only a back yard to those possessing many acres. When the trains take coal near where I work, the men chat with

me and ask all kinds of questions and advice about gardening and fruit growing, and many show much knowledge of the subjects. Hence, I believe that whatever I write which is published may interest and help some of my fellow employes. On the other hand I hope they will reciprocate with accounts of their own agricultural experiences.

Canning For The Home Gardener

By James D. Bowman



WITHOUT conceit, I can say that I have had considerable experience in canning. During the summer of 1912, we canned nearly eight thousand cans of fruits and vegetables, mostly the latter. We can for family use primarily, but also at so much per dozen for neighbors, and the surplus of our own we label and sell to local grocers.

I would not expect the average rail-roader who has a garden (as many have), to be interested in canning on as large a scale as I have developed it, and I shall confine myself to a discussion of canning from the standpoint of those who wish to put up a few hundred cans for family use.

When I was a small boy, canning was little known and about the only way to preserve fruits and vegetables was to dry them. How many of us remember the dried apples, pumpkins and beans of our boyhood days! Too often they were as unsanitary as those described by the writer of the following familiar verse about the dried apple pies:

"Then on a dirty string they're strung,
And in a garret window hung;
And there they hang a roost for flies
Until they're made up into pies."

He closes by saying:

"Tread on my corns or tell me lies,
But don't pass me the dried apple pies."

Later I remember they began canning fruits "air-tight" by putting them in stone jars with a loose lid, around the edges of which melted wax was run. Don't you remember what busy times canning days were for mother? Once when the melted wax in a pan caught fire I tried to put it out by blowing violently into the pan, but only once.

Then came the glass jars with a rubber ring to exclude the air, but in all those processes the contents were first cooked before placing in the jars or cans and some of the flavor was lost. And in spite of much care and muss there was a big percentage of losses. Usually, also only fruits were canned, the preserving of the really more valuable vegetables not being attempted in the home to any extent.

About six years ago I made inquiry of the State and Government Departments of Agriculture and other sources, concerning canning on a small scale but with the same general process used in the big factories. I did not get much encouragement and discovered that at

that time there was really little available information on the subject, although two or three makers of small outfits of more or less value advertised to some extent.

426, entitled "Canning Peaches on the Farm," and another with information for the girls' canning clubs, No. 521; also No. 203 on old methods of canning



MR. BOWMAN'S BERRY PATCH THIS YEAR WILL YIELD A BIG SURPLUS FOR WINTER SWEETMEATS AND SALE TO NEIGHBORING MARKETS

At last I got a small outfit, one using compressed steam for sterilizing purposes, and with no knowledge but the brief instructions accompanying the outfit, did fairly good work. Later I got a week's leave of absence and visited the commercial canning plants in the eastern part of the State, and the director of the West Virginia Agricultural Experiment Station, Mr. J. H. Stewart, and picked up pointers of much value. Since then the business of home canning has advanced rapidly. There are now many makers of outfits and supplies and the Agricultural Department at Washington, D. C., has issued several good bulletins on the subject which are free.

There is much information on canning to be got from Farmers' Bulletin No.

fruits, preserves, jellies, etc., and No. 359 on canning vegetables in the home. The first two give information about the canners. These can probably be got free by writing the editor and chief, Division of Publications, Department of Agriculture, Washington, D. C. You help pay for these with your taxes—why not use them?

If out of print you can get them for five cents each by writing to the superintendent of Public Documents, Washington, D. C. Don't send stamps. Your Uncle Sam has no need of them. Another large work of 100 pages, more suited to the factory canner, is Bureau of Chemistry Bulletin No. 151, entitled "Canning of Foods." It costs fifteen cents.

In this brief article I shall not try to tell all the details of *how*, for every outfit contains a book of instructions containing full information and, although there is a slightly different method for almost every fruit or vegetable, this fact need deter no one who thinks of trying it, for an intelligent twelve or fifteen year old boy or girl ought to do fairly good work by following instructions. Glass jars can be used but tin cans are much better and the jars often break while cooling after removal from the canner. The regular sizes of cans are No. 2, the size in which sweet corn is put up, and No. 3 in which tomatoes are put up. The openings in the top are $2\frac{1}{16}$ inches, $1\frac{1}{2}$ and $2\frac{1}{16}$ across, but the first size is most common. The size of capping steel must fit the size lids ordered.

be (except with tomatoes, in which case the juice of the tomatoes is sufficient). The lid is then "capped" and "tipped," which means soldering on the cap and dropping solder in the vent hole with a common soldering copper. The cans are then put in the cage or crate, placed in the canner and submerged in boiling water for varying lengths of time. Tomatoes take thirty minutes, and snap beans, at least an hour after the water begins to boil. If steam pressure is used, after pressure is up, a third to a fourth the time is sufficient. A bushel of nice plump tomatoes will fill eighteen or twenty cans. A bushel of beans before stringing and snapping will, after prepared, fill twenty No. 2 cans or about fifteen No. 3. All these details are given more fully in the book of instructions accompanying each canner.



THE HOME CANNING OUTFIT AND SOME OF THE PACKED FRUIT

After filling the cans with the prepared fruits or vegetables, they are then filled up with water or syrup as the case may

I have no desire to exploit any make of home canner, so will just add that there are two general types. One is a

steam-tight retort with a pressure gauge and safety valve, in which by heated steam under ten or fifteen pounds pressure

In buying a canner, one should be sure that it is tested to much more than the required pressure, and, if a water canner,



THE TREE ON RIGHT IS A HEAVY BEARING "BLACK BEN." MR. BOWMAN CONSIDERS THIS AND THE TREE IN CENTER PERFECT TYPES OF LOW-HEADED TREES

anything can be thoroughly sterilized. I have put up 400 cans of sweet corn in a season with a loss of only one can. This type is made in various sizes and costs from \$10.00 to several hundred dollars. The others, and there are many types, all use boiling water to sterilize at 212 degrees Fahrenheit. They are sold at from a very few dollars to almost any price you wish to pay. I have both kinds and both are good. Of course, a larger range of work can be done on the retort owing to greater heat, but most any kind of fruit or vegetable can be canned with the water canners.

I would want to make sure that it had a loose but close fitting lid. Some makers insist that it makes no difference, but trials of boiling water indoors with the lid on and again off the kettle show the difference. When you also consider that canning is usually done out of doors or in an open shed where the wind can blow and cool off the water, and that you keep putting in cold cans occasionally, you can see why it should have a lid.

Empty cans this year cost for No. 3 or regular tomato size, \$20.00 a thousand f. o. b. Baltimore, including crates and solder hemmed caps (which are lids with

sufficient solder on them to do the work); you can ascertain freight rates. You will also need a quart of solder flux or acid costing twenty cents and two pounds of wire solder to tip vent holes in cans, at twenty-five cents per pound.

For convenience, you should have a gasoline canner's torch, costing \$6.00, with which to heat steels, and a capping steel, costing \$1.50, with which to solder lids on; also a common solder copper to tip vent holes.

Steam pressure canners at \$10.00 and up can be purchased from the Northwestern Steel and Iron Works, Eau Claire, Wisconsin; boiling water canners, at \$3.50 and up from the Home Canner Manufacturing Co., of Hickory, N. C. These are the ones I use. Other canner manufacturers are F. S. Stahl, Quincy, Ill., Monarch Canner Co., Chattanooga, Tenn., Farm Canner Company, Meriden, Miss.

Cans, solder flux, labels, tools and

other supplies can be got of the National Can Co., Southern Can Co., Tyler Can Co., E. F. Kirwan & Co., all of Baltimore. The catalogues contain much information for the beginner.

With this sort of outfit any one with a good big garden can have a full supply of fresh tomatoes, snap beans, lima beans, peas, corn, etc., all through the winter. Everything grown in the garden can be canned that cannot be kept better otherwise. I have successfully canned boiled cabbage. It is easier, of course, to bury cabbage, but I had early cabbage spoiling with no sale and late cabbage a failure. So I cut up the cabbage, cooked it a short time to shrink it, stuffed cans full, closed and heated to 250 degrees Fahrenheit for an hour. Every can kept. It is astonishing how this will reduce the grocery bill and help solve the "high cost of living" problem.

Averaging Almost Twenty-five Hundred Bushels of Tomatoes to the Acre

By John C. Heilig

Draftsman, Assistant Engineer's Office

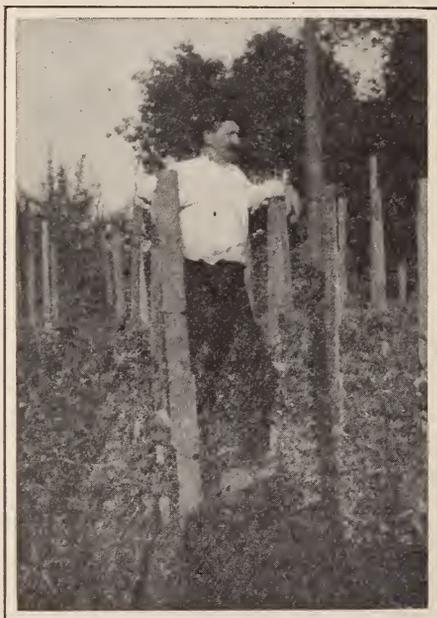
Morgantown, W. Va.

IT MIGHT be of some interest to my fellow employes of the Baltimore & Ohio to hear my experience with my kitchen garden, and how it helped neutralize the increased cost of living during the past two years. I only have a back lot in one of West Virginia's thriving towns of something over 10,000

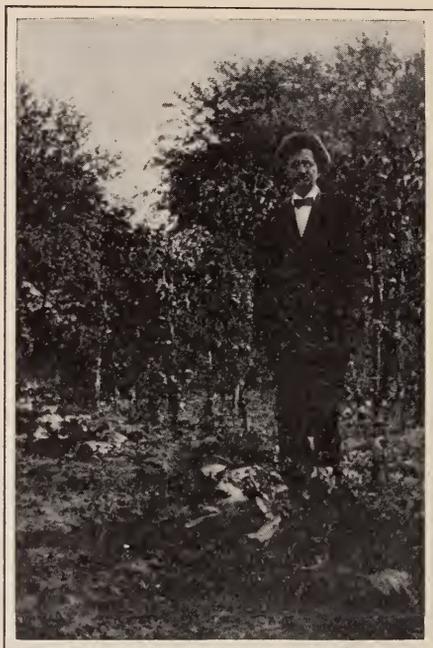
inhabitants, and my ground space and the time I have for working it are limited, but besides keeping my household supplied with fresh vegetables, I have added very materially to my income by the sale of my surplus of garden vegetables. In this article I will only speak of my success with tomatoes.

The space I devoted to this vegetable was a plot 20 x 48 feet. The plants were set three feet apart each way, thus making six rows of sixteen, or one hundred and eight vines in all, from which in 1912 I picked over fifty-five bushels of first class fruit and over fifty bushels in 1913. This was an average of one-half bushel per vine or nearly 2500 bushels per acre, for which I received from \$1.00 to \$4.00 per bushel. I had several varieties, but got the best results from the "Stone."

Most of my soil is red clay and apparently poor, but I incorporated around the roots of each vine at planting a small shovelful of chicken droppings and this was the only manure they received. I only water the plants when quite young, and then only when the weather is very dry, as I find too much moisture is worse for tomatoes than not enough, but the ground should be worked constantly, and during the hot dry spell in July and August quite deeply.



STAKES ON WHICH THE VINES ARE TRAINED ADD TO THEIR PRODUCTIVITY



HIGHER THAN MR. HEILIG'S HEAD GREW THESE PROLIFIC PLANTS

Stakes from 4½ to 6 feet high (which I made by nailing pieces of store boxes together) should be driven into the ground, one at each vine, and the plants should be carefully tied to them with rag strings. The vines should be freely and constantly trimmed, not more than two branches being allowed for each vine. All other branches or "suckers" should be pulled off before attaining appreciable size.

To summarize my experience: Don't put plants too close together; don't allow too much plant growth, but trim freely and keep vines tied securely to stakes; don't water too much; don't allow ground to get hard and baked, but cultivate around roots freely.

The accompanying two small photographs of my tomato patch were taken on July 4th and September 10th, respectively, last year.

Parsley Production Pays Employe Handsome Profit

By Louis Smith

Baggage Agent, Camden Station

IN READING over your April number, I find that you have devoted some space to agriculture and floral culture, subjects in which I am greatly interested. Perhaps some of the readers of the Magazine would like to know the possibilities for

making a profit from gardening on a small place, as I know them.

I entered the Company's service on the 1st of April, thirty-three years ago, at a salary of \$35.00 per month. The following year I was advanced to \$45.00. I was married at this time and felt that



PART OF MR. SMITH'S LITTLE FARM AT ST. DENIS WITH AUTHOR IN FOREGROUND

I wanted to own my home, so I located at St. Denis and after two seasons trial, being sure that my family could enjoy good health there without the constant attention of a doctor, I purchased a lot 123 x 135 feet and started my home and a garden.

After looking over the products used in the dining car department which I might be able to grow, and which that department could and would use all the year round, I found parsley, the smallest thing in the garden, one of the most useful. I was given the assurance of Mr. Bopp, who had charge of the commissary, that he would buy regularly from me if I could produce parsley of good quality.

To grow parsley in the winter so that it could be picked at any time, I needed a green-house, because, having a very industrious and helpful wife, I did not wish to endanger her health by exposure from picking parsley out of hot beds in the winter, so I built a green-house 12 x 12 feet. The next year I increased this to 12 x 25 feet, and the third year to 12 x 45 feet, with all sections thoroughly heated by a hot water system which I installed myself. This was quite an expense to overcome, and I started to grow geraniums to offset it. I would grow from 1,000 to 1,200 and sell them to my fellow employes at such a price as to pay for my coal, besides having enough left to insure a very pretty flower garden. By taking care of my expense with the geraniums, the money received from the sale of the parsley was practically all profit, for that

grown both inside as well as in the open. For eleven years I furnished parsley at ten cents per dozen for the dining cars and private cars on the Baltimore and Ohio System, and it is with some pleasure that I say that I have grown parsley which was used to garnish the tables of many of the officers of our road, the presidents of our country, and that it has been used from Baltimore to the Pacific Coast.

I financed all my real estate and agricultural undertakings by borrowing \$800.00 from the Relief Department, for which I promised to pay \$12.00 per month. My receipts from the sale of parsley averaged \$17.00, which you can readily see paid the interest on the investment and the principal. As soon as this loan was discharged I asked for another, and now my home and surroundings are worth four times the first \$800.00 I borrowed.

In addition to the parsley I always have a good truck garden, and it is a common thing for our Baltimore Division trainmen to ride past my home at night and see a hand lamp at either end of a line and me pushing a wheel cultivator. My aim is always to grow the very best, for there is room at the top in every line.

Just one word more on the inducements our Relief Department offers to the employes of the Company. I do not think there is one State through which the Baltimore & Ohio runs that has an association that gives a working man as fair a chance to acquire a home as does our Relief Department.



Questions and Answers on Practical Agricultural Subjects

The Value of Wood Ashes

J. L. Geldbaugh, an engineer, located at Hardman's Helping Station, on the Cumberland Division, writes:

"In cleaning up a piece of ground I discovered a mound covered with heavy sod, and underneath were five or six wagon loads of wood ashes which had been made by a saw-mill about thirty-five years ago.

(1) Do you think there are any fertilizer virtues in this and if so, what crop would it be best for?

(2) Is Arsenate of Lead a good spray for those striped beetles which eat cucumbers, squash and pumpkins, or would it be injurious to the vegetables or vines. If not, give me the percentage of mixing. Would you advise Paris Green mixed with flour for dusting on plants?

(3) How can I get rid of those borers which attack the roots of pumpkins and squash?

In reply to this letter, Mr. Stewart wrote:

1st. Wood ashes of good quality make a valuable fertilizer, but after the ashes have been exposed as long as those about which you write I doubt if they would be of very much value. The important constituents of ashes are lime, potash and phosphoric acid. The potash and phosphoric acid are quite soluble in ashes, but where it has been exposed to water, much of it will have leached out. However, if this amount of ashes is very convenient I should not hesitate to put enough labor on it to scatter it over the ground. It

would be worth that for the lime alone, and doubtless a portion of the potash and phosphoric acid yet remain.

2nd. Arsenate of lead is regarded as the best arsenical poison for the control of insects which infest fruits and vegetables. You can use it without injury to the plant at the rate of three or four pounds to a barrel of water. The lead should be mixed in a separate vessel with sufficient water to get all of the lead in suspension, making a milky fluid, before it is mixed with the water for application on the plant. Otherwise, the greater part of the lead will sink to the bottom in one mass and will not be distributed. When it is put into the water which is to be used as a spray the mixture should be kept well agitated, else the lead will be precipitated and lost from the mixture. It is less liable to do harm to the plant than Paris Green, which is inclined to be caustic in its effect on most plants. These cucumber beetles may be controlled to some extent by a tobacco solution which is made by boiling about one pound of tobacco dust or tobacco leaves in a gallon of water for about an hour. When this is done it should be strained and sufficient water added to make two gallons. This can be put on freely and frequently.

3rd. The squash borer which infests the roots of pumpkins and squash can be eradicated in about the same way as the borers of peach trees, namely, by

cutting the insect out and killing it. A great many suggested means of control have been offered, both for these insects as well as the borers of the above named fruit trees, but the method here suggested is the one commonly practised among successful fruit growers everywhere, so far as I know.

I have asked the Deming Company to have a spray calendar and catalogue sent

to you. You can tack up the calendar in the tool house, where it will be convenient at any time for consultation. It will be a good reminder as to when these materials should be used. If I can be of further use, do not hesitate to let me know.

Yours very truly,

J. H. STEWART,

Agricultural Agent.

What will Rid the Soil of the Sow Bug

C. N. Beyerly, time clerk, Chillicothe, Ohio, Ohio Division, writes:

"What will rid the soil of the sow bug?

I have looked up several articles on nature study, insecticides, etc., and they all claim that the sow bug is harmless to plant life, but I have ascertained beyond a doubt that they do feed on young sprouts, lima beans, etc., and I would like to know how to get rid of them. Thought perhaps this might be interesting to other readers of the Magazine who grow vegetables, etc."

Answer. You are correct in your observation that this insect does sometimes feed upon the roots and leaves of living plants. This, however, is not its usual habit, its principal food being the decayed vegetable matter in the soil. It is usually found about hot houses but is found also in the open, and entomologists claim that it is not noticeably harmful to living plants. However, it can be destroyed by mixing Paris Green at the rate of a spoonful to two or three quarts of wet wheat bran. This should be made into little lumps which can be placed near the growing plant, and will be eaten by the insect. However, pre-

cautions must be taken that nothing else gets hold of this poisoned bran.

J. H. S.

Them Was Happy Days

Old Adam was a lucky hound,
His days were filled with rest;
It is a cinch Eve never found
A blonde hair on his vest.

—*Cincinnati Enquirer.*

Which same is true, we do believe;
And now, while no one's looking,
We'll state that Adam n'er told Eve
About his mother's cooking.

—*Indianapolis Star.*

Another thing of later day
That never got his goat;
He didn't have to tend the babes
While Eve went out to vote.

—*Fayette Advertiser.*

In all the days of Adam's life,
He never chanced to meet
Another man out with his wife;
And never paved a street.

And Eden's climate was so warm
With flowers all about;
He never wakened in the morn
To find the furnace out.

—*Wilmington Journal-Republican.*

The Service of Civilization



I HAVE no one to wait on me," impatiently cried little Jack, as he unsuccessfully endeavored to tie his shoestring for the third time.

¶ "No one to wait on you? Impossible!" exclaimed his mother. "My dear boy, you live in a house that affords you comforts which even the kings of old could not command. Large ships sail the seas to get the beautiful and useful from every nook and cranny in the world for you, to carry you over the deep to see strange sights and to bring you back home again. The tea-leaf is being gathered in China for your refreshment; here in America the men plant cotton for your warm weather clothes; in Saxony they are shearing sheep to make your winter coats. Railroad locomotives run night and day to carry your mail and transport you and your friends to many climes. The great Panama Canal was built for you and all the great bridges and tunnels of the world. And the Army and Navy with thousands of impatient heroes are always ready to guard your dear native land.

¶ "Reporters and publishers tell you all you want to know of the world's happenings, and authors bring into vivid existence for you all great and good men of antiquity. In your books, orators declaim, historians narrate, poets sing, speech-makers harangue. The painter places on canvas for your pleasure the results of a lifetime of labor and the inspiration of a moment of divinity. The musician transports you so close to heaven's gate that you can hear the angels' chorus from the other side. The phonograph, the telephone and the telegraph are yours and these, my dear, are but a few of the things which a kind Providence has permitted the heroes and geniuses of the ages to bring into being for your comfort and happiness."

¶ And the little boy looked up wistfully into his mother's face and said:

¶ "I won't ever again say that I have no one to wait on me."

—JOHN A. RUPP
Office of General Auditor

New Terminal at Jersey City of Central Railroad of New Jersey

Facilities for Handling Our Trains Greatly Improved



WITH the opening of the upper deck concourse and the main waiting rooms of the New Jersey Central passenger terminal at Jersey

Probably next in importance to the erection of the new train shed, with a capacity of treble that of the old shed, is the provision for direct access from



BROAD SWEEP OF MAIN CONCOURSE—JERSEY CITY TERMINAL OF THE C. R. R. OF N. J.

City on April 5th, the final stage of the reconstruction was completed and the entire structure placed in actual commission.

the train platforms to the upper decks of the ferry boats. This is accomplished by the installation of ramps or inclined runways from the main concourse on

the train level to the concourse on the river front of the second floor of the station from which two electrically operated hanging gangways communicate

The new train shed, technically known as the improved Bush type, consists of a series of nine connected arches and a cantilever at each side, the arches



ONE OF THE RAMPS LOOKING DOWN TOWARDS TRACKS—JERSEY CITY TERMINAL OF THE C. R. R. OF N. J.

through each ferry slip to the upper decks and cabin of the boats.

There is a ramp at the south side of the restaurant and cafe, and another ramp at the north side of the new waiting rooms, both of which rise gradually from the main concourse floor to the level of the upper ferry concourse. There is also a wide staircase from the main lobby, which now occupies the central section of the building, to the middle of the second deck.

The New York terminals at both Liberty and Twenty-third Streets now have the second deck entrances and exits.

supported by 18 foot fluted iron columns erected on the center lines of the concrete platforms. Of these platforms, four are sixteen feet wide, four, eighteen feet wide and two, twenty feet wide. The roofs of these spans are of reinforced concrete with two lines of skylights five feet wide over each platform and one line of skylights over each pair of tracks. Continuous longitudinal ducts, two to each arch, provide for the escape of smoke and gases from the locomotives, preventing them from coming into contact with the steel work and from being diffused throughout the train shed.

Within the train shed are twenty tracks, sixteen of which are 800 feet long with a capacity of sixteen twelve-car trains; on the remaining four tracks (at the south side of the shed), each 680 feet in length, four ten-car trains may be placed. The old high arch train shed covered only twelve tracks, 470 feet long, with a total capacity, figuring seven cars to a track, of eighty-four cars, as against 232 cars which the new train shed is capable of housing.

Outside the terminal proper, there still remain several links to be welded

justment of the passenger train yard (to be extended almost to Communipaw station a mile west of the terminal) and the replacing of the present system of interlocking switches and signals in the yard with a new plant of more than threefold greater flexibility and efficiency than the existing layout.

For the present system of switching will be substituted an electro-pneumatic interlocking plant, while in addition, there will be installed a novel and effective method of intercommunication linking all departments of the terminal. By



A CORNER OF THE BRIGHT AND CHEERFUL WAITING ROOM—JERSEY CITY
TERMINAL OF THE C. R. R. OF N. J.

in the general chain of improvements inaugurated by the New Jersey Central three years ago. The most important are the doubling in size and entire read-

providing a number of additional main line and yard tracks for incoming and outgoing trains and for light engines and "dead-head" train movements, the new

interlocking plant will so facilitate the dispatching of trains as approximately to treble the efficiency of the terminal in this respect, while the new system of

The construction of this terminal will emphasize three distinct advantages which the Baltimore and Ohio has over other roads entering New York. First,



UPPER DECK CONCOURSE SHOWING ENTRANCES TO FERRY BOATS—JERSEY CITY TERMINAL OF THE C. R. R. OF N. J.

intercommunication, the basis of which will be electric signals, supplemented by the telautograph and telephone, will also contribute to increased facility in the dispatching of both trains and ferry boats.

The new passenger train yard, at least the new part of it, will occupy the present sites of the two round houses between the terminal and Communipaw, which will be abandoned in the near future, that is, when the new plant to the south of the main stem tracks is ready for service. With the machine and repair shops, coal bunkers, etc., this will be the largest engine terminal in the east and the second largest in the country.

* * * * *

that of affording the most direct access to the great financial section of the metropolis, which at the same time is the financial section of the western hemisphere. Wall Street is only five minutes walk from the Liberty Street Ferry. Second, that of affording a cool, airy spot away from the center of the city, where sleeping car passengers on either outgoing or in-coming trains can rest in comfort. Third, that of giving passengers who expect to go up town the longest ferry ride on the Hudson River, from lower Jersey City to Twenty-third Street, in the course of which a fine perspective and idea of all lower Manhattan Island can be obtained.

The Makin's

Carl Werner, in *New York Evening Sun*

Kin I trouble you, pal, for the makin's?
Much obliged to you, I've got the match.
I'm a likin' to choke for the want of a smoke,
For I jes' got away by a scratch.
I'm up on the Cruiser Montana,
She's layin' out there in the Bay.
I ain't in her crew, but I came along, too,
For I—well, pard, it happened this way:

When Billy an' me joined the Navy
The Mother took on pretty bad:
Not thinkin' o' me—I was older, you see—
But Billy was only a lad.
Who's Billy? Aw, he's my kid brother,
An' his cheek was as smooth as a girl's.
He was twenty, at that, and a brave little
brat,
But he never growed out of his curls.

Well, I promised the Mother I'd watch him—
I'd have a sharp eye on the Kid,
An' keep him as good and as snug as I could;
I told her I would, and I did.
Jes' two year ago it was, neighbor,
There wasn't no sign of a storm.
It was only the joy of a lark for the boy,
An' the pride of a new uniform.

But the Mexicans started to mix it
An' we steamed into old Vera Cruz,
An' for ages we lay in the lazy old Bay
Without feelin' the sand in our shoes.
Then at last we got hep thro' the wireless
Of orders for landin' next day,
An' the boys was afire with a burnin' desire
To founder the first boat away.

The Kid was as wild as the others,
Jes' crazy to join in the spiel;
But I made up my mind I would leave him
behind,
For I knew how the Mother would feel.
So I put some cut-plug in his coffee—
He never got wise to the triek—
'Twas the evenin' before we was goin' ashore,
An' I figgered on makin' him siek.

Well, he staggered on deek in the mornin',
With the whites of his eyes turmin' green.

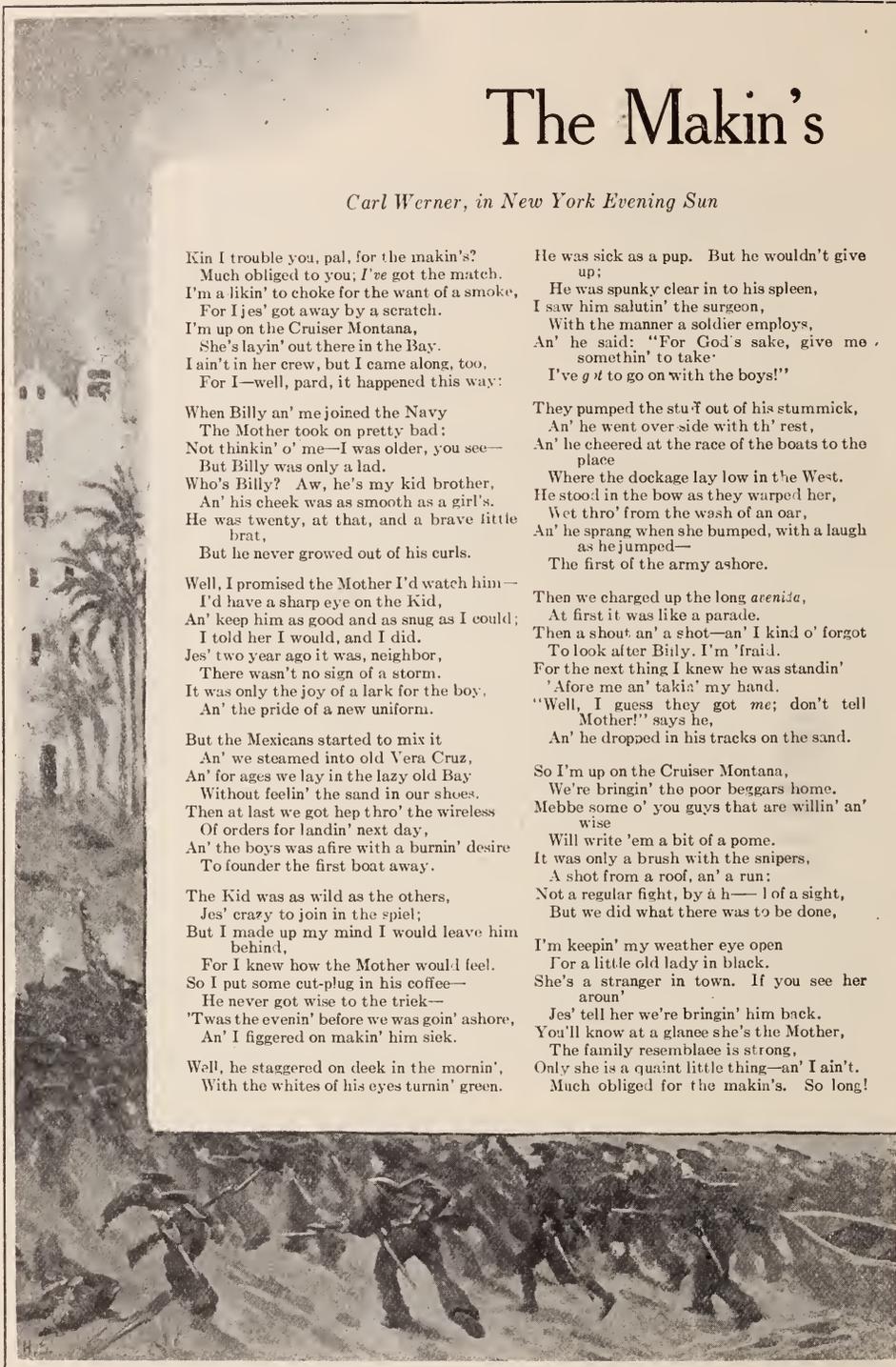
He was sick as a pup. But he wouldn't give
up;
He was spunky clear in to his spleen,
I saw him salutin' the surgeon,
With the manner a soldier employs,
An' he said: "For God's sake, give me
somethin' to take"
I've g'ot to go on with the boys!"

They pumped the stuff out of his stummick,
An' he went over-side with th' rest,
An' he cheered at the race of the boats to the
place
Where the dockage lay low in the West.
He stood in the bow as they warped her,
Wet thro' from the wash of an oar,
An' he sprang when she bumped, with a laugh
as he jumped—
The first of the army ashore.

Then we charged up the long *avenida*,
At first it was like a parade.
Then a shout an' a shot—an' I kind o' forgot
To look after Billy. I'm 'fraid.
For the next thing I knew he was standin'
'Afore me an' takin' my hand.
'Well, I guess they got me; don't tell
Mother!" says he,
An' he dropped in his tracks on the sand.

So I'm up on the Cruiser Montana,
We're bringin' the poor beggars home.
Mebbe some o' you guys that are willin' an'
wise
Will write 'em a bit of a pome.
It was only a brush with the snipers,
A shot from a roof, an' a run:
Not a regular fight, by a h—l of a sight,
But we did what there was to be done,

I'm keepin' my weather eye open
For a little old lady in black.
She's a stranger in town. If you see her
aroun'
Jes' tell her we're bringin' him back.
You'll know at a glance she's the Mother,
The family resemblae is strong,
Only she is a quaint little thing—an' I ain't.
Much obliged for the makin's. So long!



Proceedings of the Ninth Annual Convention of the Relief Department of The Baltimore and Ohio Railroad Company, Held at the Grand Hotel, Cincinnati, Ohio, June 25-26, 1914

By J. A. Burns

Secretary

 HE NINTH Annual Convention of the Relief Department of the Baltimore & Ohio Railroad was called to order by Z. T. Brantner, delegate from the Cumberland Division and temporary chairman, on the morning of June 25th. T. M. Deegan, delegate from the Monongah Division, was temporary secretary. Of the 108 delegates sent to the convention (six having been elected by the Relief Department from each of eighteen divisions) 106 were present.

G. G. James, Philadelphia, J. S. Cusick, Chicago, C. P. Kalbaugh, Cumberland, were appointed a committee on credentials, after which 105 delegates presented their credentials and were seated.

The following officers were then elected: G. G. James, chairman, Philadelphia; J. T. Corgee, vice-chairman, Philadelphia; J. A. Burns, secretary, Baltimore; T. M. Deegan, assistant secretary, Monongah; J. S. Price, master at arms, Newark.

The chairman appointed the following committee on rules: C. P. Kalbaugh, Cumberland; C. A. Richardson, Pittsburgh; T. J. Andrews, Newark.

He also appointed the following to serve as a committee on resolutions:

J. T. Corgee, Philadelphia; J. S. Price, Newark; I. A. Akins, Monongah.

Three tellers were then appointed by the chairman to act throughout the convention, viz.: J. A. Krausz, Cumberland; W. E. Ross, Illinois; C. P. Kalbaugh, Cumberland.

The address of welcome was delivered by J. R. Sanders, delegate from the Indiana Division, in behalf of the employes of his division.

The convention then seated M. F. Kennedy, general foreman at Midland City, Ohio, who had been elected a delegate by the employes of the Ohio Division, but who at the opening of the convention was out of the service. Information of this action was telegraphed to Dr. Barr of the Relief Department in Baltimore.

After resolutions had been offered by Z. T. Green, Philadelphia, J. S. Cusick, Chicago, and J. R. Sanders, Indiana, and referred to the committee on resolutions, the convention was adjourned at 11.55 a. m. to meet at 1.30 p. m. of the same day.

One hundred and six delegates were present when chairman James called the convention to order for the afternoon session.

The report of the committee on rules was read and accepted, after which the chairman declared the meeting open for nominations of candidates for membership on the operating committee for a term of three years. On the sixth ballot T. J. Andrews, conductor on the Newark Division, was elected, vice J. N. Elder.

Nominations were then made for membership on the advisory committee from the conducting transportation department for a term of three years. The nominations were duly closed and the balloting resulted in the election of J. R. Sanders, tallyman from the Indiana Division, on the fourth ballot.

Nominations were then opened for member of advisory committee to represent the motive power department for a term of three years. This was followed by nominations for three members to serve on the advisory committee as representatives of the maintenance of way department; two for full terms of three years and one for a term of one year to fill the unexpired term of G. A. Able. The chairman then declared that the election of advisory committee members from the motive power and maintenance of way departments would take place on the morning of the following day, June 26th, and the session adjourned at 4.50 p. m.

One hundred and six delegates answered the roll call at 10.00 o'clock on the morning of Friday, June 26th.

The secretary read a telegram from Dr. Barr, superintendent Relief Department, which was in reply to the wire forwarded on the 25th, in connection with action taken in regard to M. F. Kennedy, in which Dr. Barr stated that if convention was satisfied to permit Mr. Kennedy to participate, it was satisfactory to the Relief Department.

The convention then proceeded to the election of representatives on the ad-

visory committee to represent the motive power and maintenance of way departments. This resulted in the election of W. E. Ross, machinist, Illinois Division, to represent the motive power department; J. Mason, plumber, Philadelphia Division, for a term of three years; W. H. Metzgar, foreman, Connellsville Division, for a term of three years, and B. A. Betz, carpenter, Ohio River Division, for a term of one year to represent the maintenance of way department.

Before the meeting was adjourned, Z. T. Brantner, delegate from the Cumberland Division and temporary chairman at the opening of the convention, addressed the delegates on their duties and urged upon the men who had been elected members of the advisory committee a firm and loyal devotion to the best interests of the Relief Department.

Mr. Brantner's remarks were heartily applauded and very much appreciated.

The committee on resolutions reported on their findings in regard to the resolutions offered by Messrs. Cusick and Greene and recommended that they be referred to the advisory committee for action.

Motion was made, seconded and carried that the secretary have the minutes of the convention placed in the first issue of the Baltimore & Ohio Railroad Company Employes Magazine.

After formal resolutions had been passed thanking the management of the hotel for the privilege of using the convention room and thanking the officers for the admirable conduct of the convention, chairman James made some appreciative remarks on the expeditious and efficient manner in which the business before the convention had been handled and the convention was declared adjourned.

Thrilling Railroad Career of Baltimore & Ohio Veteran

Captain W. J. Kenny Ran Ammunition Train During Civil War

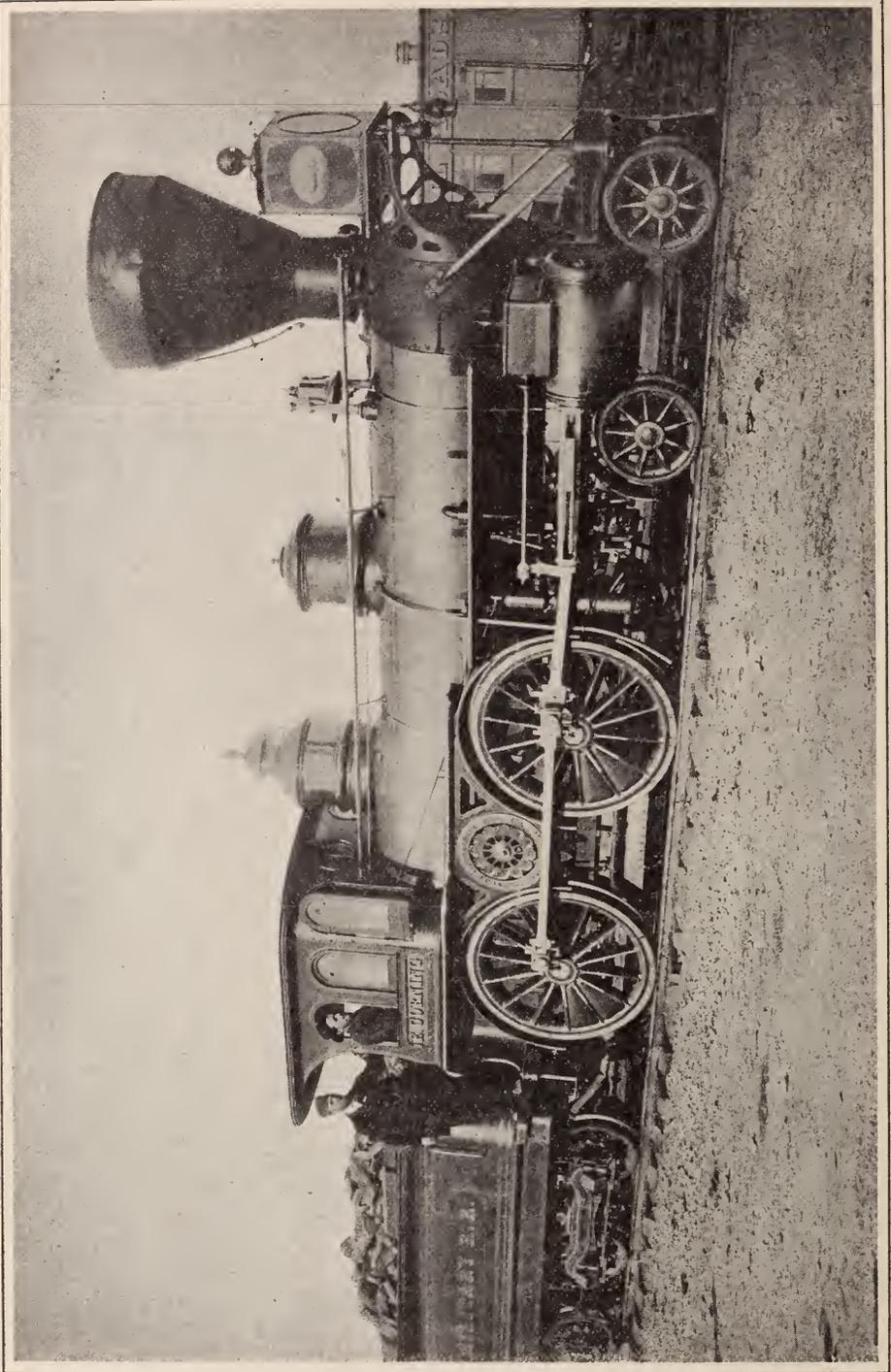
BEFORE even seeing Captain Kenny, the writer had heard much about him. He had been told how the captain had done a man's work early in life, how he had been a freight train conductor years before the Civil War, how he had served through that terrible conflict as conductor of a train in the heart of contested territory, and also, that the Captain is now over eighty years of age. Great was his surprise, therefore, on being ushered into the office of C. W. Egan, general claim agent, in which the captain was sitting, to have a well-preserved gentleman rise quickly from his chair and with considerable warmth offer his seat to the newcomer. His eyes are as clear as those of a youth, his carriage is erect, his grip strong, his dress immaculate; in fact the only suggestion of age is the black-thorn stick he carries, and he does this so as to make one feel that it is rather a habit cultivated early in life than an indication of infirmity or old age.

Captain W. J. Kenny was born in Baltimore County in 1834, and when seventeen years of age, took charge of a line of lime cars running from Texas to Baltimore. Three years later he went with the Northern Central Railroad as a trainman. Just before the war broke

out, in 1860, he took up railroad work at Atlanta, Georgia, having charge of a train which ran into that city. In the latter part of 1861 he came with the Baltimore & Ohio, and has been continuously in its service up to the time of his retirement a few years ago.

Captain Kenny probably saw as much important work done on the Northern side during the Civil War as any other person engaged in that struggle. He got a leave of absence from the Company at the outbreak of the war and became a conductor of the United States Military Railway running from Alexandria to Culpeper, Virginia, and as far beyond that point as the lines of the Confederates would permit. He tells of how with every retreat of the enemy the line was pushed forward into hostile territory a little bit farther and how, on the other hand, we were obliged to retire in our train operations upon the advance of the men from the South.

The picture of the old engine on the United States Military Railroad which accompanies this article shows a part of the most exciting experience Captain Kenny has had during his eventful life. As conductor of a train of five cars heavily loaded with ammunition, he was standing back of his engineer when Con-



CAPTAIN KENNY IN GANGWAY AFTER RUN WITH AMMUNITION TRAIN THROUGH ENEMY'S FIRE. (For full description see article)

federate guerrillas began to rake them with bullets. The fireman sought the protection of the water tender and Captain Kenny does not claim that he would not have done the same thing had not a bullet pierced the glass of the engine cab and killed the engineer. The train was running about twenty-five miles an hour. A glance ahead showed him that the bridge over the Little Canawaba River was burning, and a glimpse of the right-of-way that a leap into the midst of the big rocks along the edge of the track would mean sure death.

"Not," as he said, "because I was courageous, but because I was afraid of the many dangers surrounding me, and thought the safest course was to risk the burning bridge, I jumped into the cab, closed my eyes, pulled the throttle wide open and reached the other side and friends in safety."

The full page picture shows the engine which made this trip, and the bullet hole through the cab window, the hole made by the very bullet, in fact, which killed the engineer. His dead body was propped up in his seat when the picture was taken by a war correspondent. Captain Kenny stands in the gangway.

This was but one of the many exciting times he had during the war. Why he was not killed in the second battle of Bull Run is almost inexplicable. A bullet entered one side of his neck, plowed straight through and came out the other side. The marks are plainly visible today. In fact where the bullet emerged there is a wound which has opened yearly during every year of the fifty since it was first sustained. There was scarcely an officer of any note on the Federal side who did not have occasion to use the train run by the Captain, the pioneer train of many a campaign into hostile Virginia territory. Captain Kenny

remembers General Grant well, and carried him to Appomattox the very day that General Lee surrendered. He says that the familiar portrait of Grant in history, that of the stern, taciturn, dogged war hero, is not exaggerated, and that on only one of the occasions on which he saw the great Civil War general did a suspicion of a smile lighten up his features.

Captain Kenny returned to the service of the Baltimore & Ohio after the war closed and was made agent at Piedmont, West Virginia. In those days it was customary to break any train of twenty cars or more and to run it in two sections over the mountain with an engine on each section. When Captain Kenny saw this practice he told the supervisor, a Mr. Wall, that it would be an easier and more efficient operation to have one engine pull the twenty cars and another push them, making a single train of them instead of two. The supervisor replied that he did not agree, and would not accept the responsibility of running a train of that size over the mountains. Agent Kenny responded that *he* would accept the responsibility, and it was under his direction that the first Baltimore & Ohio train was run with a pusher engine over the mountains. This practice has been considered good railroading ever since and is still being followed.

During the railroad strike riots of 1894, Captain Kenny was joint trainmaster at South Chicago for seven trunk lines. His life had been threatened on a number of occasions in anonymous letters and personal attacks by the strikers, but he stuck to his job fearlessly and carried out his orders as well as conditions would permit. On one occasion as he was manipulating a semaphore to allow for the passing of an incoming express, some strikers surrounded him and said that if

he passed the train they would kill him. With one hand on the semaphore control and with the signal set for the passing of the train, the captain leveled an automatic revolver at the crowd, and said:

"I'll shoot the first man who makes a move to prevent me from doing my duty while this train is passing." His courage and determination made a shot unnecessary, however.

It will be remembered by some of our readers that General Nelson A. Miles, the commander of the Federal troops against whom the accusations and threats of the strikers were hurled, went to Chicago, the hotbed of the trouble during those strenuous times. And the captain recalls the admiration he felt and still feels for General Miles on account of the courage he displayed that

day. His train was backing into Chicago, and although the strikers along the right-of-way outnumbered the militia ten to one, he stood on the back platform as his train was being backed into the city and literally ordered his way through the hostile territory.

In a beautifully engrossed memorial

signed by the Chicago superintendents of the Baltimore & Ohio, the Lake Shore & Michigan Southern, the Pittsburg, Fort Wayne & Chicago, the Chicago, Rock Island & Pacific, the Chicago, Lake Shore & Eastern, the Chicago Short Line Railway and the general superintendent of the Belt Railway of Chicago, presented

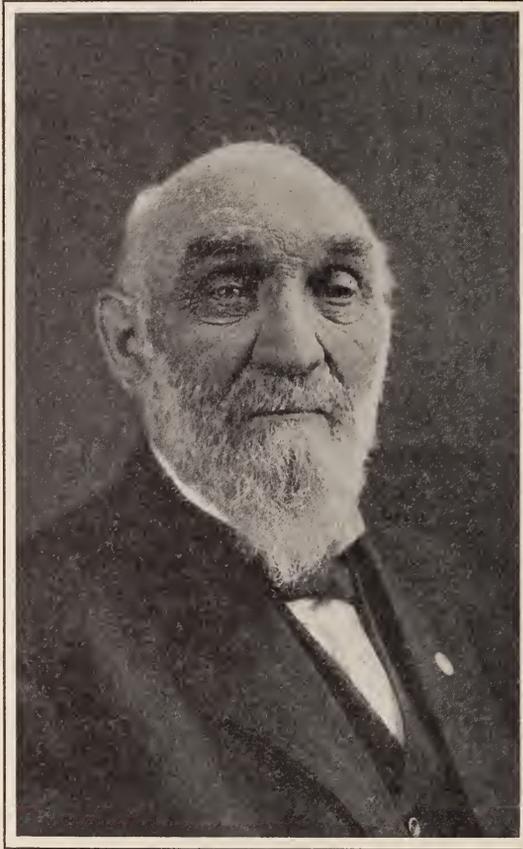
to Captain Kenny upon his retirement from active service, are the following notable expressions of regard and appreciation:

"Mr. Kenny continued in the position of trainmaster of the South Chicago District, including these extremely complicated crossings, until he was retired and placed on the pension roll of the Baltimore & Ohio Railroad March 1, 1907.

"He always had the confidence of the railroads that employed him and

performed the duties of his responsible position in a satisfactory manner and was regarded as an efficient and capable man.

"The undersigned, officers of the roads for which Captain Kenny was employed as trainmaster, desire to express their appreciation of his valuable service, and extend to him in his retirement their

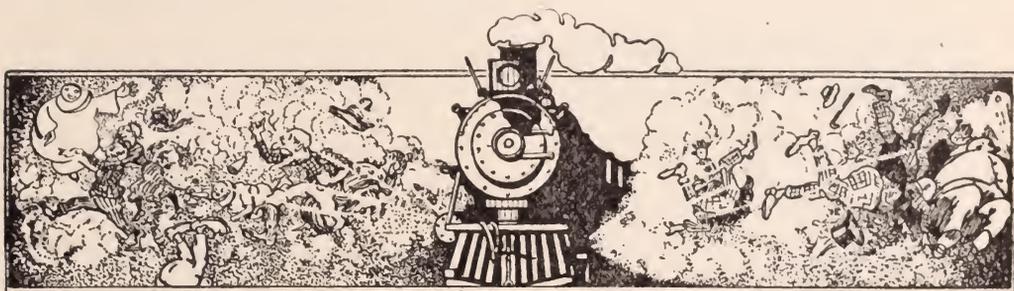


CAPTAIN W. J. KENNY

best wishes for many years of health and happiness."

Such thoughts, expressed voluntarily by men who were in intimate touch with and active supervision over his extremely complicated and difficult work for many years, could only come from men of sin-

cerity of character as a memorial to an exemplary life, a life whose highest ideal has been an unflinching devotion to duty. It is little wonder that Captain Kenny has so many friends and admirers all over the Baltimore & Ohio System.



EXHAUSTS

Too Often

George Ade, in his quality of cynical bachelor, said at the Chicago Athletic Club:

"I was with a little girl of eight the other afternoon. She looked up from her Hans Andersen and said:

"Does m-i-r-a-g-e spell marriage, Mr. Ade?"

"Yes, my child,' said I."—*Washington Star*.

A Tearful Affair

The bride read the recipe over and said: "I'm really afraid that those onions are strong;

And it says, 'Under water's the best way to peel them.'

But I never can stay under water that long."—*Judge*.

Going Some

An Ohioan and a Philadelphian were one day discussing the relative merits of their respective climates.

"Out where I live," said the Ohioan, "we grew a pumpkin so big that when my wife cut it, she used one-half as a cradle to rock the baby in."

The Philadelphian smiled. "Why, my dear chap, in Philadelphia three full-grown policemen were found asleep on one beat."—*Thomas N. Miranda*.

A True Story

The sexton of an "auld kirk" in bonny Scotland had been in charge of the edifice for so many years that he considered himself particularly responsible for its sanctity. So when he saw a strange elderly gentleman wearing a new-fangled and elaborate ear trumpet

march up the center aisle and take a seat in a front pew, he watched him closely to fathom what the man intended to do with the curved instrument. Finally, when he could contain himself no longer, he walked steadfastly up to the stranger, tapped him on the shoulder and said in a threatening tone:

"Aye toot an' y're oot, mon."



Boy—"Please, doctor, will you come and see father at once."

Doctor—"What's the matter with him?"

Boy—"He can't stop laughing, sir."

Doctor—"What on earth is he laughing at?"

Boy—"Mother's caught her tongue in the wringer."—*Tatler*.

Naturally

"Yes," said the Roman Candle. "It was very distressing. There was my friend, the Fountain of Fire, making a very beautiful display, when all of a sudden the rain came down in perfect torrents."

"Mercy, how sad!" said the little Pinwheel. "And was she very angry?"

"Not angry, exactly," said the Roman Candle. "But I could see from the way she sputtered that she was very much put out."—*Judge*.



Well Defined

"Rastus, what am a' alibi?"

"A' alibi am proovin' dat yuh was at de prah'r-meetin' whar yuh won't, when yuh won't at de chicken-coop whar yuh was."



How Pat Would Evade It

Two Irishmen, on their way home from a funeral, were conversing about the uncertainty of life. Says Pat:

"Sure and I'd give a thousand dollars, Moike, if I knew th' place where I was goin' t' die."

"Faith, Pat, and phwat good would thot do yez?"

"Begorra, I'd niver go near the place at all, at all," says Pat.—*Baltimore Trolley News*.



Outlawed

English Tourist (in Bloody Gulch Hotel)—By the way, old top, is the grizzly bear common around here?

Landlord—Used to be, but it's extinct, now. Why, even Three-Fingered Ike won't allow it in his dance hall!

—*Exchange*.

A Heated Conversation

'Maud,' I cried, resolved to chance her,
 "There are words I burn to say!"
 Then she made this cryptic answer,
 "All right, Charlie; blaze away."
 —*Judge.*



Safety First

New Merchant—How big an "ad"
 would you advise?

Advertising Agent—That depends on
 how many tons of customers your store
 floor will sustain. You wouldn't want
 'em to break through into the cellar, of
 course!—*Exchange.*



Brudder Brown Gets Careless

A colored parson, calling upon one of
 his flock, found the object of his visit out
 in the back yard working among his hen-
 coops. He noticed with surprise that
 there were no chickens.

"Why Brudder Brown," he asked,
 "whar'r all yo' chickens?"

"Huh," grunted Brudder Brown with-
 out looking up, "some fool niggah lef' de
 do' open an' dey all went home."—*Balti-
 more Trolley News.*

Solved

Hollow Hankins (the tramp)—Can't
 you help me a little, boss? I hain't had
 nothin' to eat for three days.

Mr. Knox—Why don't you get an en-
 gagement with some showman to fast in
 a dime museum?—*Exchange.*



CONSTABLE SILAS BECOMES A TRAFFIC COP
 AFTER HIS VISIT TO THE CITY

—Courtesy "Life"



No News to Her

"Dearest," he said, "I couldn't live
 without you!"

"I know you couldn't," she replied.
 "That is why I felt so sorry for you, the
 other day, when father threatened to cut
 off my allowance, just because we had
 been married for a year."—*Judge.*





J. R. Kearney Made General Superintendent of Transportation

J. H. Jackson and J. P. O'Malley Promoted

On July 1st, J. R. Kearney was promoted from the position of superintendent of transportation to that of general superintendent of transportation of the Baltimore & Ohio System, succeeding the late C. C. Riley.

Mr. Kearney was born March 29th, 1859, and after attending the public schools at Altoona, Pa., entered railway service in 1876, as a clerk in the car record office of the Pennsylvania Railroad, at Altoona. From March 1st, 1880, to May 1st, 1881, he was employed in the car record office

of the Illinois Central Railroad, and from May to November, 1881, was car ac-

countant of the Illinois Midland Railroad. Returning to the car record office of the Illinois Central, he remained until May 10th, 1882, and from that date until May 1st, 1889, he was successively clerk and chief clerk of the car record office of the St. Paul, Minneapolis & Manitoba and the Great Northern Railways, at St. Paul. Mr. Kearney resigned from the western road to enter Baltimore & Ohio service as superintendent of car service, which position he filled until he was advanced to super-

intendent of transportation. His address at the Deer Park convention of the oper-



J. R. KEARNEY

ating department in September, 1913, appeared in the April issue of the *Employes Magazine*.

From this position he was advanced to that of superintendent of the Newark Division.

J. H. JACKSON

On May 14th, J. H. Jackson, who has been connected with the office of the general superintendent of transportation at Baltimore, was appointed superintendent of the Newark Division, with headquarters at Newark, Ohio, succeeding C. W. Gorsuch, who was assigned to other duties.

Mr. Jackson came to the Baltimore & Ohio in April of this year. He was born at Terre Haute, Ind., February 28th, 1873, and was engaged in farming until he was twenty-one years old, when he en-

tered railroad service as a station helper at Osceola, Mo., with the Blair Line. He was rapidly advanced in the traffic department of that road and later of the Frisco Lines, which absorbed the Blair Line in 1898. In 1910 he was promoted to superintendent at Birmingham, Ala., in which position he remained until he entered the service of the Baltimore & Ohio as supervisor of transportation.

J. P. O'MALLEY

On July 1st, J. P. O'Malley, assistant auditor merchandise receipts, was appointed to the position of auditor merchandise receipts, succeeding William McGowan, who has been assigned to other duties.

The new auditor was born in Youngstown, O., March 19th, 1873, and entered railway service as a mailing clerk in the general freight department of the Cleveland, Lorain and Wheeling Railway in August, 1895, at Cleveland, O. After filling several positions on that road, he went with the Erie Railroad as



J. H. JACKSON

clerk in the general freight department at Cleveland, and returned to the Cleveland, Lorain and Wheeling Railway in 1900, as rate clerk in the auditor's office. When this road was absorbed by the Baltimore & Ohio, Mr. O'Malley was transferred to the office of the auditor of revenue, in Baltimore, during February, 1902.

In June, 1902, Mr. O'Malley became

assistant chief clerk to the auditor of coal and coke receipts and was made chief clerk in June, 1904, being transferred in similar capacity to the merchandise receipts department in January, 1913. He was advanced to assistant auditor merchandise

receipts January 1st, 1914, which position he has occupied up to the present time. Notice of this latter promotion together with a picture of Mr. O'Malley, was printed in the January issue of the Employees Magazine.

Economy as Seen by the Clerk

(Contributed Anonymously)

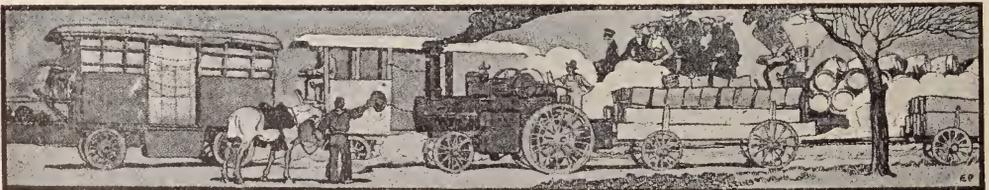
ECONOMY, the watchword of all railroads today, is given too little thought by many of the clerks in the divisional or general offices. I look at this from the clerks' side, because I see very many of them, and can more readily say what is going on in the offices.

One pin looks like a small thing, but just figure out what the cost would be if every employe on the System should waste one pin per day. The same principle for getting an adequate idea of the enormous cost of the little things can be applied to all of our office supplies.

Do you ever stop to think how far the cost of the stationery you are wasting would carry a ton of freight? You have a supply at hand and think that it will last forever, but the present retrenchment policy which has been inaugurated by the railroads the country over ought to persuade you that *the waste cannot last forever*.

Learn to save your employer's money. Do not work the Company, but work *for* the Company if only for the reason that it will be for your own benefit. Just because you have the material at hand do not waste it but learn to conserve it and make it last as long as possible, and you will find that such deep retrenchments as have recently been made may be prevented to some extent.

It is not necessary to go into the individual items that can be conserved, but take for instance the water supply. How many of us realize that every gallon of water that flows from a spigot is paid for by the Company. One gallon does not cost much, but when our consumption runs into millions of gallons yearly, it amounts to an enormous sum. If you see the water running uselessly in the office, turn it off. Do not leave it for the fellow that comes behind you to do.





QUESTION BOX

The Tractive Power of a Locomotive

J. Emory Bauer, of the Car Service Department, asks:

“Kindly explain through the ‘Question Box’ the meaning of tractive power of a locomotive and how it is derived.”

The General Superintendent of Motive Power advises:

“The term tractive power as generally used is the basis upon which the hauling capacity of a locomotive is rated, and is derived by the following formula for simple locomotives:

$$\begin{aligned}
 \text{Let } T &= \text{tractive power.} \\
 D &= \text{diameter of drivers in inches.} \\
 d &= \text{diameter of cylinders in inches.} \\
 s &= \text{stroke of cylinder in inches.} \\
 P &= \text{boiler pressure in pounds.} \\
 T &= \frac{d^2 \times s \times .85 P}{D}
 \end{aligned}$$

“The constant .85 as used above, represents that reduction in pressure, due to friction, condensation, etc., which exists between the boiler and the cylinders; that is, the pressure obtained in the cylinders is somewhat less than the boiler pressure.

“The tractive power of a locomotive does not, however, remain constant for all speeds, as this varies with the speed of the locomotive.

“The maximum tractive power exists at the piston speed of 250 feet per minute and maintains its maximum to about 10 miles per hour, when beyond this speed the tractive power diminishes and at very high speeds is considerably below the maximum at starting.

“Of course, as noted above, the fundamental parts which enter into the calculation of the tractive power, such as the cylinders, diameter of drivers and boiler pressure may vary, but a certain factor of adhesion must be maintained, that is, the cylinder power must not exceed the adhesion between the drivers and the rail, otherwise, slipping of the wheels will come about, and then the engine would be overcylindered, in other words, too much cylinder power for the weight of the loco-

tive. This factor as mentioned above, generally termed "factor of adhesion," runs in the neighborhood of 4 for high speed locomotives, $4\frac{1}{2}$ for freight engines and slightly higher for switching engines.

Standard Stations and Warehouses

H. E. Pursell, relief agent at Parkersburg, W. Va., asks:

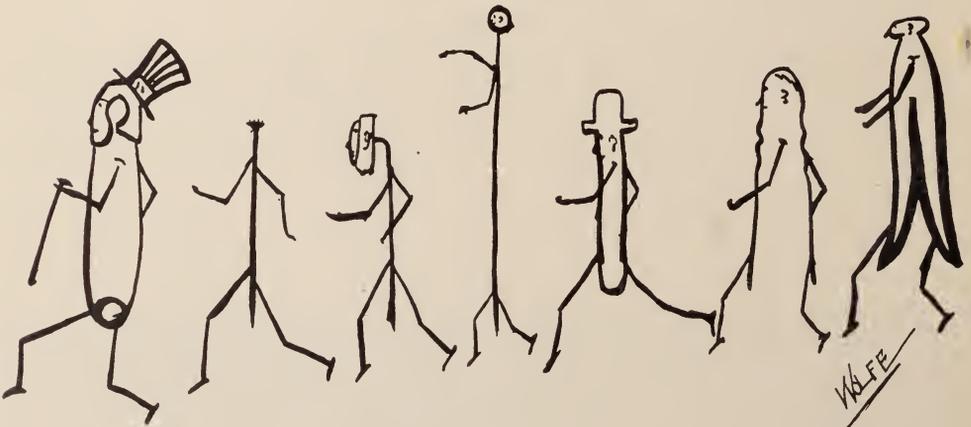
"For what reason did the Baltimore & Ohio Railroad adopt as their standard, stations with ground floor warerooms? What advantage, if any, has a ground floor wareroom over an elevated floor with a platform in front?"

M. A. Long, architect, replies, viz.: "The reason for the ground floor station is that although more expensive to operate, it is less expensive to construct. We do not count our single story freight houses as warehouses, and they are not operated as such. Wherever

we have warehouses, they are always more than a single story, and it is advantageous to build a freight house two stories where the topography will permit of it, but we have none of this character constructed as yet. On a flat piece of ground it is always less expensive in operation to have a one story house, providing it is not over 500 or 600 feet in length. If it is longer than this, it is considered more economical to build a house two stories and put in elevating machinery. Elevating the freight increases the cost per ton for handling very materially."

On account of going to press with this issue of the Magazine earlier than usual, we will show solution of Problem No. 5 and continue discussions of operating questions in the August issue.

The Race of Pins—What's the Answer?



BRAKEMAN W. H. WOLFE, OF THE INDIANAPOLIS DIVISION, CALLS THIS DRAWING "THE RACE OF PINS." GUESS THE ANSWER—BUT DON'T BOTHER TO SEND IT IN



HOME DEPARTMENT

Edited by Edith Henderson

Militant Courtesy

ONE of the arguments frequently urged against Woman Suffrage is the fact that in placing women on the same plane with men in politics, we will destroy the respect and courtesy which civilized man has always paid to women, and which nowadays often seems on the point of vanishing.

It was probably with this idea in mind that the Men's League for Woman Suffrage in New York City recently decided that, whenever a member had a chance to give his seat to a woman who had none in a public conveyance, he would do so and at the same time say to her, "I am a believer in woman suffrage and a member of the Men's League, and courtesy and consideration for women is the special feature of our creed."

What better way could be found of persuading the anti-suffragette that the forces in favor of woman suffrage are truly working for her highest welfare? The surrender of his seat is a small sacri-

fice, to be sure, but not so the little speech; and we can easily imagine circumstances in which even these bold spirits would be glad to escape repeating it. Can you picture a dapper young man earnestly addressing himself to a newly arrived Polish immigrant woman of sizable dimensions?

Recently we attended a political meeting in a large industrial city. Five hundred people had climbed four flights of stairs to a hot room right under the roof, to listen to a candidate declare his principles. Germans, Irish, Jews, Negroes and Americans were there,—and if anything was needed to complete the cosmopolitan character of the crowd, it was furnished by a handful of perspiring Italians in street clothes, who had formed a volunteer band for the occasion, and made a grand entrance into the hall to the tune of an inspiring Italian march.

We have often been to political meetings in that same hall, when it seemed as

if every man present, from the chairman to the doorkeeper, was using tobacco in some form, and when the ceiling lights were actually dimmed by the thick strata of smoke. But this was a different kind of political meeting, for women had been invited and about fifty came.

When the hour approached ten and the speaker had concluded, realizing that not a match had been struck nor a puff taken in that cosmopolitan crowd for nearly two hours, we looked around to see the "NO SMOKING" signs. Not one was in sight, and it is certain that though there were many lovers of tobacco there, they had voluntarily and to a man refrained from smoking in deference to the women present.

Would not such an experience indicate that man's idealizing of woman would be intensified rather than weakened by association with her in politics?



Save The Children

The new Children's Bureau in Washington is beginning well in its work of saving the lives of our little ones and training them for useful citizenship. According to

the census of 1910, we have 12,984,762 children under the age of six. Of these 2,217,342 were less than a year old. Last year, 300,000 of the latter died, half of whom, at least, might have been saved if their parents had been intelligent and their homes sanitary. This is a terrible indictment, and it shows how silly have been those people who have insisted that girls who marry need only a smattering of education and that "mother-love" is a sufficient guide to the right management of infants.—*Kate Upson Clark, in Leslie's.*



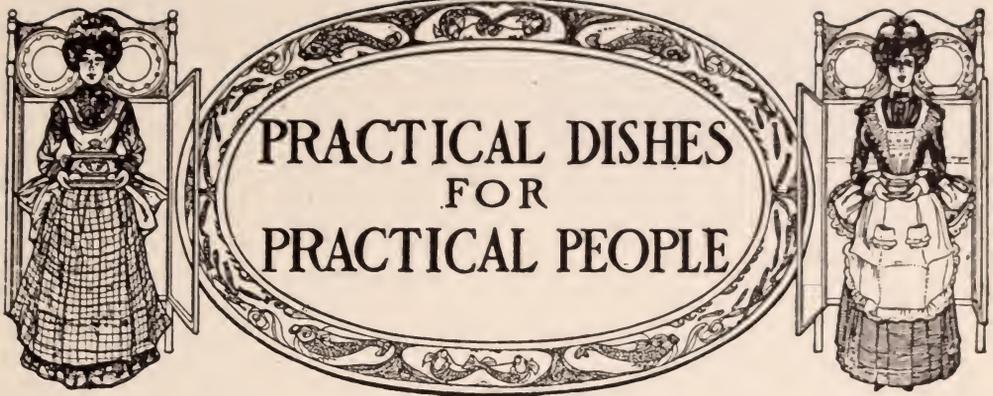
Somewhat Delayed In Transmission

We regret to record another outbreak of militancy, with the destruction of property belonging to innocent outsiders.

Last night, shouting "Taxation without representation is tyranny!" a band of fanatics, disguised as Indians, threw into Boston Harbor 342 chests of tea, valued at £18,000.

Public sympathy has been completely alienated by this act of vandalism and their cause put back fifty years.—*Alice Duer Miller, New York Tribune.*

WE ALL believe that one of the choicest fruits of Christianity will be the growth of a bond of brotherhood and sisterhood so close among all nations, races and peoples, that we shall become truly kindred each to the other, and that great word Humanity, like a rolling wave of the ocean of God's love, shall wash out from the sands of time the words caste, creed, sex, and even that good word patriotism, because we shall feel that the whole world is our country and all men are our kin. Every utterance of appreciation, affection and friendship, every token of mutual cooperation; every stroke of honest hard work undertaken side by side; every sincere prayer, helps toward this beautiful day that we call the coming of the Kingdom of God.—*Frances E. Willard.*



Salmon Hash

One can salmon flaked coarse; one cup rolled cracker crumbs; one cup milk. Have a skillet hot, place two tablespoons of butter; when melted put in cracker crumbs, stir, then the flaked salmon, stir these together, season well with pepper, salt and a dash of cayenne, and then mix one-quarter teaspoon of dry mustard with the oil that was on the salmon and stir in the mixture, then one cup milk. When the whole is thoroughly heated through and thick it is ready to serve. This makes an excellent dish to prepare on short notice and is surely a hungry man's delight.



Baked Canned Salmon

Drop one can of salmon in hot water and while this is boiling ten or fifteen minutes put a tablespoon (heaping) of butter or any good fat in spider; when hot through stir in a half onion (sliced fine and minced) and fry until brown. Stir into the brown fat a tablespoon of flour. When well mixed pour in a pint of milk or juice enough to make a nice gravy when boiled, then season

with salt or pepper. Take can from hot water; open, drain off the liquor into the gravy, arrange the fish on a platter and pour gravy over and around hot fish. Garnish with sliced lemon and parsley. Use water in place of milk, which makes the brown gravy.



Baked Canned Salmon

Take off the skin from a fine canned salmon steak. Lay in a small granite baking pan and sprinkle with a little pepper and salt and minced parsley. Over the salmon place an inch-thick layer of well seasoned and beaten mashed potato, shaping to conform to a slice of fish. On top put buttered and seasoned fine bread crumbs. Bake half an hour in a hot oven, basting once in a while with a little butter and cream that the salmon may not dry out. Place carefully on platter and pour around the delicious steak a cream gravy made by putting into the pan it was baked in, half a pint of milk, a small cup of cream and half the juice of the salmon. When boiling hot, season with salt and pepper and thicken with flour and water. Serve a lemon point with each helping.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The March of Progress

BUT yesterday, it seems, the ancestors of Chief Eagle Calf of the Yellowstone Reservation knew no transportation but that afforded by the wild horses of the western plains, the canoe and their own swift moving legs on the mountain trails of their domains. Today we meet him and others of his tribe in a splendid terminal on the banks of the Hudson, waiting to be ferried across to a train which will thrust them through in three days to the reservation home beyond the "Father of Waters."

These Indians had been with the Shriners at their annual convention in Atlanta; they had paid their homage to the Great Father in Washington; they had seen sights which those of the generation before them would never have believed could exist.

One of their number had flown as flies the great golden eagle of their own Rocky mountains, three thousand feet above the course of the Hudson. His only disappointment was the refusal of the aviator to take him up again. With metropolitan nonchalance the men purchased and smoked Turkish cigarettes as we watched them. And the fat,

squatty, laughing and gaily bedecked squaws were the best patrons of the picture postal booth the newsman had seen for many a day. Revealing side lights on the quick march of our civilization, these! Probably no other amalgamation of races, probably no other land would ever have been able to have brought such strange things to pass.

It was good to see the Indians in their costly costumes and ornaments, laughing happily in the midst of their white brethern of the metropolis. Some of them are the very Indians who, seventy years ago, fought cruelly and bravely against the inevitable invasion of the swarming palefaces.

It is encouraging also for us to look across to Cuba, where we waged an unselfish and humanitarian war, to see the greater prosperity and happiness of the dwellers there. And to hear from our leaders that soon we can grant to the Filipinos a large measure of the independence we promised them when we took their Islands.

To us Americans who believe that if not in age, surely in physical being and moral stature, we are the "older brother" among the nations, these accomplishments should appeal. They should make us look forward with a more hopeful optimism to the time when the unhappy nation on our southern border may also have felt the stimulating touch of genuine liberty, the enlightening influence of real education and the beneficial effects of our unselfish interest in them.



Common Sense Lessons on Drink Question

We are usually willing to accept advice from a person experienced in the

subject on which we are getting it. We are even more willing to accept it when the experience of the advisors has not narrowed their opinions on the subject. The following, therefore, ought to impress us very strongly, since at least two of the men mentioned have had personal experience in the drinking of alcoholic liquors for a number of years, and each one of them from just a purely common-sense, selfish standpoint decided that it was best to cut out the booze. The paragraph which follows is from the *New York Times*.

"The railroad companies which are shutting down on alcoholic indulgence among their employes are getting aid and comfort from the authors, three of whom, Jack London in "John Barley-corn," Will Levington Ccmfort in "Mid-stream," and Sam Blythe in "The Old Game," have this Spring given autobiographical object lessons in favor of the temperance crusade."



Returned Magazines

Between May 15th and May 30th several different packages of Magazines

were received in the editorial office at Baltimore. On none of these packages was it indicated where they came from. Some of the Magazines dated back as far as September, 1913. Some of the packages had no protection and were in bad condition when received.

If anyone reading this knows any station on the System which is receiving more copies of the Magazine than it needs, they will do us a great favor by advising immediately. There are a number of places where additional copies of the Magazine could be used advantageously. When it is necessary to send Magazines back to Baltimore on account of over supply, please see that they are wrapped carefully and that the name of the sender is either indicated on the package or given in a letter of advice.

The Magazine will not reach its greatest effectiveness unless everybody is willing to help in facilitating and improving distribution. If you know any way in which distribution as you see it can be improved, please write the editor. Your letter will have prompt attention—your help be appreciated.

If Lincoln Were Alive Today

FOUR score and ten years ago our fathers brought forth on this continent a new industry, conceived by private invention and dedicated to the quasi-public purpose of moving persons and property from place to place. Now we are engaged in a great economic war, testing whether that industry or any industry so conceived and so dedicated can long endure. We have reached a crisis in that war. We have come to the point where we must decide whether our great steel highways, built and operated as private companies, and supervised by the Government, can continue in their present form, and be allowed to earn a reasonable return on the fair value of the property devoted to the public service, or whether that business, encompassed by regulations impossible of fulfillment, shall be made unprofitable and then be taken over by the Government. It is altogether fitting and proper that we should discuss this. But in a large sense, we should discuss it only with full realization of its economic effect, without bias, and with careful deliberation upon complete survey of the facts. The brave men living and dead who struggled to perfect the science of railroading have dedicated to society a transportation machine that commands the admiration and respect of all mankind. The world will little note nor long remember what we say, but it can never forget what they did. It is for us, who remain, to dedicate ourselves to the great task remaining before us, that we here highly resolve that their efforts shall not have been in vain, that this industry, under God, shall have a new birth of freedom, and that private enterprise under public direction shall not perish from our land.

—This Parallel of the famous Gettysburg address of President Lincoln, is from the pen of Howard Elliott, of the Salt Lake Route.

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 MAY, 1914

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Delphos.....	\$17,293	*\$12,539	\$12,289	.....
Illinois.....	6,661	17,540	4,142	.....
Indiana.....	6,452	13,923	.....	.....
Connellsville..	6,369	.....	5,727	*\$34,653
Chicago Ter'l..	5,593	.....	.....	21,704
Ohio.....	39,459	.....	.....	.....
New Castle....	6,844	4,124	11,467	.....
Cleveland.....	.....	.....	3,685	.....
Shenandoah....	.....	.....	.....	*2,723
Ohio River....	.....	.....	.....	*10,921
Indianapolis...	.....	.....	.....	13,850
Pittsburgh....	.....	.....	.....	12,584

* Hours of Service Bureau.

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." Heretofore, we have 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, 1914

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia.	\$3,983.00	\$ 1,960.00	\$ 6,545.00	\$ 3,481.00
Baltimore...	5,423.00	1,255.00	5,160.00	3,562.00
Cumberland..	4,690.00	1,783.00	1,602.00	2,668.00
Shenandoah..	6,466.00	725.00	*2,723.00	4,957.00
Monongah...	4,160.00	3,255.00	5,080.00	3,963.00
Wheeling...	4,148.00	1,794.00	2,956.00	2,999.00
Ohio River..	6,377.00	2,411.00	*10,921.00	4,777.00
Cleveland....	4,402.00	3,685.00	5,512.00	4,294.00
Newark.....	3,520.00	1,675.00	4,906.00	2,543.00
Connellsville.	4,828.00	5,727.00	*34,653.00	6,369.00
Pittsburgh...	5,209.00	2,819.00	12,584.00	4,494.00
New Castle..	6,844.00	4,124.00	11,467.00	6,354.00
Chicago....	3,780.00	1,514.00	6,904.00	2,667.00
Chicago Ter'l.	6,681.00	2,353.00	21,704.00	5,593.00
Ohio.....	39,459.00	1,034.00	4,030.00	3,312.00
Indiana.....	13,923.00	2,535.00	3,897.00	6,452.00
Illinois.....	17,540.00	4,142.00	4,746.00	6,661.00
Toledo.....	6,210.00	3,453.00	6,563.00	4,655.00
Delphos....	*12,539.00	12,289.00	9,747.00	17,298.00
Indianapolis.	3,334.00	2,510.00	13,850.00	3,362.00
Average....	5,492.00	2,242.00	5,510.00	3,864.00

* Hours of Service Bureau.

NOT THE WAY TO GET THE
MAGAZINE

An employe sent us a clipping concerning a Baltimore & Ohio conductor, suggesting that it be printed in the Magazine, and we take it from this that he is unusually interested in the welfare of our publication. On the bottom of the clipping, he wrote:

"I do not receive the Magazine."

This is just the sort of man to whom we want to give a copy of every issue, but how can we arrange for this when he does not give his name?

We have requested before and we request again that all communications be signed. Employes will confer a favor and get quick action by doing this.



SPECIAL MERIT ROLL

STATEN ISLAND DIVISION

William Neiderhouser, foreman of car cleaners, who entered the service February 7th, 1906, while around the East Shore Passenger Terminal on Sunday, June 7th, 11 a. m., saw a woman under the influence of liquor, about to walk through St. George tunnel. She had evidently walked down the crowded station platform unnoticed and out upon the busy rails.

Neiderhouser escorted her back to the platform and gave her the necessary information to enable her to reach her destination.

PHILADELPHIA DIVISION

On June 11th the superintendent sent the following letter to Samuel Fisher, signal maintainer at East Side:

Dear Sir:

I am very glad to hear of your watchfulness of passing trains, which resulted in your discovering a defect on car in a P. & R. Chester freight. Such actions on the part of employes are appreciated and will not be forgotten.

J. T. Mortland, ticket agent at Chester, Pennsylvania, recently received the following letter from his superintendent:

Dear Sir:

I am very glad indeed to hear that by reason of your watchfulness we possibly avoided a derailment on express East No. 4025 on the 7th inst., and I thank you for your prompt action in notifying the operator at Silverside of the unsafe condition. A credit mark has been placed on your record.

On June 2nd, engineer Calman and fireman A. J. Ogle left Washington with seven cars six minutes late and arrived at Baltimore on time. On June 4th they had eleven cars and left Washington on time and arrived at Baltimore on time, no coal being used on either trip between

these points. The fire was prepared before leaving the terminal roundhouse at Washington in the usual way and the usual allowance of coke of 1,000 pounds applied, which made the coke up about level with fire-box door and up level under arch to flue head. Engine No. 5106 is a free steamer and nicely drafted, but at the same time it required good handling of locomotive to pull eleven cars over the Washington Branch without injuring the fire to such an extent as to have to add any coal. The crew have been highly complimented for their work.

At 2.00 p. m., June 14th, while doubling over a westbound train of empties in East Side yard, engineman E. J. Dennis on engine No. 1216, who was switching in eastbound yard, noticed



E. J. DENNIS

an unsafe condition in C. & P. train No. 5625. The train had been inspected and was ready for movement, and Mr. Dennis's discovery is therefore particularly appreciated.



W. E. LATE

On the night of May 12th, on train No. 94 at Singerly, a defect was discovered under a double load of structural steel. It developed that each man of the crew was paying strict attention to his business and acted promptly or the condition would not have been discovered. A credit mark has been placed on the records of conductor W. E. Late and brakeman H. M. Wagner.

On June 8th, the pumper at Stanton, J. J. Foote, telephoned to the agent at Wilmington that one of the telephone poles was burned off so that wires sagged and would not clear a train, and that the fire on pole was so high that he could not put it out. A credit mark has been placed on the record of Mr. Foote.



H. M. WAGNER

BALTIMORE DIVISION

On June 2nd, while engine No. 4015 was running around a train at Alexandria Junction, which was being moved from Potomac Yard to Washington, brakeman L. V. Moxley noticed smoke coming out of W. L. S. E. car 42090, an empty stock car. On investigation he found that some rubbish was on fire, but he quickly extinguished the blaze. This is another case where being watchful and always on the alert often saves money for the Company. When this matter was brought to the attention of the yardmaster at Washington, he was heard to say: "I am glad to know the men employed here and running out of this terminal are becoming more efficient every day." Mr. Moxley has been in the employ of the Company for a number of years, and is commended for his prompt action.

As Extra No. 4084, east, conductor Kenny and engineer Toood, with train of coal from Mt. Clare for New York, passed Columbia Avenue crossing at 4.20 p. m., May 31st, crossing watchman A. R. Seelert noticed unsafe condition on Baltimore & Ohio car 144132 and notified operator at Carroll's to stop train and investigate. The yard engine sent from Mt.

Clare Junction pulled train back and set car off in brick yard siding. Mr. Seelert is commended for his watchfulness in this instance.

On May 27th, while engine No. 1148 was working on the Belt Line at Clifton switch, Baltimore, conductor A. Miller cut four cars off on main track. It happened that track foreman C. A. Waskey and supervisor A. G. Zepp were inspecting ties. When passing the cars which were left standing on main track by conductor A. Miller, Mr. Zepp noticed a very sharp flange on Baltimore & Ohio car 141031 and marked wheel with yellow chalk, and notified conductor Miller of the defect. The car was moved to Bay View slowly and placed on repair tracks, where proper repairs were made. Mr. Zepp has received letters of commendation from division engineer W. I. Trench and superintendent O. H. Hobbs for the keen observation and prompt action taken in this instance.

At 11.35 p. m., in Washington Yard, May 29th, while yard engine No. 1152 was switching team track, conductor C. W. Abernethy noticed smoke coming from door of Baltimore & Ohio car 193786, which was standing near the freight house. Heat once ordered his crew to couple up to this car, and ran it to the yard office, where car was opened. The hood and cover of an automobile were on fire. The cause of this fire was due to the fact that this automobile had been loaded without cutting the wires off from the batteries. In addition to the automobile, this car contained a quantity of merchandise and several barrels of oil. After the fire had been extinguished, C. F. Anderson, who was firing yard engine No. 1152 on this date, being the only person on the scene that understood electricity, got into the car and disconnected the wires from the batteries. The quick action of Mr. Abernethy in getting this car away from our freight house, possibly prevented what might have been a bad fire with



C. W. ABERNETHY



C. F. ANDERSON

a great loss to the Company. He is a veteran of the Spanish American war and was in several of the fierce battles, one being the engagement at San Juan Hill. Watchfulness is one of his hobbies; he cultivated it during the war, while looking out for sharp shooters. He has been in the service of the Baltimore & Ohio twelve years. Fireman C. F. Anderson has been in the service four years.

CUMBERLAND DIVISION



L. W. ROACH

The superintendent has commended L. W. Roach, brakeman on the West End, for meritorious service performed on May 1st. Roach has been in the service since December 11th, 1910.

Conductor J. R. Fuller, employed on the west end

of the Cumberland Division, who entered the service as brakeman in 1903, and was promoted to conductor in 1910, has been commended by the superintendent for meritorious service rendered on May 7th, 1914.

Mr. Ross Lewis, miner, employed in the coal



ROSS LEWIS

photograph is reproduced herewith. Mr. Bradshaw has been in the service fifteen years in the capacity of laborer, lampman and crossing watchman.

Operator H. Fraley, who has been in the service since 1907, has been



J. R. FULLER

mines near Hutton, has been commended by the superintendent for having performed a meritorious act on April 20th.

The superintendent has commended crossing watchman J. M. Bradshaw for meritorious act performed on April 22nd, 1914. Mr. Bradshaw's



J. M. BRADSHAW

commended by the superintendent and a credit entry has been placed on his record for meritorious service performed on June 9th, 1914.

West End brakeman F. Nine has been commended by the superintendent for meritorious service performed June 1st.



FRANK NINE
service performed

SHENANDOAH DIVISION

Conductor J. L. Bowler is to be commended for a meritorious act performed June 19th, 1914. Mr. Bowler entered the service April 20th, 1889, as freight brakeman and has a clear record. Proper entry has been made on his service record.

On May 27th, 1914, engineer C. B. Payne discovered an unsafe condition under combination mail and baggage car No. 129, train No. 30, engine No. 805 at Sandy Hook, Md., and promptly notified the conductor of the train. Mr. Payne is commended for his watchfulness and promptness in trying to prevent an accident.

MONONGAH DIVISION

On April 18th a defective condition was discovered under Baltimore & Ohio No. 716 at a siding on this division by conductor Roach. It was fixed by him, his brakeman and car repairer S. F. Griffin, and they are to be commended for their watchfulness and prompt action.

On June 1st, 1914, while train No. 17 was approaching Alexander, W. Va., Basel Bennett, age ten years, son of Mr. A. A. Bennett, engineer on the Alexander & Eastern Railroad, discovered an unsafe condition on engine No. 1209 running to Alexander. Master Basel notified engineer Malone and conductor Curnes, who made the necessary repairs before proceeding. Master Bennett's thoughtfulness possibly prevented a derailment.

He was asked how he understood the condition, and said that one of his father's friends, who is an employ of the Company, gave him an *Employees Magazine* and that he was always on

the lookout for any defective equipment in order to prevent an accident.

On May 29th, engineer R. V. Vassar found an unsafe condition about 200 yards west of station at Weston, while going to his engine to take out train No. 18. He had it protected while he flagged train No. 8, thus possibly preventing an accident.

On June 15, E. B. McPherson, while on his way to work for the Street Car Co., found an unsafe condition on the track. He walked up the right of way, flagged work train and notified crew of the condition.

On June 14th, operator Williamson at Salem, at 5.40 a. m., discovered an unsafe condition on Baltimore & Ohio Refrigerator No. 14465, train No. 89. He gave stop signal to conductor and had defect removed, thus possibly preventing a serious accident.

WHEELING DIVISION

Three accidental deaths were narrowly avoided when No. 55, westbound Baltimore & Ohio passenger train, pulled out of the local depot about nine o'clock on the evening of June 3rd.



L. T. BERRY AND HIS YOUNG SON

A foreign woman with three children wished to catch train No. 55 and had just come out of Henderson's restaurant when the train pulled in. Getting excited, she put two of the children

up on the narrow place between the baggage car and the next passenger car. The smallest child had run alongside the train meanwhile and accidentally fallen under the train.

While running to pick it up the train started. The woman managed to grab the little one just in time to prevent its being run over, but the other two were still in their perilous position. L. T. Berry, baggagemaster, heard some youngsters crying just as the train started and glancing up saw the children between the cars. Making a flying jump he managed to clamber on the rear end and pulled the rope for the train to stop. The children were then rescued from their dangerous perch and they and the woman boarded the train.

Without doubt the two children would have been unable to hold on long after the train started and would have fallen under it and been killed.

Mr. Berry is heartily commended for his presence of mind and prompt action. He entered the Company's service in 1910 as a mail carrier. In March, 1912, he was promoted to baggagemaster at Benwood Junction, which position he held until December, 1913, when he was transferred to freight house at Moundsville. Three months later he was made baggagemaster at Moundsville, which position he still holds.

OHIO RIVER DIVISION

The accompanying photograph is of Charles Ellison, who recently performed an heroic deed. Train No. 716, one of our fastest passenger trains between Kenova and Pittsburgh, was passing through Ohio River Division yard, when Mr. Ellison noticed a child on the track. Although risking his own life, he stepped in front of the fast approaching train and picked up the little girl and carried her to safety, thus saving her life.

Charles Ellison was born September 6th, 1882. He entered the service on December 25th, 1902, as car repairman at Parkersburg; was promoted to patrolman March 21st, 1904; left the service July 27th, 1904; re-entered service March 10th, 1906, as laborer; transferred on May 29th, 1906, to stores department, which was a promotion over position he previously held; was transferred back to motive power department July 5th, 1906, as car repairman; and promoted to air brake inspector January 1st, 1914.



CHARLES ELLISON

He is a good, trustworthy employe and is very popular among his fellow workmen and employes in general.

CLEVELAND DIVISION

Engineer Harrison Lynch and fireman E. E. Stilgenbauer are to be commended. On June 1st, the reverse bar of reversing engine No. 640 on train No. 2 broke off just above the quadrant.

They handled the bar by hand, taking the train through to Massillon without any delay. At Massillon they applied a piece of gas pipe as reverse bar, making it so reverse bar could be used by raising latch by hand, and inserting pieces of wood in slot of quadrant to prevent it from moving, thus making it possible for this same engine to bring train through to Cleveland without any delay. This action was commented on by the General as well as the Division Safety Committee, who examined it.

Conductor J. C. Shields is to be commended for meritorious service performed on June 4th. Mr. Shields entered the service in 1899 as brakeman and has been regularly promoted since that time.

Mr. A. Stone, a farmer of Strongsville, O., is to be commended for discovering a fire on bridge No. 90. He extinguished it and later notified our employes. There is little doubt but that bridge might have been badly damaged had it not been for Mr. Stone's watchfulness and quick action.

Engineer A. R. Singletary is to be commended for meritorious service performed on June 17th.

Fireman C. S. Cotton is to be commended for meritorious service performed on June 4th.



ENGINEER HARRISON LYNCH IN CAB AND FIREMAN STILGENBAUER IN OVERALLS ON GROUND



J. E. SAENGER

Car inspector J. E. Saenger is to be commended for meritorious service performed on June 16th. He has been written an appropriate letter by the superintendent.

Conductor B. S. Willmot is to be commended for meritorious service performed on June 16th. He has been written an appropriate letter by the superintendent.

On May 25th, sectionmen A. Columbaro, F. Catanzariti, F. Columbaro, R. Marieciallo and E. Columbaro noticed a man acting suspiciously around the cars in Elyria yard. He was captured with their help, and at the station a revolver and a number of shells were found in the waste basket. He pleaded guilty the next day to the charge of carrying concealed weapons and was bound over for grand jury trial.

Conductor J. E. Campbell is to be commended for meritorious service performed on May 16th. Mr. Campbell entered the service in 1898 as brakeman, and was promoted in 1901. He has been written an appropriate letter by the superintendent.

Conductor E. A. Elrick is to be commended for meritorious service performed on June 3rd. He has been written an appropriate letter by the superintendent.

On June 17th, conductor R. F. Stauffer, while pulling train of coal into the middle yard at Lorain, discovered Baltimore & Ohio 138011 on fire. He immediately notified agent's office, and fire was put out with extinguishers. He is to be commended for his watchfulness and prompt action.

Operator A. Schieser is to be commended for meritorious service performed on June 17th. He has been written an appropriate letter by the superintendent.

Harold Meese, Western Union messenger at New Philadelphia, Ohio, is to be commended for meritorious service performed on June 20th. He has been written an appropriate letter by superintendent Lechliden.

Engineer H. Lynch is to be commended for discovering a fire on bridge No. 62 between Sterling and Rittman on the New Castle Divi-

sion on June 16th. Mr. Lynch backed up and put the fire out, with practically no damage to bridge. His watchfulness and action in this case prevented possible serious damage.

Conductor E. A. Elrick is to be commended for meritorious service performed on May 29th. Mr. Elrick has been written an appropriate letter by superintendent Lechliden.

Bridge carpenter O. Layport is to be commended for meritorious service performed on June 5th. He has been written an appropriate letter by superintendent Lechliden.

NEWARK DIVISION

The accompanying photograph is of Wesley C. Coffman, clerk to the trainmaster at Newark, O. On the night of June 2nd, observing an elderly man (name unknown) on the east-bound main track just west of Newark station, who, either on account of being deaf or of the noise from yard engine moving on opposite track, did not hear the approach of train No. 2, or the shouts of warning from persons nearby, Mr. Coffman ran directly in front of train No. 2's engine and pulled him off the east-bound track just in time to avoid his being run down by train. This action unquestionably prevented a possible fatal injury.



WESLEY C. COFFMAN

CONNELLSVILLE DIVISION

On March 5th, the fireman of engine No. 1673, train first 81 at Opekiska, W. Va., was disabled by being struck by a lump of coal rolling from the tender. There was no other fireman available, and in order to avoid delaying the train, engineer B. Mix, who was in charge of the engine, performed the duties of engineer and fireman for a period of two hours until a relief man could be sent by passenger train. Engineer Mix has been written a letter of commendation by the superintendent.

Mr. L. K. Evans, of 310 Watson Avenue, Fairmont, W. Va., on May 23rd, found and extinguished a blaze in the bridge spanning Hickman Run, just west of Palatine Junction. Mr. Evans also notified the sectionmen working near that point, who made necessary repairs. Mr. Evans performed a very meritorious act in extinguishing this blaze; otherwise it might have caused considerable damage, and he has been written a letter of commendation by the superintendent.

Trackwalker S. J. Tayman is to be commended for a meritorious act on May 18th. Mr. Tayman has been in the service since 1904. He has been written a letter of commendation by the superintendent.

Mr. U. G. Pritts, of Garrett, Pa., is to be commended for a meritorious act on April 19th. Mr. Pritts is employed by the Atlantic Coal Company near that place. The superintendent has commended him.

Conductor J. C. Coughenour and brakeman D. S. Stephens are to be commended for a meritorious act on April 17th at Lemont, Pa. Mr. Coughenour entered the employ of the Company in 1897 as caller, and Mr. Stephens in 1906 as car inspector, and both have been regularly advanced in the service. They have been written letters of commendation by the superintendent and proper entries have been made on their records.

Agent Geo. Hershberger of Ohio Pyle and conductor Wm. Howard performed a meritorious act on April 25th at Ohio Pyle station and are to be commended. Mr. Hershberger entered the employ of the Company in 1887 as operator. Mr. Howard entered the employ of the Company as brakeman in 1895. They have been written letters of commendation by the superintendent.

Engineer H. F. McLalen is to be commended for a meritorious act on April 15th at Hoblitzell, Pa. Mr. McLalen entered the employ of the Company in 1900 as fireman and has been regularly advanced in the service. He has been written a letter of commendation by the superintendent and a proper entry has been made on his record.

Brakeman E. H. Sherwood performed a meritorious act on April 29th just east of Enoch, Pa. He has been in the service of the Company since 1902 as brakeman. He has been written a letter of commendation by the superintendent and a proper entry has been made on his record.

Trackman Henry Hutzell is to be commended for a meritorious act on April 11th. While patrolling the track between Krings and Hogback Tunnel on the S. & C. Branch, he observed a great mass of rock on the hillside which parallels the tracks at that point beginning to slip, and was convinced that a huge slide was about to come down on the track. At the same moment he heard an engine whistle at the other end of the tunnel. Realizing the consequences should the train be permitted to strike the obstruction he rushed to a point on the curve where he could see the oncoming train and gave the engineer a caution signal. Just as the train came up to him the great mass of rock and shale came down. His action had enabled the engineer to bring his train under control before striking the rocks, and a collision with the landslide was averted. Mr. Hutzell has been in the employ of the Company in various capacities since 1875 and has been a very faithful employe. He has been written a letter of commendation by the superintendent.

PITTSBURGH DIVISION

Ervin Daufen, pumper at Fombedl, Pa., is to be commended for a meritorious act while on duty May 5th.

Messrs. David Morgan and Ralph Painter, residing at Coulter, Pa., while on the opposite side of the river from our tracks, heard a landslide at Robbins on March 24th. They immediately crossed the river in a boat, one going east and the other west along our tracks in order to protect trains. The meritorious conduct of these gentlemen is much appreciated.

On May 6th, Mr. Howard Garris, residing in the vicinity of Knox, Pa., detected a defect in track and immediately notified the agent. He also took the precaution to place himself in a position to protect train movement. His interest and action are much appreciated.

NEW CASTLE DIVISION



MIKE VILLAGE

On June 14th, switch-tender Mike Village, employed at "A. Bros." crossing at Hazelton, performed a meritorious act, for which he has been thanked by the division superintendent. His photograph is reproduced herewith.

On the afternoon of June 4th, two trees blew down into our telegraph wires; one just east, and the other just west of Sullivan, O. This put all the wires but one out of service. Section foreman J. C. Swindler cleared away the trees and made temporary repairs to the wires, having them all working in two hours. He has been commended for his prompt action and good work in getting the wires in working condition without waiting for the lineman.



J. C. SWINDLER

On May 23rd, 1914, air brake repairman E. L. Hannon, at Painesville, O., discovered a defective condition of which he made prompt report. He has been commended for his interest.



E. L. HANNON

CHICAGO DIVISION

M. W. Bishop, third trick operator at Holgate Tower, is to be commended for a meritorious act on May 24th. His prompt action relieved a dangerous condition. Mr. Bishop

has been in service on the Chicago Division for the past four years, and has a very good record.

Thomas Conley, yard conductor, South Chicago, is credited with performing a meritorious act in discovering a condition on train No. 14, which would possibly have led to considerable delay. He promptly notified train conductor, and the unsatisfactory condition was properly taken care of.

OHIO DIVISION

The following letter speaks for itself:

CINCINNATI RAILWAYS SMOKE INSPECTION
BUREAU.

Cincinnati, O., May 27th, 1914.

MR. WM. GRAF,

R. F. of E., B. & O. S. W. R'y,

Chillicothe, Ohio.

Dear Sir:

We desire to call your attention to the consistent good work of engineer Bresnehan and fireman Longdon of trains Nos. 7 and 8, in regard to smoke abatement, from which it necessarily follows that they are economical in the use of fuel.

This crew has been observed by all of the inspectors, and they are all agreed that it should be recommended for good service.

Yours truly,

G. H. FUNK,

General Smoke Inspector.

INDIANA DIVISION

J. V. Spalding, operator at Montgomery, Ind., noticed an unsafe condition on train No. 97, at 8.00 p. m., June 1st, while it was entering siding at Montgomery, Ind.

Mr. Spalding has been in the service of the Company since 1908, and is considered a very able young man, and we are glad to give him the proper recognition for being on the alert for any dangerous conditions.



J. V. SPALDING

CINCINNATI TERMINAL

We desire to commend H. L. Bates, telephone maintainer, for a meritorious act on May 9th. Mr. Bates entered the service on September



H. L. BATES

24th, 1900, as ground man in the telegraph department at Newark; a little later he was advanced to lineman, then to assistant foreman and finally to foreman. On April 1st, 1907, he was made station lineman on the Newark Division with headquarters at Carlisle, Ohio; then transferred to

lineman on the Indiana Division with headquarters at Cincinnati, Ohio. On September 1st, 1913, he was transferred to Toledo Division of the C. H. & D. as telephone maintainer. We are pleased to say that he is always on the job. He is also a firm believer in Safety First.

TOLEDO DIVISION

Operator G. A. Seithman was commended by the superintendent for his meritorious act on June 2d and proper entry was made upon his employment record. Mr. Seithman entered the service in 1907.

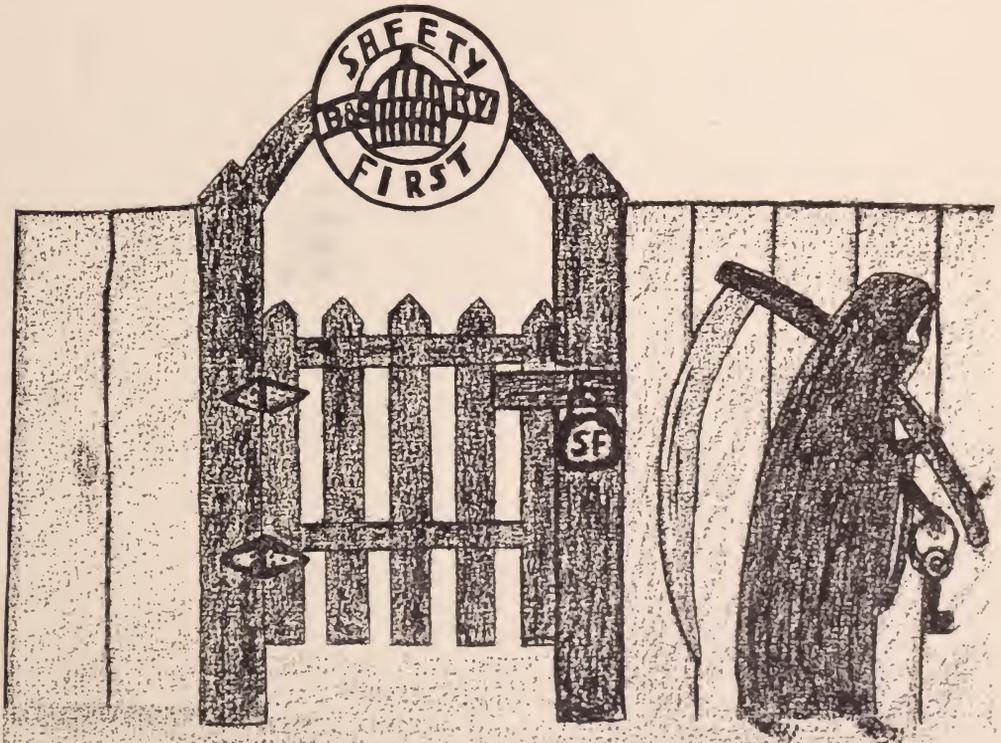
Brakeman W. L. Coyle was commended by the superintendent for his meritorious act on May 23d and proper entry was made on his record. Mr. Coyle entered the service in 1912.

INDIANAPOLIS DIVISION.

The accompanying picture is of Don Lynch, yard clerk in the Moorefield yard, who discovered fire in the freight yard June 2nd and immediately called the fire department. Mr. Lynch's prompt action no doubt averted serious loss and he is to be commended.



DON LYNCH



W-14

THE KEY WON'T FIT.

Drawn by C. F. White, Flora, Ill.

“If”

By Rudyard Kipling



If you can keep your head when all about you
Are losing theirs and blaming it on you;
If you can trust yourself when all men doubt you,
But make allowance for their doubting too;
If you can wait and not be tired by waiting,
Or being lied about, don't deal in lies,
Or being hated don't give way to hating,
And yet don't look too good, nor talk too wise;

If you can dream—and not make dreams your master;
If you can think—and not make thoughts your aim,
If you can meet with Triumph and Disaster,
And treat those two impostors just the same:
If you can bear to hear the truth you've spoken
Twisted by knaves to make a trap for fools,
Or watch the things you gave your life to, broken,
And stoop and build 'em up with worn-out tools;

If you can make one heap of all your winnings
And risk it on one turn of pitch-and-toss,
And lose, and start again at your beginnings
And never breathe a word about your loss:
If you can force your heart and nerve and sinew
To serve your turn long after they are gone,
And so hold on when there is nothing in you
Except the Will that says to them: 'Hold on!'

If you can talk with crowds and keep your virtue—
Or walk with Kings—nor lose the common touch,
If neither foes nor loving friends can hurt you,
If all men count with you, but not too much:
If you can fill the unforgiving minute
With sixty seconds' worth of distance run,
Yours is the Earth and everything that's in it,
And—what is more—you'll be a Man, my son!



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, *Chairman*

E. R. SCOVILLE, Transportation Department

JOHN HAIR, Motive Power Department

W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic

DR. E. M. PARLETT, Relief Dep't, Sanitation

B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

DR. J. F. TEARNEY, Relief Department

J. W. COON, Operating Department

GENERAL OFFICES, BALTIMORE

C. E. Roache was made chief clerk of the Bureau of Employment and Discipline on May 21st, 1914. He is but twenty-five years old and has been in the service of the Baltimore & Ohio almost continuously since July, 1905. He started as a water boy in the Maintenance of Way Department on the Baltimore Division and has been employed in several different departments as stenographer and clerk during the intervening years.

When asked for a brief review of his service with the Company, E. J. Jones, the head of the Bureau of Employment and Discipline, wrote us as follows:

"I understand that Mr. Roache has had to 'paddle his own canoe' ever since he was quite a young lad. He is married and, with his wife and young daughter, resides at Ellicott City. I consider him very competent, and will be disappointed if he does not go higher in the railroad service."

In the accompanying picture of the employes in the executive offices of the Timber Preservation Department are: (1) A. G. Smith,



CLERICAL FORCE IN EXECUTIVE OFFICES OF
TIMBER PRESERVATION DEPARTMENT
AT MT. ROYAL STATION,
BALTIMORE

(2) H. L. Scribner, (3) S. I. O'Neill, clerks; (4) C. C. Schnatterbeck, chief clerk; (5) E. H. Rouser, stenographer.

After seven years' weary search, the stork finally located Lyttle M. Morgan, of the stationery department, and deposited a nine pound baby boy on the door steps of No. 117 W. Ostend Street, in the "wee sma'" hours of the morning. Little Lytt is *some boy*.

L. M. Morgan, Sr., hails from Calvert County, of the Eastern Shore. We all extend our hearty congratulations to him and his wife.

NEW YORK TERMINAL

Correspondent, T. A. KAVANAGH.

DIVISIONAL SAFETY COMMITTEE

W. CORNELL.....Terminal Agent, Chairman

Station Service

W. B. BIGGS.....Agent, Pier 22, N. R.)	} Representing Agents
E. W. EVANS.....Agent, St. George, S. I.)	
J. ELLERMAN...Asst. Foreman, Pier 7, N. R.)	} Representing Labor
E. MEROLD...Receiving Clerk, Pier 21, E. R.)	
M. E. DEGNAN.....Foreman, 26th Street)	

Marine Department

CAPTAIN C. H. KOHLER.....Supervisor Floating Equipment, for Marine Matters in General	} For Steamboatmen
CAPTAIN HENRY BOHLEN.....	
ENGINEER J. W. LETTS.....	
CAPTAIN JOHN TRUNK.....	
CAPTAIN HARRY PETERSON.....	} For Lighters and Barges

Repair Department

JOHN JOHNS.....Master Carpenter, M. of W. Dept.
NICHOLAS JOHNSON.....Floating Equipment, Clifton Shops



NICHOLAS McGOVERN

Sixteen months old son of the Chief Clerk to General Traffic Agent

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

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

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE.....Trainmaster, Chairman
B. F. KELLY.....Assistant Trainmaster, Vice-Chairman
C. M. DAVIS.....Chief Clerk, Secretary, St. George
W. B. REDGRAVE.....Engineer Maintenance of Way
F. A. HAMM.....Acting Master Mechanic
A. CONLEY.....Road Foreman of Engines
J. JOHNS.....Master Carpenter, M. of W. Dept.
E. ALLEY.....Superintendent of Track, M. of W. Dept.
W. L. DRYDEN.....Signal Supervisor, M. of W. Dept.
H. E. SMITH.....Foreman Carpenter, Mechanical Dept.
H. LAWRENCE.....Draughtsman, Marine Dept.
DR. F. DEVERE.....Physician to E. M. B. A.
F. PETERSON.....Supervisor of Station Service
M. HEFTNER.....General Foreman, Mechanical Dept.
H. W. MILLER.....General Freight Car Foreman
D. A. McLAUGHLIN.....Yardmaster
R. E. COLLINS.....Passenger Conductor
P. HELT.....Assistant Freight Car Foreman
A. ROMING.....Yard Committeeman
L. MAGEE.....Yard Committeeman
F. E. HORAN.....Locomotive Engineer
R. H. TAXTER.....Road Conductor

On June 10th, a daughter was born to Mrs. McGovern, wife of "Jack" McGovern, who is chief clerk to G. J. Brown, general traffic agent. "Jack" is now the father of a son and daughter.

On Saturday, June 6th, Frederick C. Syze, of Franklin Avenue, New Brighton, was suddenly called to his father's home at Yorktown Heights, N. Y., where his mother was sinking fast. He reached her bedside just in time to speak with her before she became alternately delirious and unconscious. She lingered in this state until about two o'clock Tuesday morning when, after several hours of restful sleep, she passed peacefully and unconsciously into that sleep from which there is no awakening in this world. She was surrounded by her dear ones, who mourn the loss of a noble, devoted and self-sacrificing wife and mother.

The services were held at the Friends' Church at Yorktown Heights on June 12th, and the interment was in the family plot at Amawalk, N. Y.

Mr. Syze was deeply touched by the attendance at both the services and interment of Messrs. Frank H. Brant, Daniel B. Hayes, William J. Reeves, William McAndrews and William J. Hayes, all conductors of the Company's Staten Island Lines, of which Mr. Syze is the trainmaster.

On Sunday afternoon, June 14th, the Clifton Shops Baseball Team was defeated by the St. George Lighterage boys by the score of four to three. The Clifton Shops lined up as follows: O. Kohroman, right field; W. Ryan, left field; M. O'Connor, short stop; Endrers, center field; B. Berleau, pitcher; W. Campbell, second base; M. O'Hearn, first base; F. Doyle, third base; J. O'Hearn, catcher. The St. George Lighterage team lined up as follows: F. Siegle, second base; J. McCullum, third base; P. Donough, pitcher; Martin, catcher; F. Nolan, first base; Ryan, left field; Sadowski, center field; Murphy, short stop; Brice, right field.

The game was umpired by Mr. Levy, assistant agent at St. George Lighterage. As this was the first game played by the Clifton boys, and considering the fact that the Lighterage team has been playing for the past month, the showing made by the conquered was not disappointing.

R. M. Frey, former secretary to G. J. Brown, general traffic agent, Staten Island Lines, has returned to his old position, after having spent about two years as secretary to general eastern freight agent C. W. Tomlinson.



F. W. BATEMAN, PAINTER
In service since May, 1887



JAMES F. HURLEY

The accompanying photograph is of James F. Hurley, who was promoted to assistant yardmaster at Arlington, and placed in charge of night work at that place. He has had experience as clerk to supervisor of track, combination ticket and freight agent, yard clerk and as a very helpful assistant to agent-yardmaster T. C. Ganbrall.

D. A. McLaughlin, agent and yardmaster, Cranford Junction, N. J., entered the service in August, 1905, and worked as operator and agent at various stations on the S. I. Lines until January, 1907, at which time he was promoted to agent at Cranford Junction. Shortly after accepting this position his title was changed to agent and yardmaster.

Cranford Junction is a very important place on the New York Division, and to keep cars passing through without delay takes a man of McLaughlin's ability. Cranford Junction is what might be termed the neck of the bottle to the Staten Island properties, the interchange point with the C. R. R. of N. J., P. & R. and the Lehigh Valley.

"Mac" is also a member of the Local Safety Committee, and has offered some very good suggestions in connection with this movement.

The following employes visited the M. C. B. and M. M. Convention at Atlantic City: F. A. Hamm, general foreman; M. Heftner, foreman machinist; H. E. Smith, foreman carpenter; Reinhard Groeling, chief clerk, mechanical department, and H. W. Miller, general freight car foreman. The first four named were accompanied by their wives. All were interested in the splendid exhibits and had a pleasant visit with J. S. Sheafe, master mechanic.

On July 1, John J. Mahony, of Port Ivory, made a flying trip to Baltimore, saw the general offices and got a fine idea of the general layout of the city. He went to Washington on the morning of July 2, visited the Capitol, the Congressional Library and Smithsonian Institute and returned on the Royal Limited.

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

P. C. ALLEN	Superintendent, Chairman
W. T. R. HODDINOTT	Trainmaster, Vice-Chairman
E. D. JACKSON	Division Engineer
T. B. FRANKLIN	Terminal Agent
WM. SINNOTT	Master Mechanic
H. K. HARTMAN	Chief Train Dispatcher
F. H. LAMB	Division Claim Agent
DR. C. W. PENCE	Medical Examiner
S. M. HOY	Assistant Yardmaster
T. E. THOMAS	Master Carpenter
S. B. KELLER	Signal Supervisor
W. F. GATCHELL	Relief Agent
WM. CHAPMAN	Truck Packer
O. I. DALEY	Car Inspector
GEORGE GENNER	Machinist
I. N. LUCAS	Road Engineer
W. S. CHAMBERS	Yard Engineer
W. M. GABLER	Road Fireman
W. T. CHURCH	Yard Fireman
G. A. GOSLIN	Yard Conductor
O. R. MOENT	Yard Conductor
J. M. CHRISTIE	Road Conductor
R. W. DILL	Operator
H. H. CARVER	Freight Agent
J. C. BASFORD	Assistant Road Foreman of Engines
R. C. ACTON	Secretary
J. R. MALONE	Supervisor, Havre de Grace, Md.

The accompanying photograph is of some of our employes at East Side. Reading from left to right are:

First row: A. W. Bratt, general foreman; E. A. Sands, shop clerk; W. Sinnott, master mechanic; W. J. Dunlap, storekeeper.

Second row: A. A. Shields, assistant shop clerk; C. T. Mandler, general car foreman; M. T. Haran, boilermaker foreman.

Third row: F. C. Fenimore, assistant round-house foreman; G. H. Fenimore, machine shop foreman; A. L. Elliot, blacksmith foreman.

On Decoration Day, the East Side Car Department baseball team went to Baltimore and defeated the Stores Department team of Mt. Clare by the score of 8 to 4. The work of Phila's battery, Soley and Shields, as well as the timely batting of the entire team, were the features of the game. The party of rooters from East Side totaled at least sixty, and great interest and enthusiasm was shown. Manager Drolet and Captain McCann have arranged for a return game to be played at 60th and Woodland Streets, Philadelphia, at 3 p. m., July 4th. The team as well as its rooters wish to thank all those that in any way helped to make this trip a success, especially our general car foreman C. T. Mandler, master mechanic Wm. Sinnott, J. C. Richardson, chief clerk, superintendent's office, and Walter Kelly of the same office, who creditably filled that most trying position of umpire.

J. S. Evans has been appointed joint agent at Elsmere Junction, Del., vice E. L. Huson, transferred.

W. G. Katz has been appointed freight and ticket agent at Yorklyn, Del., vice N. Gorrell, transferred to telegraph department.

J. C. Watts, agent Elk Mills, Md., with Mrs. Watts, have just returned from a pleasant trip to the Pacific Coast, having visited Seattle, Portland and other interesting points.



SOME COMPANY EMPLOYEES AT EAST SIDE (See Note)



KATHARINE EDDS
Daughter of Brakeman Walter Edds

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS	Chairman
C. A. MEWSHAW	Trainmaster, Vice-Chairman
R. B. BANKS	Division Claim Agent
W. I. TRENCH	Division Engineer
D. M. FISHER	Agent, Washington, D. C.
J. L. MALONE	Yard Brakeman, Brunswick, Md.
J. A. WILLS	Yard Conductor, Camden Yard
A. M. KINSTENDORFF	Agent, Camden Station
DR. E. H. MATHERS	Medical Examiner, Camden Station
D. C. WEBSTER	Yard Conductor, Washington, D. C.
W. T. MOORE	Agent, Locust Point
M. E. NICHOLS	Machinist, Brunswick, Md.
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
S. C. TANNER	Master Carpenter, Camden
J. O. F. COVELL	Engineer, Riverside
G. H. WINSLOW	Secretary, Y. M. C. A., Washington, D. C.
DR. J. A. ROBB	Medical Examiner, Washington, D. C.
J. P. KAVANAGH	Assistant Superintendent, Camden
E. C. SHIPLEY	Road Foreman of Engines, Riverside
E. E. HURLOCK	Division Operator, Camden Station
H. S. WILSON	Relief Agent, Hanover, Md.
A. W. AMSPACKER	Yard Conductor, Curtis Bay
C. H. MIKESSELL	Yard Conductor, Locust Point
J. S. POTEET	Fireman, Riverside
A. MILLER	Yard Conductor, Bay View
J. W. RONEY	Yard Conductor, Mt. Clare
N. A. REESE	Conductor, Baltimore
A. G. ZEPF	Supervisor, Camden Station
T. L. STRUGGS	Track Foreman, Camden
J. KIRKPATRICK	Master Mechanic
J. W. WELSH	Car Inspector, Washington, D. C.
E. H. PETITT	Tool Room Man, Riverside
R. K. TAYLOR	Leading Car Inspector, Brunswick, Md.

About 5.40 a. m., May 23d, C. V. Hawes, yard conductor, Brunswick yard, was found dead in culvert opposite east end classification yard at West Brunswick. Two trespassers passing that point saw him lying with his face about half submerged in water. They notified assistant yardmaster L. H. George, who immediately investigated the report and found after examination that it was conductor Hawse. Mr. Hawse has been in the service of the Baltimore & Ohio for quite a number of years, and was a daylight conductor. He leaves a wife and four children, who have the deepest sympathy of all their friends.

Badson Hartung, chief corresponding clerk at Locust Point, is contemplating matrimony. Good-bye Badso.

J. J. Linke, night dispatcher at Locust Point, says that working at night puts him to an inconvenience. It has been noticed that Jack has been spending a lot of his time out on the Frederick Road. Well, we wish you luck, Jack. Who is she?

W. H. Thiemeyer has been transferred to the general foreman's office at Brunswick. B. F. Wicklein has been promoted to his place, while F. J. Crockett, from Mt. Clare is new distribution clerk in the master mechanic's office at Riverside.

Assistant yardmaster F. O. White, who was in Richmond June 8th, 9th and 10th, with the Grotto from Washington, became deeply interested in the trading stamp and premium business.

J. T. McCloskey, of Riverside shops, has been promoted to carpenter foreman, vice J. F. Houck.

Henny Hepp, supplyman at Riverside, was one of this season's June grooms, the blushing bride being Miss Mamie Bear. "Steve" Joyce and Henry Marpoe were present at the celebration to entertain the guests.

W. E. Severns, chemical engineer of the Curtis Bay fire department, took a trip to Westminster to attend the Firemen's Convention.

The little jockey in the accompanying picture is Master Irving Frankly Lash, the four year old son of brakeman G. W. Lash. Master Irving is one of Washington yard's regular visitors on Sundays and holidays. He loves the railroad and choo-choos and some day expects to be a brakeman like his father.



IRVING FRANKLY LASH



EMPLOYEES OF No. 2 MACHINE SHOP AT MT. CLARE

When it comes to bell ringers, "Kelly" is always on the job.

J. F. Costin, formerly employed as clerk in the freight office at Locust Point, was transferred to the C. T. timekeeper's office as a time clerk on June 9th, vice J. A. Felder, resigned.

Walter Sinn, time clerk in the C. T. timekeeper's office at Camden Station, attended the alumni banquet of the Frederick High School, held at Hotel Braddock, Braddock Heights, Md., on June 25th. Mr. Sinn is a graduate of the class of 1912.

Many of the boys in the superintendent's office and the C. T. timekeeper's office at Camden Station have had heartaches since George Bobb has been absent for the past few days. We hope that when George returns from Carlisle, Pa., he will leave his friends in better condition.

Street car rides to suburban points must have been the tonic recommended to M. U. Ramsburg of the superintendent's office, for heart trouble, as lately he has been taking a trip to Sparrow's Point several times a week. He looks better, and from his disposition, he must feel better.

Again the stork was right on time at Washington. He did not have any more than his tonnage and plenty of time to get in before the sixteen hour law caught him. Consequently he only had to leave one load; this was a fine little girl left at 132 Quincy Street, N. E., for Mr. and Mrs. O. D. Boyle. Congratulations, Boyle.

During the night of June 22d, a colored "gentleman" called at the home of E. C. Shipley, road foreman of engines, and borrowed the gold watch and chain which Mr. Shipley had left on a chair in his dining room. This light-fingered fellow must have had some doubts as to the accuracy of this time-piece, for he was comparing time with a pawn-broker the next morning when a city detective took exception to the number on the case. The time expert will no doubt have very little need of this watch for sometime to come, as men will be paid to keep his time for him. All that he will have to do is to listen for the bells, and the time that will be given to him by the Judge will be pretty hard to forget.

At a meeting of the "Safety First" sub-committee of Locust Point, Mr. Barkley, in a fitting speech, presented to Chairman Moore, a handsome gavel, the product of the genius of delivery clerk Walstrum. Mr. Moore accepted with thanks and made a few appreciative remarks concerning the idea and workmanship. All present examined it and pronounced it good gear for a "Safety First" meeting presiding officer, it being beautifully carved with the Baltimore & Ohio coat of arms, with the dome of the Capitol prominently shown and inscribed with the immortal "Safety First."

Introducing Ernest Burress Hawkins, seven months old baby of brakeman J. B. Hawkins. Master Earnest bowed to all Brentwood when he was christened, Sunday, June 14th, 1914.



ERNEST BURRESS HAWKINS

MOUNT CLARE SHOPS

Correspondent, GEORGE L. HENNICK,
Secretary

DIVISIONAL SAFETY COMMITTEE

- P. CONNIFF.....Superintendent Shops, Chairman
- S. A. CARTER.....Machinist, Erecting Shop
- H. OVERY.....Machinist, Erecting Shop
- J. P. REINHARDT.....Fire Marshall, Axle and Blacksmith Shops and Power Plant
- H. C. YEALDHALL.....Boilermaker, Boiler Shop
- R. W. CHESNEY.....Moulder, Brass 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. LEUICH.....Manager, Printing Department
- C. R. YOUNG.....Clerk, Iron Foundry

Car Department

- H. A. BEAUMONT.....General Foreman, Chairman
- H. R. BURNS.....Car Repairman, Mt. Clare
- L. A. MARGART.....Clerk, Mount Clare Junction
- J. T. SHULTZ.....Cabinet Shop, Mount Clare
- C. W. GEGNER.....Passenger Car Shop, Mount Clare
- OTTO A. FRONTLING.....Paint Shop, Mount Clare
- C. W. KERN.....Stenographer, Baileys
- R. W. UPTON.....Clerk, Curtis Bay
- T. H. BACKENDORF.....Car Inspector, Mount Clare
- M. D. EDWARDS.....Day Car Inspector, Camden
- W. DAY.....Night Car Inspector, Camden
- S. E. SOMMERS.....Assistant Foreman, Locust Point
- P. J. REICHENBERG.....Car Inspector, Locust Point
- W. W. BIRD.....Car Inspector, Locust Point
- S. T. SEYMOUR.....Clerk, Bay View

JUNE 14th FLAG DAY IN No. 2 MACHINE SHOP

If a display of flags is an indication of patriotism, then No. 2 shop deserves the premium. When you entered the shop you saw flags everywhere—flags in front, flags in the rear, flags to the right, flags to the left, flags above. No. 2 shop has about 200 machines, and every

one had a pair of crossed flags fastened to it, every motor had a pair, every clock had a pair, in fact the national emblem was everywhere in sight. It was flags, flags, flags. The shop was decorated from stem to stern. This article would not be complete if I failed to mention the moving spirit in this affair, John O. Perin, who is not only highly patriotic, but also an ardent Safety First man. Mr. Perin is a man who does things. Hurrah for the colors.

We desire to announce the appointment of Henry Gardner as assistant superintendent of shops at Mt. Clare.

Mr. Gardner was born in Salem, Mass., in 1872, and was educated in the grammar and high schools and at the Massachusetts Institute of Technology in Boston, receiving the degree of Mechanical Engineer. From 1896 to 1899 he served as an apprentice in the Boston & Maine shops, Boston, and from 1899 to 1904 he was with the same road at Concord, N. H. as shop draughtsman, shop instructor and assistant master mechanic. He was then for one year erecting foreman of the American Locomotive Company at their Pittsburgh works, and one year with the H. K. Porter Company of Pittsburgh. From 1906 to 1908 he was



HENRY GARDNER

chief draughtsman and apprentice instructor of the Pittsburgh & Lake Erie, and from 1908 to 1912 he was assistant supervisor of apprentices of New York Central Lines at New York. In 1912 he was appointed supervisor of apprentices of the New York Central & Hudson River R. R., the position he left to come to the Baltimore & Ohio as assistant superintendent of shops.

At this writing, Mr. Gardner has been with us for several weeks, and during that time has won the hearty good will and best wishes of all the Mt. Clare forces. We predict a bright future for him with the greatest of all railroads, the Baltimore & Ohio.

The accompanying picture is of Capt. Geo. F. Mallon, who was born on the 13th of April, 1845, in New York city. He went to Cumberland at the age of one year, was educated in



GEORGE F. MALLON

Cumberland, and became captain of police there under Mayors McCaughey and Thithers. During the strike at the Cumberland Rolling Mills he rendered loyal service in quelling riots and in protecting Baltimore & Ohio property. He was captain of police at Locust Point until 1894 under Chief Brannon, was located at Locust Point for about twenty years, and then transferred to Mt. Clare at the Arlington Avenue gate, where he remained until retired on the third day of May, 1914. In 1864, when the Civil War was at its height, Mr. Mallon enlisted in the Second Maryland Cavalry under Captain Wright Kelly, and was later transferred to the First Maryland Cavalry. He served with great gallantry throughout the campaign, was mustered out of service on Maryland Heights in June, 1865, and discharged at Camp Bradford, Baltimore city, as sergeant.

"Slippery" Schmouss, car oiler in the transportation yard at Locust Point, is evidently contemplating launching his boat on the matrimonial sea. Freddie is shaving twice a week and inquiring as to house rents and cost of living.

C. E. England, car repairman in the transportation yard at Locust Point, is inquiring the cost of asolitaire. Congratulations "Germany."

Daniel J. Buckley, of the superintendent of shop's office, got a good ducking on Sunday,

June 7th, due to falling overboard at either Back or Middle River. The pier did not seem to be wide enough for Buck.

BAILEY'S

Although the baseball team has been doing well this season, R. O'Ferrall has resigned his job as manager. For the present H. O'C. Cross will try to fill his shoes.

C. A. Ruhl, electrical machinist, is feeling much better and is back at work. Ruhl was operated on last month at the Maryland General Hospital.

J. A. Stadler, armature winder, is a prospective buyer of a home in the suburbs.

C. F. Hoey looks ill since his return from Atlantic City, where he attended the A. R. M. M. Convention. He blames this fever on the hot sun and the shock he received after being run over by a roller chair.

Jack Griffin, whose throat has been bothering him for the last two months, is able to be at work again, but as yet his voice has not returned.

Jim Gregory who was confined at home for a couple of days with a piece of steel in his eye, has returned to work.

Harry Frankton, electrician, lost a baby boy last month. Harry has the sympathy of his friends at Bailey's.



J. H. KIRBY
(see Mt. Clare, June issue)

J. H. Taylor has purchased a home out on Edmondson Avenue.

G. F. Lerch is still on the sick list, after an operation. We hope he will soon be able to get back.

F. E. Brown has been acting in the capacity of terminal electrician since Fred Welde has not been well.

R. S. Montgomery, electrical machinist, has a baby boy. This is the second boy for Bob.

WASHINGTON TERMINAL

G. H. WINSLOW, Correspondent

The Sub-Safety Committee meetings held in freight agent D. M. Fisher's office every Wednesday morning have proven very successful. The men have become quite enthusiastic in their efforts to handle the freight more expeditiously and with less loss and damage, as well as with more safety to themselves. Each department is represented in these meetings, each man making either written or verbal reports. Time is given for general discussion in matters of Safety and the handling of freight. The men are also instructed to disseminate the results of these meetings to their co-workers.

One of the most successful bowling seasons of the Terminal R. R. Y. M. C. A. terminated



The Company is making some improvements on engines out west, and have sent the following to install headlights on the locomotives: Harry Treffinger and W. A. Furst to Indianapolis, Ind.; Jim Gay and L. S. Ziegenheim to Garrett, Ind., and C. E. Foster and Hauss to Washington, Ind.

when the Southern Railway Team finished in first place, with the Auditors a close second. At a social and entertainment on June 19, a cup was presented to the winning team (it may be seen in the trophy case) and gold, silver and bronze medals to Messrs. Humrickhouse, Stanley, Munch, Triplett, Strieter, Graves, Humphrey, Rider, Ekin, Williams, Hanson, Fulk, Weeks, Luckett, Grimes, I. E. Smith, Wiess, W. L. Smith, Mark Coe, Lehman, Hassett and Campbell.

On the same evening medals were also presented to C. J. Munch and H. H. Schoder for excellent membership work.

Railroad men and their families and friends will all want to go on the seventh annual excursion to Chesapeake Beach. Save Tuesday, August 11th, for that occasion. A program of contests has been arranged for all excursionists, men, women and children.

G. A. Thomas has been appointed supervisor of the Washington Terminal Company to fill the vacancy caused by the promotion of C. S. Heritage, engineer of the Company.

Some of the ticket office men prefer the cool breezes of the north while others seek the balmy zephyrs of the "Queen of the Antilles," as shown by A. J. Drew, who is spending his vacation in Montreal, J. D. Kurtz and J. B. Wood, traveling through Canada, while H. Johnson of the Seventh Street office has gone to Cuba to rest.

An improved megaphone for announcing the departure of trains has recently been placed on trial in the waiting room. Messrs. Tilghman, Korman and Myers call the trains and can be easily understood.

An interesting tennis tournament is being held on the Terminal R. R. Y. M. C. A. courts, with some closely contested games. The courts are in fine condition and will compare favorably with any in the city.

At the time of writing the Car Department men were in the lead in the Terminal R. R. Y. M. C. A. Baseball League with all the other teams pushing them hard for first place. The teams are evenly matched and it is impossible to pick the winner. This season has the best teams seen in the seven years of the league's existence.

General baggage agent W. J. Fittall recently went to Detroit to be present at the General Baggage Agents' Convention. Under the direction of Mr. Fittall, the Washington Terminal baggage department is well systematized and baggage passing through the station is carefully handled by an efficient and polite corps of men who demonstrate the proper way of attending to the needs of the traveling public.

John Stansbury, a popular young man of the car department and a member for the past six years of the car department baseball team, recently entered into life partnership with Miss Eva Kause. After a wedding trip they will be at home to receive their many friends.

Congratulations are also being showered upon O. W. Riley, clerk in the auditor's office for his remarkably good judgment in joining the benedicts after Miss Ruth Hayghe agreed to be his counsellor and helper. May happiness and long life be the future of both of these well known couples.

A man traveling on a night train purchased a sleeping car ticket and went into the day coach and sat there until about one o'clock in the morning. Thinking it was rather late for bed time, he finally told the train conductor that he had a sleeping car ticket and would like to go to bed, but that the Pullman conductor had not sent for him yet. The obliging train conductor informed the Pullman conductor of the plight of his passenger. The matter was speedily arranged and the man went to bed for his much needed rest. If the passenger had mentioned it earlier, he would have been given the necessary information and got full benefit for his ticket.

CUMBERLAND DIVISION

Correspondents

- W. C. MONTIGNANI, Y. M. C. A. *Secretary*,
Cumberland
- H. H. SUMMERS, South Cumberland
- T. F. SHAFFER, North Cumberland
- W. L. STEPHENS, Martinsburg
- E. H. RAVENSCRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

- J. W. KELLY, JR. Superintendent, Chairman
- E. J. LAMPERT Vice-Chairman

East End

- J. W. DENNEEN East End, Trainmaster
- T. F. SHAFFER Secretary
- W. C. MONTIGNANI Secretary, Y. M. C. A.
- I. S. SPONSELLER General Supervisor
- H. E. NORRIS Engineer
- A. R. LINDSAY Planerman
- A. Y. WILSON Machinist
- H. RUPENTHAL Engineer
- J. W. MANFORD Conductor
- W. B. TANSILL Car Inspector
- J. E. WELSH Conductor
- J. R. BELL Division Freight Agent
- W. E. YARNALL Chief Clerk
- H. C. MCADAMS Terminal Trainmaster
- C. M. GEARHART Assistant Trainmaster
- E. C. GROVE Assistant Trainmaster
- C. J. TURNER Assistant Trainmaster
- E. M. PRICE Assistant Trainmaster
- C. E. RILEY Assistant Trainmaster
- E. G. SHIRLEY Chief Train Dispatcher
- W. H. LINN General Yardmaster
- L. J. WILMOTH Road Foreman of Engines
- E. DWIGGINS Assistant Road Foreman of Engines
- L. CRAMBLITT Assistant Road Foreman of Engines
- H. P. BRANDT Traveling Fireman
- D. MOORE Traveling Fireman
- T. R. STEWART Master Mechanic
- F. W. BOARDMAN Assistant Master Mechanic
- W. W. CALDER General Car Foreman
- F. KIRBY S. O. L.
- P. PETRIE Division Engineer
- W. T. HUGHES Assistant Division Engineer
- F. L. LEYH Storekeeper
- A. O. TEDRICK Supervisor
- J. W. RIGGINS Supervisor
- H. H. TEDRICK Supervisor
- W. F. McBRIDE Supervisor
- F. A. TAYLOR Supervisor

E. C. DRAWBAUGH	Division Operator
A. ERDMAN	Coal Billing Agent
J. C. TONRY	Agent
W. D. STROUSE	Agent
W. S. HARIO	Claim Agent
J. E. PRICE	Agent
J. N. MARTIN	Agent
J. W. MARTIN	Relief Agent
G. R. BRAMBLE	Agent

West End

E. J. LAMPERT	Assistant Superintendent
DR. J. A. DOERNER	Medical Examiner
O. S. W. FAZENBAKER	Secretary to Assistant Superintendent
D. A. NILAND	Machinist
R. G. WAGONER	Fireman
L. A. RIZER	Brakeman
A. N. JEFFRIES	Operator
J. G. LESTER	Signal Supervisor
E. LOWERY	Conductor
E. A. RAPHAEL	Medical Examiner
E. V. DRUGAN	Assistant Division Engineer
W. H. BROOM	Assistant Wreck Master
C. P. WELSHONCE	Trainmaster
E. W. DIXON	Assistant Trainmaster
J. MULLEN	Assistant Trainmaster
C. E. MCCARTY	Assistant Trainmaster
F. P. GRANEY	Assistant Trainmaster
W. E. MALONEY	Assistant Trainmaster
W. H. VIRTIS	General Yardmaster
H. W. GRENOBLE	Chief Dispatcher
M. A. CARNEY	Road Foreman
F. C. WINTERS	Storekeeper
F. R. BROWNING	Assistant Road Foreman
J. B. MARKS	Traveling Fireman
R. E. FUREY	Traveling Fireman
D. H. WATSON	Assistant Master Mechanic
G. W. HOFFMAN	Supervisor
J. CLAY	Supervisor
J. M. DAVIS	Agent
H. P. STUCK	Agent
C. A. FLEEGLE	Agent
W. V. FAIRALL	Agent
H. R. COOLE	Agent
Z. D. HENSELL	Agent
C. F. HUTH	Coal Billing Agent
H. A. RASCHE	Agent

Henry G. Davis, then a conductor, and the late Colonel Thomas B. Davis, with whom he was often associated while a younger man. He spent the greater part of his life in the railroad service on the Cumberland Division, with headquarters in Grafton.

L. M. Kemp who, on the 13th of May, 1914, celebrated the fiftieth anniversary of his employment in the Baltimore & Ohio service, was placed on the pension list on June 1st, and has moved his family to Harpers Ferry, W. Va., his former home.

Under date of March 1st a west end flagman on this division wrote and sent to the editor of the Magazine an interesting article, but as we are unable to find out who the author is, we cannot give him proper credit.

Howard P. Stuck has been appointed relief agent on the Cumberland Division. Mr. Stuck has held various positions on the Cumberland Division, and for a number of years was agent at Newburg, W. Va.



HOWARD P. STUCK, RELIEF AGENT

The popular assistant secretary of the Baltimore Y. M. C. A., Raymond Allemong and Miss Rebecca Furstenburg were married at the Emmanuel Episcopal Church on June 3rd, Rev. Wm. C. Hicks officiating. Wm. C. Montigani was best man and the bride was attended by Miss Clarabelle Rice. Owing to the recent death of the bride's father, Mr. Wm. Furstenburg, the wedding was a quiet one, only the near relatives and very close friends being present. After the wedding Mr. and Mrs. Allemong were entertained at the bride's home, on Virginia Avenue.

Mr. Allemong is the son of Mr. and Mrs. E. E. Allemong, of Great Cacapon, W. Va., and is a young man of exemplary habits, and much promise for a successful future. He has been a faithful worker at the Baltimore & Ohio Y. M. C. A. for four years.

Miss Furstenburg is well known as an accomplished pianist and singer, and is popular among her many friends.

John C. Englehart, another of the pioneers that helped lay the first line of the Baltimore & Ohio Railroad through the mountains, died Saturday near Gladesville, W. Va., aged eighty-three. He worked on the grading of the road from Cumberland to Grafton with the late "Uncle Billy" Graham. After the construction of the main line was completed, Mr. Englehart became a railroad man under Senator

The many friends of H. E. Kloss will be glad to hear of his promotion to the position of assistant yardmaster at Keyser, W. Va. Mr. Kloss has been with the Company for some years, having worked on the Monongah Division in the engineering department, and for the past two years in various positions in Cumberland yard.

Albert Wiebel, who for the past six years has been night station baggagemaster at the Queen City Station, Cumberland, has been appointed summer ticket agent at Deer Park Hotel.

The clerical forces at Cumberland have formed a tennis club, and have arranged to lay out a fine tennis court in the rear of the "Queen City" Hotel. The club was organized with twenty-one members, and the following officers elected: T. M. R. Rees, president; F. M. Powell, secretary; J. E. Barnhart, treasurer. None but Baltimore & Ohio employes are eligible to membership. As soon as the court is completed, practice will commence, and many interesting contests are looked for.

John H. Martin, agent for the Baltimore & Ohio Railroad Company at Sandy Hook, Md., was retired in June, after having been more than fifty years in the Company's service in various capacities. Mr. Martin first entered the Company's service at Cumberland, Md., February 1st, 1863, as night dispatcher, and worked at this point three years, when he was sent to Harpers Ferry in charge of military equipment for the road, together with Joseph Barry for the U. S. Government. This was just after the close of the Civil War, during the great reconstruction period, and as the government armory was located at Harpers Ferry, the troops returning from the South were handled through that point. In 1869 he was transferred to Parkersburg, W. Va., as transfer agent looking after the transfer of lumber and other commodities from the Ohio River barges, and the loading of same on board cars for movement east. Three years later he was returned to Harpers Ferry as agent and remained at that point for fifteen years, when he was made agent at Winchester, Va. In 1891 he was placed in charge of the Company's quarries at Millville, W. Va., and Eakles Mills, Md., and later in charge of bridges at Harpers Ferry. In 1902 he was made agent at Sandy Hook, Md., which position he has held ever since. Mr. Martin was born October 24th, 1840, and now that he has been retired from active service and been placed on the pension list, he can take a well earned vacation. His fellow employes are congratulating him on his excellent service record.

G. A. McGinn, assistant to chief clerk Yarnall in the superintendent's office, recently came to work wearing a broad smile, and the question was asked "Why does Mack smile." It was soon found out that another boy had just arrived, making two young railroaders now in the McGinn home.

MARTINSBURG SHOPS

On Monday night, June 1st, the good old stork left a charming baby girl at the home of night ticket agent C. E. Grubb.

Car repairman Howard Bowers is receiving the congratulations of the boys upon the happy advent of a young son at his home on North High Street.

A possibly serious fire at the oil house at Cumbo was neatly nipped in the bud a few days ago by brakeman Leonard Linthicum, a leading member of Hose Company No. 5, this city. Engine No. 1664 is rigged up with a fire fighting attachment and when the blaze was discovered "Straight" had her run up to the fire and proceeded to put her "implements of deluge" to efficient use. The game attack of the veteran fire fighter, assisted by conductor B. F. Miles and the crew, quickly conquered the fire with small damage to the buildings and contents.

Florence Donovan of Denver, Colorado, was a visitor at the shops some weeks ago. His visit was doubly interesting owing to the fact that he was the first apprentice boy who ever entered the local shops. Mr. Donovan entered the service of the Baltimore & Ohio in September, 1850, as machinist apprentice and continued in the employ of the Company until 1873, when he went west. There was not a familiar face to greet him, but he found several younger men, whom he recognized as the sons of his fellow workmen. Although well up in the eighties, Mr. Donovan is still very active.

The home of engineer George Kindle was the scene of a happy family reunion several weeks ago when his two brothers and one sister paid the veteran engineer a visit. The three brothers and their sister partook of a meal at the same table for the first time in thirty years. One brother, Henry Kindle, is a retired Baltimore & Ohio engineer who entered the service in 1862. John Kindle of Philadelphia, the other brother, met with a serious accident in Cumberland thirty-nine years ago when an engine tender was backed over him. Mrs. Emma J. Tabler, whose home is also in Philadelphia, is the sister. George Kindle is still in active service and has been railroading for forty-four years.

John H. May, a retired Baltimore & Ohio employe, died at the City Hospital, this city, on June 16, at ten forty-five a. m., at the advanced age of seventy-three years. Mr. May was a native of Clark County, Virginia, and served throughout the Civil War in General Rosser's brigade of the Confederate army. After the close of the war he came to this city and in 1867 entered the employ of the Company at the local shops. Since that time he has been in continuous service until failing health compelled him to retire from active duty several years ago. He was a familiar figure about the Road in this city. For a number of years he carried baskets for the "through" men to and from their homes, and would be seen at all hours going to and from the station with the lunch baskets of the railroad men. He was known to all the men running over the Cumberland Division.

The funeral services were held at the home of Mr. May's brother-in-law, G. H. Keedy, Thursday morning, June 17th, at ten o'clock, Rev. Gilbert C. Smith of the First Baptist Church, assisted by Rev. B. W. Meek, of the First M. E. Church, conducted the services. Interment was in Green Hill Cemetery.

Miss Bess McKaig Gard, daughter of C. V. R. R. agent and Mrs. W. A. Gard, was married to professor H. Rey Wolf of Pennington, N. J. The wedding took place at the home of the bride's parents, 209 East King Street, at six-thirty o'clock on June 17. After the wedding ceremony the young couple left on Baltimore & Ohio train No. 16, for New Haven, Conn., where they will spend the summer. The good wishes of the genial agent's many friends go out to his charming daughter for a long and happy wedded life.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

S. A. JORDAN	Superintendent, Chairman
DR. J. F. WARD	Medical Examiner
H. F. HOWSER	Road Foreman of Engines
S. J. LICHLITER	Supervisor
E. D. CALVERT	Supervisor
J. L. BOWLER	Conductor
W. L. SEIBERT	Engineer

We are glad to learn that Mrs. J. E. Glenn, wife of the ticket agent and operator at Harrisonburg, Va., has returned from a hospital in Richmond, Va., after undergoing a very serious operation, and is improved in health.

Brakeman R. E. Johnson, who has been on the sick list for several weeks, improves very slowly. His friends hope that he will soon be out and able to take his run.

H. R. Shayer, clerk and warehouseman at Winchester, Va., was married several days ago and is spending his honeymoon in the eastern cities. The employes of the Shenandoah Division extend their congratulations.

On June 1st, through passenger service between Lexington and Baltimore was inaugurated and has proven a success so far. The people of the Valley are greatly pleased with the service. The train consists of one first class express and mail, baggage and smoker, one coach and parlor cafe car. The putting on of these trains has caused changes in the runs and terminals of a number of men. The new trains are manned by the following employes: enginemen, L. C. Stickle, D. Riser; firemen, H. F. Forney, T. A. Riley; conductors, L. D. Barley, W. F. Edwards; baggagemen, T. E. Padgett, C. E. Dudrow; brakemen, M. Hutzler, D. C. Yates. Conductor J. McLane takes the place of conductor Edwards on passenger train on east district; conductor J. A. Bowers takes the place of conductor L. D. Barley on passenger trains on west district. The employes of the Shenandoah Division are very proud of these new trains and are doing everything possible to keep them in good shape and on time.

J. H. Hensell, carpenter, of Middletown, Va., has been placed on the pension list. Mr. Hensell is one of the oldest carpenters in the service, but for the last several years has been unable to work because of rheumatism.

MONONGAH DIVISION

Correspondent, C. L. FORD, Assistant Shop Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

J. M. SCOTT	Superintendent, Chairman
E. T. BROWN	Division Engineer
M. H. OAKES	Master Mechanic
E. D. GRIFFIN	Trainmaster
T. K. FAHERTY	Road Foreman of Engines
M. F. GREENE	Division Operator
DR. C. A. SINSEL	Medical Examiner
W. T. HOPKE	Master Carpenter
J. D. ANTHONY	General Agent
J. O. MARTIN	Claim Agent
W. M. MALONE	Supervisor
D. F. MCCORD	Section Foreman
W. O. BOLIN	General Car Foreman
W. BEVERLEY	General Yardmaster
G. A. SCHAFFER	General Foreman
E. B. HORNBER	General Foreman
B. THOMPSON	Agent
S. H. WELLS	Agent
E. J. HOOVER	Agent
W. P. CLARK	Machinist
R. G. BURNUP	Machinist
J. J. LYNCH	Car Inspector
C. M. SHAW	Yard Engineer
G. RAMSBURG	Engineer
C. R. KNIGHT	Fireman
C. A. MICHAEL	Yard Fireman
W. R. WILLIAMS	Conductor
E. D. RICE	Brakeman
T. D. O'CONNOR	Warehouse Foreman
J. W. LEITH	Foreman Carpenter

George Ullon, the heavyweight champion of the M. & W. Department, has returned from a few days' visit to his parents at Washington, Pa., and stopped over at Pittsburgh to see some of the sights in the Smoky City.

H. S. Cassel, stenographer, has left for a few days' rest in the wilds of Kentucky. We hope that Harry will return safe.

F. Price, the popular and efficient material clerk, hopes sometime in July to get into the bleachers at the games to be played at Pittsburgh. We hope that Ferd will be able to see the flies through the smoke.

Mrs. Estella Jenkins, popular stenographer in the superintendent's office, is looking forward to a dip in the Atlantic Ocean at Atlantic City about the middle of July.

F. Warder Tutt, motive power timekeeper, carried the honors off with the highest vote in the election held on June 12th to choose those to go to Cincinnati to elect delegates for our Advisory Committee the coming year.

Third trick operator H. Beverly at "MO" Tower, Clarksburg, is spending his vacation at Teter, W. Va., on a fishing trip.

A. C. Carey, traveling auditor on the Monongah Division, decided to steal away to Flora, Ill., and plunge into the sea of matrimony. We understand that Mr. Carey was to be married on June 29th, but have no definite information as to who the lucky young lady is.

W. H. Welsh came to us from the Cumberland Division as signal supervisor in charge of the Monongah Division on June 3rd, vice C. M. Lang, who has been furloughed.

Mr. Welsh is well recommended, and we believe that he is going to bring the signal equipment on the Monongah Division up to first class working order. We all promise our support and extend hearty congratulations.

H. Shoemaker, our efficient storekeeper, is elated over his inventory of interlocking and other material, it having been praised as being the best inventory on the System. This speaks well for Mr. Shoemaker, as he is always willing to cooperate with all departments, and we trust that he will continue the good work.

WHEELING DIVISION

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

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN.....	Superintendent, Chairman, Wheeling
C. H. BONNESEN.....	Trainmaster
G. F. EBERLY.....	Division Engineer
J. BLEASDALE.....	Master Mechanic
M. B. RICKEY.....	Division Operator
W. F. ROSS.....	Road Foreman of Engines
M. C. SMITH.....	Claim Agent, Wheeling
C. M. CRISWELL.....	Agent, Wheeling
J. H. KELLAR.....	Relief Agent, Wheeling
DR. C. E. PRATT.....	Medical Examiner, Wheeling
DR. J. E. HURLEY.....	Medical Examiner, Benwood
A. G. YOUST.....	Operator, Glover Gap
O. A. VAN FOSSEN.....	Car Inspector, Holloway
E. S. WILLIAMS.....	Machinist, Holloway
W. GANDY.....	Car Repairman, Benwood
S. SLOAN.....	Shopman, Cameron
J. COXEN.....	Engineer, Benwood (Main Line)
C. McCANN.....	Engineer, Benwood (O. R. & C. L. & W.)
A. DIXON.....	Engineer, Benwood (Yard)
V. B. GLASGOW.....	Conductor, Fairmont (Road)
T. H. BREWSTER.....	Conductor, Benwood (Yard)
P. McCANN.....	Fireman, Benwood
E. WILKINSON.....	Agent
E. M. POMEROY.....	Agent
G. ADLESBERGER.....	Car Foreman
L. M. COLLINS.....	Car Foreman
L. B. KEMM.....	Master Carpenter
J. T. COYNE.....	Section Foreman
H. D. McColloUGH.....	Track Supervisor
H. HAGGERTY.....	Track Supervisor
P. MURTAUGH.....	Track Supervisor
T. C. STONECIPHER.....	Track Supervisor
D. PIERCE.....	Signal Supervisor

WHEELING FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

C. M. CRISWELL.....	Agent, Chairman
A. E. MEDLEY.....	Chief Clerk
W. P. COGLEY.....	Foreman
A. DANGEL.....	Tallyman
W. S. YOHO.....	Delivery Clerk
J. WURDACK.....	Receiving Clerk
G. SPRING.....	Laborer
C. F. STRAHL.....	O. S. & D. Clerk
O. F. MILLER.....	Yard Clerk
E. J. DAVIS.....	Bill Clerk

The Wheeling Freight House Divisional Safety Committee was organized recently and is composed of the men whose names are given above.

Meetings are held weekly, when all matters pertaining to Safety First and Loss and Damage are thoroughly discussed.

A full attendance is the usual thing at each meeting, which is an indication that every member is taking a deep interest in the movement.

Assistant shop clerk John Nesbitt, of Benwood, has returned to duty after an extended visit at San Francisco.

Harry Castelov, blacksmith at the Benwood shops, has resumed duty after a brief illness.

Assistant car foreman G. L. Hall is putting aside a few cart wheels in anticipation of a trip to San Francisco in the near future.

Walter Porterfield, machinist, is incapacitated on account of a sore toe, which he crushed by letting a cylinder head fall on it.

Train baggagemaster F. G. Robey is at Mt. Clemens, Mich., undergoing treatment for rheumatism.

The stork paid the home of conductor and Mrs. F. J. Hupp a visit June 12 and left a fine young boy. Mother and son are doing splendidly.

Train baggagemaster H. H. Huffman and engineman Ed. Rude have returned to duty after attending the Masonic Convention at Atlanta, Ga.

Conductor C. T. Limerick has returned to duty after a nine months' furlough.

Passenger brakemen C. Nichols and G. D. Murphy have been assigned regular cabooses in freight service. Nearly all the available extra conductors are now in regular freight service owing to the unprecedented heavy run of freight.

Ticket agent and operator J. C. Melott, of Benwood Junction, has been absent for the past month on account of illness.

The following changes have recently been made:

J. W. Root, promoted from trainmaster to assistant superintendent; C. H. Bonnesen, promoted from assistant trainmaster to trainmaster; W. L. Cockrell, promoted from chief dispatcher to assistant trainmaster; W. C. Deegan, promoted from night to day chief dispatcher; O. B. Craft, promoted from train dispatcher to night chief dispatcher; extra dispatcher W. C. Queen from extra to regular dispatcher; copiers and operators were promoted according to their standing.

OHIO RIVER DIVISION

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

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN.....	Superintendent, Chairman
P. J. MORAN.....	Yardman, Parkersburg
C. L. PARR.....	Fireman
W. M. HIGGINS.....	Maintenance of Way
W. E. KENNEDY.....	Claim Department
A. J. BOSSYNS, M. D.....	Relief Department
J. H. OATEY.....	Y. M. C. A.
J. P. DUVAL.....	Trainman

O. F. WHEELER.....	Shopman, Locomotive Department
J. W. MATHENY.....	Engineerman
G. R. VAN VALEY.....	Agent, St. Mary's
R. T. EVERETT.....	Yardman, Huntington
H. M. MCPHERSON.....	Platform Foreman, Parkersburg
J. J. FLAHERTY.....	Platform Foreman, Huntington
C. F. CASPER.....	Chief Dispatcher and Division Operator
S. F. BAILEY.....	Yard Track Foreman
S. S. JOHNSON.....	Supervisor
J. S. ECHOLS.....	Chief Clerk to Agent, Parkersburg
H. E. PURSELL.....	Relief Agent
W. A. BUTCHER.....	Shopman, Car Department
F. C. MORAN.....	Trainmaster
L. M. SORRELL.....	Road Foreman of Engines
L. E. HAISLIP.....	Division Engineer
J. B. ELLIOTT.....	Division Master Mechanic
F. A. CARPENTER.....	General Yardmaster
F. P. COE.....	Master Carpenter

A meeting of the executive committee of the Veterans' Association was held June 10th at the Ohio River station. All the members of the committee were present, including F. P. Coe, A. E. Augustine, A. H. Deem and J. M. Guinn of Parkersburg and J. N. Guilford of Huntington. The purpose of the meeting was to ascertain the general condition of the organization, which was launched some weeks ago. The organization is in excellent shape, and many applications for membership are being received. There are at present seventy-five members. Any one who has been in the service for twenty years may become a charter member by applying before July 2nd. There will be a general meeting of the organization on July 2nd at Terrapin Park. A picnic and outing are being planned for that date. There will be music and several speakers from out of town, probably some from Baltimore. Great preparations are being made for the event, which will no doubt be a most enjoyable one to the old employes of the road.

The officers of the local organization are C. E. Bryan, president; W. E. Kennedy, vice-president; J. K. Cromley, of Ravenswood, secretary, and W. P. Vincent, treasurer.



CAR REPAIR MEN, O. R. YARDS, PARKERSBURG, W. VA.

Announcement was made recently that W. B. Powell, captain of railway police, had been transferred to the New Castle Division, where he will occupy the same position. He has been succeeded by E. Doney.

Mr. Powell's friends will be sorry to learn that he has been transferred. His service here has been that of a true officer. Mr. Doney was located here once before in the capacity of captain, and his friends will be glad to know of his return.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

E. LEDERER, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

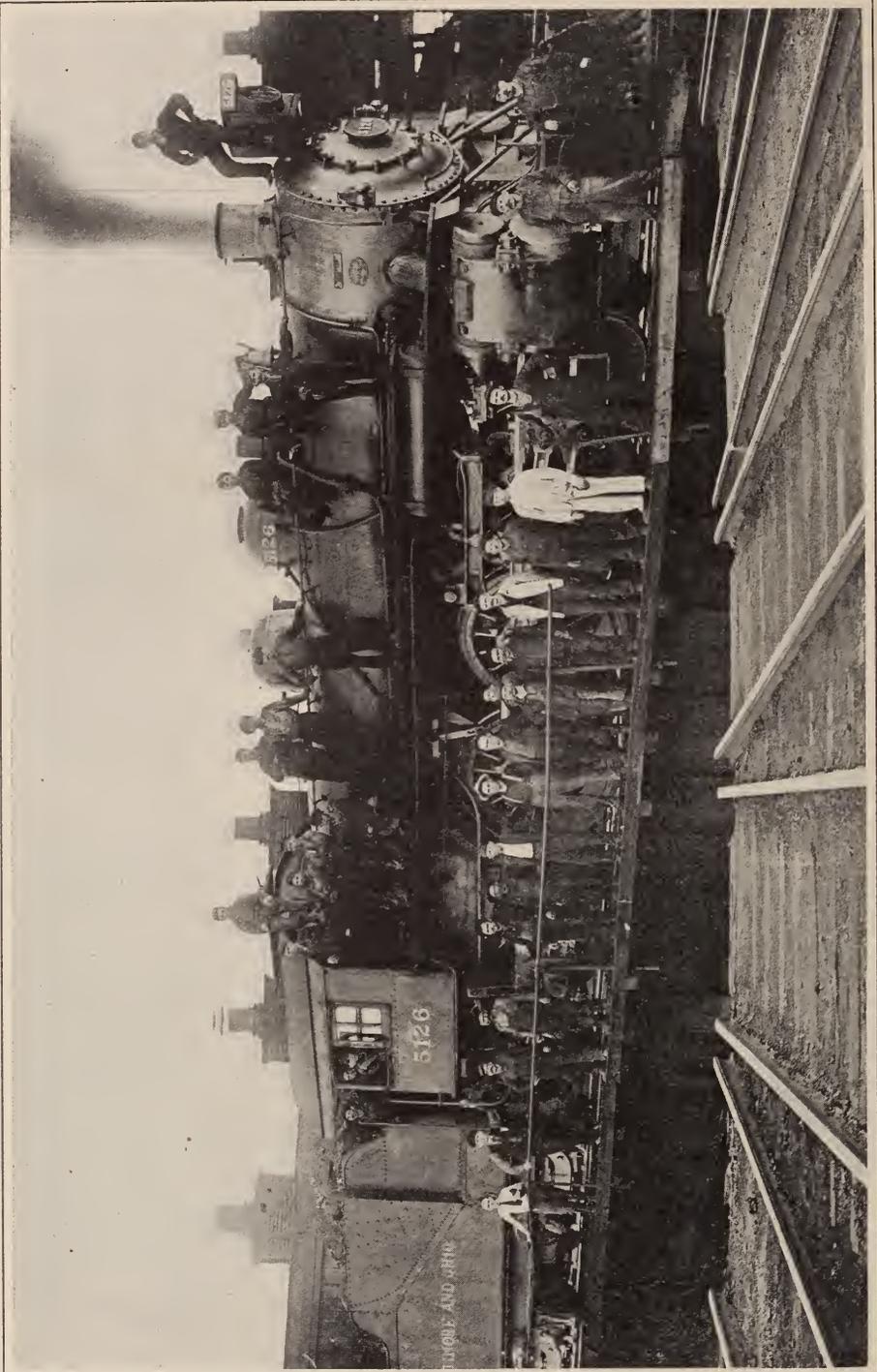
W. T. LECHLIDER.....	Superintendent, Chairman
E. LEDERER.....	Vice-Chairman
J. E. FAHY.....	Trainmaster
J. A. ANDERSON.....	Master Mechanic
H. H. HARSH.....	Division Engineer
P. C. LOUX.....	Road Foreman of Engines
J. T. MCLWAIN.....	Master Carpenter
DR. R. D. SYKES.....	Medical Examiner, Cleveland, Ohio
Y. MARICK.....	Locomotive Foreman, Akron Jct., Ohio
E. R. TWING.....	Shop Clerk, Cleveland, Ohio
R. W. BAIR.....	Engineer, Lorain, Ohio
WM. CANFIELD.....	Engineer, Cleveland, Ohio
F. W. HOFFMAN.....	Conductor, Cleveland, Ohio
W. SHAA.....	Hostler, Canal Dover, Ohio
W. S. BERKMYER.....	Brakeman, Canton, Ohio
C. G. MOINET.....	Fireman, Lorain, Ohio
H. H. BEARD.....	Assistant Yardmaster, Lorain, Ohio
J. H. MILLER.....	Agent, Strasburg, Ohio
J. CLINE.....	Assistant Yardmaster, Cleveland, Ohio
O. P. EICHELBERGER.....	Ass't Yardmaster, Akron Jct., Ohio
F. H. GARRETT.....	Foreman, Akron Freight Station
G. A. ARGANBRIGHT.....	Supervisor, Massillon, Ohio
E. M. HEATON.....	Division Operator
C. J. MAISCH.....	Division Claim Agent
C. E. PIERCE.....	Terminal Agent, Lorain, Ohio
M. T. HILL.....	Relief Agent
J. J. HERLIHY.....	General Foreman, Cleveland, Ohio
J. A. SUBECK.....	General Foreman, Lorain, Ohio
A. J. BELL.....	Terminal Agent, Cleveland, Ohio
C. BENDER.....	Foreman Steel Car Dep't, Lorain, Ohio
B. J. WATERSON.....	Yard Foreman, Canton, Ohio

Effective June 4th, P. C. Loux, assistant road foreman of engines and assistant train master, was promoted to road foreman of engines with headquarters at Lorain, Ohio, vice G. H. Kaiser, assigned to other duties.

G. W. Ristine, locomotive engineer, has been promoted to assistant road foreman of engines, vice Mr. Loux.

In order to enforce Safety First within the yard limits it has been necessary to arrest a number of persons walking on the right of way, who persisted in riding on cars to and from work and through yards. The city and county authorities have interested themselves in this work, and are cooperating with the railroad company in teaching careless trespassers to keep of the cars and engines. The campaign has been productive of good results within the past few weeks.

Effective May 18th, J. C. Fluck, maintenance of way clerk at Wheeling, was transferred to Cleveland in the same capacity.



NIGHT ROUNDHOUSE FORCES AT CHICAGO JUNCTION (see Note)

F. C. Russell has been employed as time clerk in the maintenance of way department, vice H. Kaplan, resigned.

H. H. Beard, assistant yardmaster at Lorain, has been promoted to night yardmaster at that point.

A. J. Heird, formerly of Baltimore, has accepted position as chief clerk to general yardmaster.

S. W. Terrant was married to Miss Mary Reed of Emporia, Va., on June 3rd. We wish "Buck" and his wife a long and happy wedded life.

Our baseball team lost its first game on the 31st of May, but with a little more practice we hope to clean up all the good teams in this vicinity. The first game was a thriller, so many situations arising to excite the fans that one was undecided whether to shoot with both eyes shut and kill anybody, or take deliberate aim and kill in cold blood. We enjoyed the game very much, and hope to see many more before the season is over.

Effective May 25th, M. H. Broughton, supervisor of transportation at Cincinnati, Ohio, was promoted to assistant superintendent with headquarters at Canal Dover, Ohio. We are glad to welcome him into the fold.

Effective June 1st, F. R. Castor, captain of police, New Castle Division, was appointed captain of police, Cleveland Division, vice E. Doney, transferred.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

J. T. JACKSON	Superintendent, Chairman
O. J. KELLY	Master Mechanic
DR. A. A. CHURCH	Medical Examiner
H. B. McDONALD	Engineer
R. B. McMAINS	Yard Brakeman
H. W. ROBERTS	Yard Brakeman
C. L. JOHNSON	Agent, Columbus, Ohio
D. B. LUBY	Shopman
C. G. MILLER	Shopman
A. R. CLAYTON	Claim Agent
R. W. LYTTLE	Yard Brakeman
A. N. GLENNON	Road Brakeman
E. C. ZINSMEISTER	Master Carpenter
C. C. GRIMM	Trainmaster
E. V. SMITH	Division Engineer
J. S. LITTLE	Road Foreman of Engines
G. R. KIMBALL	Division Operator
W. A. FUNK	Medical Examiner
JAMES VANDIVORT	Conductor
A. D. PIERSON	Assistant Car Foreman
C. R. POTTER	Agent
E. DOW BANCROFT	Secretary, Y. M. C. A.
J. E. BUSHAW	Section Foreman
S. FREAS	Supervisor
R. E. McKEE	Agent
D. L. HOST	Trainmaster

The picture on the opposite page is of the night roundhouse forces at Chicago Junction, Ohio.

The employes shown are, reading from left to right on turn table: Chas. Stewart, R. H. clerk; Karl E. Floeter, R. H. foreman; Dens Chidu, fire knocker helper; Vasile Marco, fire knocker; Tom Butta, ash pan inspector; Vasile Mararim, R. H. fireman; Chas. Davis, oil house man; E. K. Saul, boiler maker; T. W. Cross, machinist; Chas. Mitchell, outside engine inspector; James Wyman, supply man; Wm. G. Mehl, machinist; Grant Courtright, stationary engineer; Neal Strickfadin, coal chute man; John Smith, stationary fireman; John Booth, boiler maker; Tom Pichmti, boiler washer; Vasile Marka, turn table engineer.

From gangway to headlight on engine: James Mapes, hostler; Chas. Sanders, storeroom man; Chas. Summit, engine inspector; Sam Beaver, machinist; C. F. Ansel, grease cup filler; M. H. Kennard, tank man; H. L. Tichenor, air inspector; Norman Kinney, handy man; Harvey Greer, pipe fitter; Geo. Taylor, machinist helper; Nicula Roman, flue cleaner; John Castem, boiler washer helper; Vasile Norar, box packer; Ilie Pipasu, oil supply man; C. W. Graham, caller.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, Office of Chief Clerk, Conneltsville

DIVISIONAL SAFETY COMMITTEE

O. L. EATON	Superintendent, Chairman
S. C. WOLFERSBERGER	Assistant Superintendent
P. PETRI	Division Engineer
T. E. MILLER	Master Mechanic
T. E. JAMISON	Trainmaster
G. N. CAGE	Road Foreman of Engines
H. B. PIGMAN	Division Operator
DR. M. H. KOEHLER	Medical Examiner
J. M. CONNORS	Car Foreman
H. D. WHIP	Relief Agent
JOHN IRWIN	Repair Track Clerk
D. N. DUMIRE	Conductor, F. M. & P. Branch
J. R. ZEARFOSS	Conductor, S. & C. Branch
G. E. BOWMAN	Locomotive Fireman
R. W. HOOVER	Train Dispatcher
S. M. BITTNER	Foreman, Maintenance of Way Dep't
F. BRYNE	Claim Agent
E. B. SMALL	Machinist
S. W. HUDDLESTON	Conductor
W. D. SEATON	Conductor
M. E. MARTZ	Foreman, Motive Power Dep't
P. J. ADAMS	Inspector, Maintenance of Way Dep't
M. P. HEANEY	Supervisor
J. A. FLEMING	Freight Agent
W. E. WEST	Locomotive Engineer
J. T. GRIFFIN	Agent
C. A. ALBRIGHT	Freight Agent
J. RUSSELL ANDERSON	Secretary

The accompanying photograph is of local freight engine No. 1347, its crew and other employes located at Uniontown. This crew takes care of the local freight work between Fairmont and Conneltsville. Reading from left to right are: Top row: Engineer J. W. Turner; ticket agent W. M. Hinsey. Front row: Brakemen C. Stull, J. O'Neil and J. M. Fisher; fireman E. Granger; brakemen C. Neth, C. L. Fair; conductor C. E. Lehman; assistant trainmaster L. M. Keek.



ENGINE 1347—ITS CREW AND OTHER EMPLOYEES AT UNIONTOWN, PA.

PITTSBURGH DIVISION

Correspondent, T. M. JONES, *Chief Clerk,*
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

- C. B. GORSUCH..... Superintendent, Chairman
- T. W. BARRETT..... Trainmaster, Vice-Chairman
- W. J. KENNEDY..... Car Accountant's Office, Secretary
- M. C. THOMPSON..... Road Foreman of Engines, Glenwood, Pa.
- C. C. COOK..... Division Engineer, Pittsburgh, Pa.
- W. A. DEEMS..... Master Mechanic, Glenwood, Pa.
- T. J. BRADY..... Trainmaster, Pittsburgh, Pa.
- L. FINEGAN..... Superintendent of Shops, Glenwood, Pa.
- G. W. C. DAY..... Division Foreman, Pittsburgh, Pa.
- W. BATESHOUSE..... General Car Foreman, Pittsburgh, Pa.
- H. N. LANDYMORE..... Operator, Pittsburgh, Pa.
- E. L. HOPKINS..... Machinist, Glenwood, Pa.
- H. G. WALTOWER..... Yard Conductor, Demmler, Pa.
- H. J. SPANGLER..... Yard Brakeman, Pittsburgh, Pa.
- C. C. AINSWORTH..... Yard Brakeman, Glenwood, Pa.
- W. E. BURTOFT..... Car Foreman, Pittsburgh, Pa.
- J. W. CLAWSON..... Signal Supervisor, Pittsburgh, Pa.
- FRANK BRYNE..... Claim Agent, Glenwood, Pa.
- DR. J. P. LAWLOR..... Medical Examiner, Glenwood, Pa.
- W. H. RALEY..... Passenger Brakeman, Pittsburgh, Pa.
- W. DAVIS..... Yard Conductor, 36th St. Yard, Pittsburgh, Pa.
- G. G. WISE..... Road Conductor, Foxburg, Pa.
- T. F. DONAHUE..... General Supervisor, Pittsburgh, Pa.
- R. J. SMITH..... Agent, Junction Transfer, Pa.
- W. F. DENEKE..... Agent, Pittsburgh, Pa.
- P. COLLIGAN..... Agent, Allegheny, Pa.
- W. B. PETERS..... Agent, McKeesport, Pa.
- H. M. GRANTHAM..... Agent, Braddock, Pa.
- W. I. MCKEE..... Agent, Butler, Pa.
- H. B. JEFFRIES..... Agent, Washington
- J. A. MCKEE..... Agent, Ellwood City
- C. G. HARSHAW..... Yard Conductor, Willow Grove, Pa.
- H. KNOPF..... Road Conductor, West Newton
- R. J. MURLAND..... Road Conductor, Connellsville, Pa.
- T. D. MAXWELL..... Road Engineer, Connellsville, Pa.
- W. M. SNTDER..... Car Foreman, Allegheny, Pa.
- W. M. CLARK..... Master Carpenter, Pittsburgh, Pa.
- C. E. McDOUGALL..... Assistant Trainmaster, Connellsville, Pa.
- H. L. GORDON..... Assistant Division Engineer, Foxburg, Pa.

While the superintendent, division engineer and general supervisor were going over the Jimtown Branch on a motor car recently, with division engineer Cook at the throttle, general supervisor Donohue holding down the right side to keep it on the rail and the superintendent sitting on the "pilot," a herd of cattle hove in sight while they were rounding a curve at fairly good rate of speed. The general supervisor immediately started to whistle and ring the bell vigorously and all the cattle headed over the bank except one heifer, which evidently considered it had the right of track, and it was necessary to put the air in emergency and reverse the engine in order to avoid a collision with her. In the meantime the superintendent lost his head and jumped off, but owing to the cinder ballast was not hurt. The next question was to get the cow off the track. Persuasion was out of the question as no member of the "crew" was versed in cow language. Finally after "Bossy" had established her supremacy, she went her way voluntarily and the "train" proceeded. The superintendent has refused to do any more riding on the front end and will confine himself in future to the rear, where he will have a better chance to get off should a similar emergency arise.

Brakeman D. E. Snyder is the proud father of twin daughters. Mrs. Snyder was formerly Miss Adele Henry, telephone operator in our Hazelwood exchange.

It is with much regret that we learn of the death of Miss Nellie Farnan, daughter of the late O. E. Farnan, assistant trainmaster of Pittsburgh Division.

E. V. Sill, employed as stenographer in the superintendent's office, has been transferred to the office of the stationmaster.

The marriage of H. Robey, traveling fireman, to Miss Marie Barringer, of Warren, Ohio, was solemnized at the home of the bride on June 3rd.

Conductor C. B. Lane has just returned from a visit to Erie, Buffalo, and Canadian points.

R. Chamberlain, of the office of district engineer maintenance of way, has been transferred to the position of assistant engineer, Cincinnati, Ohio.

E. H. Kuhn, second trick operator at Broad Ford, has been granted leave of absence to qualify for the position of assistant yardmaster at Connellsville.

J. V. Young, third trick operator at Willow Grove, has been absent from duty for several weeks on account of sickness.

- F. H. KNOX Agent, New Castle, Pa.
- C. P. ANGELL Trainmaster, New Castle, Pa.
- E. J. LANGHURST Ass't Road Foreman, Chicago Junction, O.
- E. C. BOCK Division Operator, New Castle, Pa.
- R. J. CARRIER Division Claim Agent, Youngstown, O.
- J. G. SHELBY Medical Examiner, New Castle Junction, Pa.
- F. C. GREEN Track Supervisor, Ravenna, O.
- W. L. MADILL Track Supervisor, Lodi, O.
- P. THORNTON Track Foreman, New Castle Junction, Pa.
- F. D. ABLETT Car Painter Foreman, New Castle Junc., Pa.
- ALBERT VOSS Machinist, New Castle Junc., Pa.
- E. L. HANNON Air Brake Repairman, Painesville, O.
- CHAS. CRAWFORD Engineer, Chicago Junc., O.
- M. L. RANEY Yard Engineer, New Castle Junc., Pa.
- L. L. WAGNER Conductor, New Castle, Pa.
- G. A. PURKEY Conductor, Chicago Junc., O.
- C. B. SMITH Conductor, Painesville, O.
- D. B. MCFATE Yard Conductor, New Castle Junction, Pa.
- W. H. O'MARA Yard Conductor, Haselton, O.
- G. W. RICHARDS Warehouse Foreman, Youngstown, O.
- C. K. SPIELMANN Relief Agent, New Castle, Pa.
- JAS. AIKEN Agent, Youngstown, O.
- G. W. TAYLOR Agent, Painesville, O.
- E. J. RAIDY Secretary, New Castle, Pa.
- M. F. RILEY Track Supervisor, Youngstown, O.
- E. C. FOWLER Track Supervisor, DeForest Junction, O.
- H. L. FORNEY Master Carpenter, New Castle, Pa.
- W. D. CARROLL Signal Supervisor, New Castle, Pa.

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- M. H. CAHILL... Superintendent, Chairman, New Castle, Pa.
- J. B. CAMERON Division Engineer, New Castle, Pa.
- J. J. MCGUIRE... Master Mechanic, New Castle Junction, Pa.

Here is a picture of Patrick Foley, veteran crossing watchman at South Phelps St., Youngstown, Ohio, and his two champion ratcatchers, "Teddy" and "Nelly."

Mr. Foley has been in the service about twenty-three years, while "Teddy" and "Nelly" have been in the ratcatching business for about four years. The photograph shows seventy-seven rats which were killed by these two dogs in two and one-half hours at Youngstown, where workmen were razing an old barn. Until the barn was torn down, Mr. Foley's



PATRICK FOLEY—HIS TWO TERRIERS, TEDDY AND NELLIE, AND A FEW OF THEIR VICTIMS

dogs had killed 960 rats by actual count, and the spoil from the old barn brought their total up to over 1000.

The terriers keep the rats away from the freight house at Youngstown and vicinity, and Mr. Foley and the freight house employes are willing to back the dogs as the greatest rat catchers on the Baltimore & Ohio System.

The accompanying picture is of engine No. 1229, working at DeForest Junction, the cleanest engine on the New Castle Division. The crew, reading from left to right, are as follows: fireman E. F. Booth; brakeman G. A. Carter; brakeman T. H. Muir; engineer H. R. Hazlett;



ENGINE No. 1229 AND CREW (see Note)

conductor J. J. Meredith, yardmaster W. D. Reed.

The crew are very proud of their engine, and use plenty of elbow grease to keep up her 100 per cent. clean appearance.

Now that vacation season has arrived, the boys in the offices who have been plugging along through the winter are getting their camping togs and fishing tackle out, and preparing to get back to Nature for a week or so.

A. C. Harris, maintenance of way clerk, is the proud daddy of a nine pound boy, which arrived on June 11th. Congratulations.

C. E. McDougall, assistant trainmaster at Connellsville, Pa., called on his old friends recently. Mac has started a moving picture show in Mahoningtown, which we trust will prove a success.

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN.....Superintendent, Chairman, Garrett, Ind.
 C. W. VAN HORN.....Trainmaster, Garrett, Ind.
 T. B. BURGESS.....Trainmaster, Garrett, Ind.
 JOHN TORDELLA.....Division Engineer, Garrett, Ind.
 F. W. RHUARK.....Master Mechanic, Garrett, Ind.
 GEO. NOVINGER.....Road Foreman of Engines, Garrett, Ind.

F. N. SHULTZ.....Division Operator, Garrett, Ind.
 J. D. JACK.....Claim Agent, Garrett, Ind.
 T. E. SPURRIER.....Claim Agent, Tiffin, Ohio
 DR. F. DORSEY.....Medical Examiner, Garrett, Ind.
 A. B. HINKLE.....Supervisor, Walkerton, Ind.
 R. R. JENKINS.....Secretary, Y. M. C. A., Chicago Jct., Ohio
 M. J. DRISCOLL.....Shop Committeeman, Garrett, Ind.
 L. J. DAVIS.....Shop Committeeman, Chicago Jct., Ohio
 M. A. POLCASTER.....M. P. Committeeman, South Chicago, Ill.
 S. ARCHER.....Yard Committeeman, Chicago Jct., Ohio
 W. E. SARGENT.....Yard Committeeman, Garrett, Ind.
 N. B. BAIR.....Yard Committeeman, South Chicago, Ill.
 C. H. MARTIN.....Engineers' Committeeman, Garrett, Ind.
 D. G. THOMPSON.....Fireman's Committeeman, Chicago Jct., O.
 O. F. BELL.....Conductors' Committeeman, Garrett, Ind.
 F. M. CHALFONT.....Brakeman's Committeeman, Garrett, Ind.
 C. C. GEER.....Agents' Committeeman, Chicago Jct., O.
 JOHN DRAPER.....Agents' Committeeman, Chicago, Ill.
 G. W. SMITH.....Operators' Committeeman, Defiance, Ohio
 JOHN RATHWELL.....Section Foreman, Garrett, Ind.
 H. A. MARTIN.....Relief Agent, Garrett, Ind.
 J. C. LINK.....Car Dep't Committeeman, Chicago Junction
 H. S. GARDNER.....Agents' Committeeman, Defiance
 P. H. CARROLL.....Signal Supervisor, Defiance
 D. B. TAYLOR.....Master Carpenter, Garrett
 H. W. ROSS.....Car Department Safety Committeeman
 H. S. GARDNER.....Agents' Committeeman, Defiance, Ohio

On May 15th, Theodore Jankowski, who has been a trackman at Avilla, Ind., for thirty-five years, lost his wife after several months illness in the hospital at Garrett, Ind. In March, 1913, he had the misfortune to lose an eye in cutting a bolt while working on the track. Mr. Jankowski has a very large family and is in poor circumstances. On account of his limited means a subscription paper headed by his foreman, Joseph Walt, was circulated among the trackmen on Sub-division No. 3 and maintenance of way office force at Garrett, who gave a total of \$41.60 to help defray his wife's funeral expenses. When the money was tendered Mr. Jankowski by supervisor Rahmer, he requested Mr. Rahmer to pay it to the funeral director, and this was done. Mr. Jankowski could scarcely find words to express his gratitude to those who remembered him so substantially in his bereavement. The spirit which prompted his fellow workers to aid him is certainly commendable, and we should all endeavor to render similar assistance whenever opportunity presents it self.

Clark Nichols, second trick switchtender, who has been with the Company for the past twenty-five years, is taking a much needed rest, visiting Washington, Baltimore and New York for the first time.

S. C. Rumbaugh is planning a trip to Philadelphia, Pa., for the Chicago Junction Ladies' Band.

There are plenty of fish in the Baltimore & Ohio reservoir at Chicago Junction, but the ban is on them until they get larger. Operator P. M. Geer had a carload of channel cat unloaded in this reservoir two years ago. The car had broken down enroute to Cambridge, Ohio, and a change of water was necessary. Sulphur water only was available, and as in this the fish would have died, a suggestion to general fish commissioner Speaks at Columbus persuaded him to allow the fish to be put into the new Company reservoir.

The position of assistant yardmaster, formerly held by S. C. Rumbaugh, has again been abolished.

Harry Mann relieved R. A. Mason and W. B. Hump, during Mason's trip to St. Louis.

On May 22nd a son was born to Mr. and Mrs. H. A. Durk, South Chicago. Mr. Durk has been in the service for the past nine years and is at present located at South Chicago, and is operator at Wolf Lake yard office.

Wm. H. Smith, second trick operator at Sherwood Tower, was married on May 25th to a young lady at Evansville, Ind.

Train dispatcher H. E. Schultz is taking a vacation at Houston, Texas. His family has been in Texas all winter, for the benefit of Mrs. Shultz's health, but they expect to return with him to Garrett, as she is very much improved.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS Chairman, Chicago
J. W. DACY Trainmaster, Chicago
G. P. PALMER Division Engineer, Chicago

F. E. LAMPHERE Assistant Engineer, Chicago
ALEX. CRAW Division Claim Agent, Chicago
J. F. RYAN Captain of Police, Chicago
C. L. HEGLEY Examiner and Recorder, Chicago
H. McDONALD Supervisor, Chicago (Chicago District)
Wm. HOGAN Supervisor, Chicago (Calumet District)
J. F. FOGG Master Mechanic, East Chicago
F. S. DEVENY Ass't Road Foreman of Engines, Chicago
CHAS. ESPING Master Carpenter, Chicago
DR. E. J. HUGHES Medical Examiner, Chicago
MORRIS ALTIERR Assistant Agent, Forest Hill
JAMES GAGHIN Engineer, Robey Street
ARTHUR JENSEN Fireman, Robey Street
CHAS. BEAM Conductor, Robey Street
JOHN HALEY Car Inspector, Robey Street
HARRY JOHNSON Engineer, Blue Island
OLIVER JOHNSON Fireman, East Chicago
C. B. BIDDINGER Conductor, East Chicago
Wm. JENKINS Machinist on Floor, East Chicago
A. A. McLENE Machinist in Shop, East Chicago
Wm. DAVIS Boilermaker, East Chicago
T. P. YATES Blacksmith, East Chicago
JOHN McLEAN Car Inspector, East Chicago
J. P. BARRY Engineer, East Chicago
E. SNYDER Conductor, Blue Island
HARRY MARSHALL Car Inspector, Blue Island

On Sunday evening, May 17th, the members of the B. of L. E. with their wives attended a presentation given in honor of brother Patrick Lahey, who was placed on the pension list December 8th, 1913, after being in the harness for forty-four years.

He has been a member of the B. of L. E. for the past forty-one years, and the Grand Officers made the acknowledgment, sending the G. I. D. badge to Angus Brown Division 582.

An engineer has to be a member for forty years before he is entitled to this honor.



PORTSMOUTH, OHIO, YARD CREW ON DECORATION DAY

From left to right: C. GORDON, brakeman; CHARLES COEY, fireman; JOHN DAVIDSON, engineer; W. P. NEWKIRK, conductor; J. M. MAYNARD, brakeman; C. WILSON, division foreman

OHIO DIVISION

Correspondent, H. M. COLE, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE	Chairman, Superintendent
E. N. BROWN	Assistant Superintendent
R. R. SCHWARZELL	Trainmaster
T. E. BANKS	Trainmaster
R. MALLEN	Road Foreman of Engines
WM. GRAF	Road Foreman of Engines
G. W. PLUMLY	Division Operator
P. H. REEVES	Master Mechanic
G. F. POTTER	Supervisor
E. COLE	Section Foreman
C. DULLMEYER	Foreman Car Shop
S. W. CAIN	Road Brakeman
J. I. BOYKIN	Warehouse Foreman
W. A. BURNS	Road Conductor
E. J. ALEE	Signal Supervisor
E. J. CORRELL	Division Engineer
DAN. O'LEARY	Yard Conductor
J. E. SUNNFRANK	Wreck Master
D. C. THOMAS	Road Engineer
TRUMAN MURPHY	Operator
THOS. TULL	Shop Inspector
C. W. LEWIS	Machinist
G. E. WHARFF	Agent, Portsmouth, O.
C. H. R. HOWE	Master Carpenter
L. H. SIMONDS	Claim Agent
J. B. VANCE	Relief Agent
J. W. STARKEY	Road Fireman
F. S. BEAN	Agent, Athens, O.
P. S. LANSDALE	Medical Examiner

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY	Superintendent, Chairman
JOHN PAGE	Division Operator
P. HORAN	Roundhouse Foreman
T. J. EWING	Relief Agent
O. E. HENDERSON	Conductor
DR. J. P. LAWLER	Medical Examiner
J. J. GIVEN	Claim Agent
G. S. CAMERON	Trainmaster
J. D. FRAZIER	Fireman
CHARLES FOX	Brakeman
H. W. KERBERT	Yard Engineer
J. B. ELLIOTT	Conductor
CHAS. RICHARDSON	Track Foreman
A. HUGHES	Car Foreman
C. E. FISH	Agent
JOHN GANNON	Yard Foreman
W. E. HATT	Yardmaster
S. A. ROGERS	Road Foreman
H. A. CASSIL	Division Engineer
DR. J. P. SELLMAN	Medical Examiner
W. H. HOWE	Master Carpenter
T. ROWLAND	Supervisor
W. E. LEWIS	Signal Supervisor
J. E. SANDS	Agent
W. J. RUSSELL	Boilermaker
E. MASSMAN	Agent

Conductor W. C. Cox and wife have received their passes to Clifton, Kansas, where they expect to visit shortly.

Conductor J. B. Elliott and family are soon to visit Niagara Falls and other eastern points.

Lester, the nine year old son of conductor and Mrs. Edgar Otto, of South Broadway, died on May 13th. Mr. and Mrs. Otto have the sympathy of their many friends in their sad hour of bereavement.

C. E. Fish, the popular and efficient agent at Cincinnati, entered the service of the Cleveland & Columbus R. R. (now a part of the C. C. C. & St. L.) as water carrier for a section gang. He left to come to Cincinnati, expecting a position in the restaurant on the Little Miami R. R., but failing to obtain the position, and not caring to go back home with this report, he went to work at the Little Miami freight station, handling freight. He was soon made foreman of the Cincinnati & Muskingum Valley, known then as the "Sheepskin," now a part of the Pennsylvania System. At the age of nineteen he was appointed depot master of the Cincinnati Southern R. R., Cincinnati, being the first depot master at Cincinnati for that company. The Cincinnati Southern was built by the city of Cincinnati, and is now operated by a lessee company, the C. N. O. & T. P. Leaving the Cincinnati Southern, Mr. Fish took service with the Hocking Valley at Columbus as foreman of their freight depot, remaining there a short time, and returning to Cincinnati as depot master of the C. H. & D. After holding that position five years, he was appointed local agent; and in 1898, after the death of Mr. J. L. Korn, he succeeded him as local agent of this Company at Cincinnati, O., which position he still holds.

Mr. Fish has always taken an active interest in any and everything pertaining to the railroad work. During the past few years he has held all the offices in the National Association



C. E. FISH, AGENT
CINCINNATI, O.



STOP!

Conductor C. D. Hottenstein and Engineer C. Westerman, P. R. R. Both have carried Hamilton Watches for years with perfect satisfaction.

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Always, wherever railroad men congregate, you have only to mention watches to hear strong praise for the Hamilton Watch.

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The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement only (in Canada \$12.50), up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new Railroad watches.

Write for Hamilton Watch Book, "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

HAMILTON WATCH COMPANY Lancaster, Pennsylvania
Master Builders of Accurate Timepieces

of Local Freight Agents, has been a member of the Advisory Board of the Relief Department, and since the inauguration of the Safety First movement, has been a member of the Indiana Division Safety Committee. He was the first agent on the System to appoint a committee made up of local freight station employes, to look after the Safety First proposition at the local stations. He appointed as members of the Cincinnati Local Freight Station Safety Committee, employes of his office, depots and yards. The members of this committee have brought up everything in the way of improvements, which could consistently be made for the safety of the employes of the Company as well as the public in general, and also anything that would tend to raise the efficiency of the station work. When possible, these local matters have been threshed out and taken care of through Mr. Fish, but a great many of them have been referred to the Divisional Safety Committee, or the General Safety Committee, and have resulted in many improvements.

Conductors Ross and Banta, who have been in Baltimore for the past six weeks in the interests of the conductors and trainmen's organization, are again back on their runs,

having settled the working conditions made necessary by a change having been made in the wage schedule.

Engineer James Snow is just completing a modern seven room home on the corner of 3rd and Blish Streets.

John Gannon is again able to be home after an operation at a Cincinnati hospital. Mr. Gannon is yard conductor at Cincinnati, a member of the Indiana Division Safety Committee and is very popular with his fellow employes.

Story L. Baird, second trick operator at Culloms, and W. H. Mitchell, fireman, were drowned while bathing in the Ohio River at Stony Point, Riverside, on the afternoon of June 4th. Mitchell lost his life trying to save Baird. It is believed they were seized with cramps. Mr. Baird's home was in Hopkinsville, Ky.; he had been operator at Culloms for a number of years and had many friends among the railroad boys.

Wm. Johnson, who has been third trick operator at Cochran for the past twelve years, has just resumed duty. After recovering from a spell of sickness he had to go to the Cin-

nati hospital and undergo a very severe and dangerous operation; however, he is back in the tower at the interlocker looking and feeling well. During his twelve years' service Mr. Johnson has never had a serious accident at this very important junction point.

Mike Gallagher, for thirty-five years section foreman at Holton, has been off duty for the past seven months on account of an attack of blood poisoning in his hand; it was necessary to amputate one of his fingers. After partially recovering from this trouble he was laid up with rheumatism, but is now home, much improved.

Born to Mr. and Mrs. J. C. Griffith, June 4th, son No. 2, also to ex-engineer Abraham White and wife, June 11th, son No. 1.

Fireman John Mendle has purchased a home on North Ewing Street.

Recently Louis Huff, section foreman on Bedford Branch, dropped dead. Mr. Huff had been in charge of the Bedford branch tracks for a number of years and had many friends in and around his home town of Bedford.

On the morning of June 12th, train No. 8 struck a hand car at Riley's Cut, east of North Vernon, killing section foreman John McDonald and seriously injuring William Berry, one of his track men. It is not known why these men failed to clear No. 8's time. As they were late the supposition is that the men forgot No. 8 and were struck while attempting to remove car from the track. Here is a case where one man lost his life and another was seriously injured in trying to save a \$35.00 hand car. All employes should exercise more care and keep off the time of our fast passenger trains.

Mrs. Sarah Smith, one of Seymour's oldest residents, died at the home of her daughter on West 2nd Street, May 25th, aged eighty-six years. Mrs. Smith was the widow of the late Adam Smith, who for years was section foreman here. She is survived by two sons, James, who is a passenger conductor on the Baltimore & Ohio out of Cleveland, and Joe, who was a conductor here for years but who is now a Government employe at Washington, D. C. Also three daughters, Mrs. Cox, of Birmingham, Ala., Mrs. Sarah Procter and Mrs. Catherine Myers of this city. She was the grandmother of conductors Adam and Grover Myers and of our day caller William. Mrs. Smith had twenty grandchildren and eleven great-grandchildren. The funeral was held May 27th, at the late residence and was conducted by Rev. M. E. Prather, of the Presbyterian Church.

Brakeman R. S. Kinkade and Amelia Bishop Haney, were married June 10th, by Rev. C. L. Graham, pastor of the First Baptist Church. They will reside on West 5th Street. Mrs. Kinkade is a sister of passenger fireman Daniel Bishop and has many friends here.

Miss Edna Detmering, a very charming young lady clerk, has resigned her position to be

married on June 24th to Mr. Oscar Sparrow, city ticket agent of the C. & N. W. R'y of Indianapolis, Ind. Both have the very best wishes for a happy future.

During the State Convention of the Knights of Pythias at Cincinnati, June 8th to 12th, there were in evidence B. S. Jelleff, accountant; L. G. Wilson, assistant foreman; Frank Kroetzsch, and L. W. English, O. S. & D. clerks, and R. H. Searls, chief claim clerk. Geo. Levy, assistant accountant of the local freight office, took a very active part in the arrangements. It required two hours and fifteen minutes for the 12,000 men in Cincinnati to pass a given point. Twelve bands of music and a large number of beautiful floats accompanied the parade.

The stork visited the home of W. C. May, shop clerk at Mill Street, and left an eight pound boy on June 10th. Mother and baby are doing well. Mr. May is strutting around like a peacock, as this makes his third boy. Cigars are in order.

We are afraid that Mr. Wallace will soon be looking for another stenographer, as Miss Brady, by all appearances, seems to be contemplating matrimony. Mr. R. Moser, of the Big Four, is the lucky boy.

Engineer J. W. Blount, Indianapolis Division, has left for Hot Springs where he will spend some time.

J. J. Lippert, car accountant in this office, has resigned to accept a position with the Gibson Motor Car Co., and Roy C. Bonnifield has succeeded him.

The supply train which was recently run over the Springfield Division for the purpose of picking up all surplus Division material, brought home a rich load. A thorough check was made of the working conditions at each station and scrap material to the value of \$11,000 was collected.

CINCINNATI TERMINAL

Correspondent, H. ECKERLE

DIVISIONAL SAFETY COMMITTEE

C. L. BREVOORT	..... Supt. Cincinnati Term. Div., Chairman
HENRY ECKERLE	..... Chief Clerk, Secretary
R. B. FITZPATRICK	..... Trainmaster, Cincinnati, O.
W. D. JOHNSTON	..... Master Mechanic, Cincinnati, O.
H. W. BRANT	..... Division Operator, Cincinnati, O.
M. P. HOBAN	..... Road Foreman of Engines, Cincinnati, O.
C. M. HITCH	..... General Inspector, Cincinnati, O.
F. S. DECAMP	..... Claim Agent, Cincinnati, O.
E. C. SKINNER	..... Agent, Cincinnati, O.
R. ARCHER	..... Supervisor, Cincinnati, O.
G. W. KYDD	..... Supervisor of Signals, Cincinnati, O.
A. W. KOPP	..... Engineer, Ivorydale, O.
R. E. MCKENNA	..... Yard Foreman, Ivorydale, O.
A. GRONBACH	..... Yard Foreman, Hamilton, O.
H. STANSBURY	..... Car Foreman, Cincinnati, O.
J. FOGT	..... Section Foreman, Cincinnati, O.
J. REISTER	..... Agent, Hamilton, O.
S. O. MYGATT	..... Depot Master, Cincinnati, O.
WM. ROESCHE	..... Machinist, Ivorydale, O.
F. ZURICH	..... Boiler Inspector, Gest St., Cincinnati, O.
ED. CASE	..... General Foreman, Ivorydale, O.

CINCINNATI FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

E. C. SKINNER.....	Agent, Chairman
JOHN AGNEW.....	Chief Clerk, Vice-Chairman
S. O. MYGATT.....	Depot Master, Vice-Chairman
CHAS. MORAN.....	Foreman, Secretary
BEN HEHEMAN.....	Assistant Depot Master
CHAS. GIESSLER.....	Foreman
VEIT LINDNER.....	Ex-Foreman
BURT LAREW.....	Delivery Clerk
LOU BURK.....	Assistant Baggage Agent
CHAS. BATTI.....	Trucker
JOHN KAVANAUGH.....	Trucker

HAMILTON FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

J. REISTER.....	Agent, Chairman
C. J. ROHRKEMPER.....	Chief Clerk, Secretary
W. STROH.....	Rate Clerk
F. WOLF.....	Foreman
C. HINKEL.....	Tallyman
ROBT. TABLE.....	Receiving Clerk
A. D. CHADWICK.....	Delivery Clerk
J. HINSON.....	Trucker
A. H. GOLDRICH.....	O. S. and D. Clerk

Arthur Ammann, northbound interchange clerk in the local freight office at Cincinnati, O., took a quiet trip on June 10th, and from reports we have, will return with a Mrs. Ammann.

R. Archer, supervisor of Cincinnati Terminal Division and a member of Cincinnati Terminal Division Safety Committee, became a benedict about June 1st, and has returned after a trip to Virginia Beach, Old Point Comfort and other places.

John Fogt, section foreman of Section No. 1, Cincinnati Terminal Division, and a member of the Safety Committee, is confined in Seaton Hospital, Cincinnati, O., with four fractured ribs. He was injured while a passenger on an Ohio electric traction car passing through Mt. Healthy, O. Fogt was struck by a rural free delivery mail box. The car was crowded and he was knocked off.

Clarence Killinger, switchman in Hamilton yard, has returned to work after ten days of sickness.

John Conlon, switchman in Hamilton yard, is the proud father of a girl baby, born June

3rd. Very seldom you see John smile, but since the new arrival, the smile will not come off.

It is rumored that switchman Albert Gronbach will disappear in a very short time and return with Mrs. Gronbach.

The employees of the C. H. & D. were grieved to learn of the death of H. C. Atkinson, carpenter foreman at Hamilton, O. He met with an injury on March 19th, 1914, while unloading ties. Mr. Atkinson was a member of Cincinnati Terminal Division Safety Committee at the time of his death.



H. C. ATKINSON

Billy Barbour, delivery clerk, is spending his vacation on the Little Miami River. Look out for some good fish stories when he returns.

W. H. Adams, delivery clerk, spent a week's vacation in Louisville, Ky., and reports a very delightful time.

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FROM THE B. & O. EMPLOYEES' MAGAZINE FOR JULY

Name.....
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Please mention this magazine



ELEANOR MACKEY
Twenty-six Pounds at Six Months

Anna Glenn, wife of Stanley Glenn, yard clerk at Cincinnati Freight Station, passed away April 21st, age 26. The husband and one child survive her. A beautiful floral design was given by the clerks in the freight house, who sympathize with Mr. Glenn in his great loss.

Mary A. Dobson left Stockton, England, on the steamship Baltic of the White Star Line, arrived in New York and then came over the Baltimore & Ohio to Cincinnati, where she met her childhood lover, S. H. Davis, and was united in marriage with him. Mrs. Davis says he is worth going across the continent after. Mr. Davis is with the transportation department.

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*,
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

- E. W. SCHEER.....Superintendent, Chairman, Flora, Ill.
- J. A. TSCHOUR.....Master Mechanic, Shops, Ind.
- E. A. HUNT.....Shop Inspector, Shops, Ind.
- H. R. GIBSON.....Division Engineer, Flora, Ill.
- DR. W. D. STEVENSON.....Medical Examiner, East St. Louis, Ill.
- C. R. BRADFORD.....Claim Agent, Springfield, Ill.
- G. H. SINGER.....Agent, East St. Louis, Ill.
- R. C. MITCHELL.....Relief Agent, Flora, Ill.
- C. V. MOWRY.....Conductor, Flora, Ill.
- W. P. McDONALD.....Engineer, Flora, Ill.
- FRED SCHWAB.....Engineer, Shops, Ind.
- W. GORSAGE.....Yard Foreman, Shops, Ind.
- R. G. LLOYD.....Yard Foreman, Vincennes, Ind.
- C. W. SHROYER.....Switchman, Flora, Ill.
- H. E. PRICHETT.....Yard Foreman, Springfield, Ill.
- C. G. STEVENS.....Trainmaster, Flora, Ill.
- H. E. ORR.....Master Carpenter, Flora, Ill.
- C. S. WHITMORE.....Signal Supervisor, Flora, Ill.
- W. G. BURNS.....Supervisor, Vincennes, Ind.
- F. WYATT.....Supervisor, Flora, Ill.
- W. COOK.....Supervisor, Springfield, Ill.
- B. O'BRIEN.....Supervisor, Cone, Ill.
- W. C. KELLEY.....Agent, Vincennes, Ind.
- C. B. KELLER.....Agent, Washington, Ind.
- T. T. LONG.....Agent, Springfield, Ill.

- M. A. RUSH.....Agent, Beardstown, Ill.
- C. D. RUSSELL.....Division Operator, Flora, Ill.
- J. B. HARWARD.....General Foreman, Flora, Ill.
- W. PLATZ.....Brakeman, Flora, Ill.
- W. W. McNALLY.....Fireman, Cone, Ill.
- W. E. ROSS.....Machine Shop Foreman, Washington, Ind.
- H. C. AIKMAN.....Car Foreman, Washington, Ind.
- R. H. MARQUART.....Car Foreman, Cone, Ill.
- H. C. THRASHER.....Machinist, Flora, Ill.
- F. HODAPP.....Road Foreman of Engines, Flora, Ill.
- C. W. POTTER.....Trainmaster, Flora, Ill.

TOLEDO DIVISION (C. H. & D.)

Correspondent, H. W. BRANT, *Division Operator*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL.....Superintendent, Chairman
- F. J. PARRISH.....Division Engineer
- J. J. CAREY.....Master Mechanic
- W. J. KROGER.....Relief Agent
- G. E. REEL.....Trainmaster
- M. P. HOBAN.....Road Foreman of Engines
- H. W. BRANT.....Division Operator
- J. R. CASSAD.....Division Claim Agent
- DR. WILLIAM RYAN.....Medical Examiner
- DR. F. S. THOMSON.....Medical Examiner
- E. LEDGER.....Supervisor
- G. W. THOMAS.....Master Carpenter
- L. F. HOCKETT.....Agent, Dayton, Ohio
- J. C. STIPP.....Agent, Lima, Ohio
- R. B. MANN.....General Agent, Toledo, Ohio
- W. H. SITES.....Road Engineer, between Lima and Ivorydale
- FRANK MOORE.....Road Engineer, between Lima and Rossford
- T. F. HENNESSY.....Road Conductor, between
Lima and Ivorydale
- W. J. SMMONS.....Road Conductor, between Lima and Rossford
- R. H. BOHANNON.....Yard Conductor, Rossford
- E. L. WAGNER.....Yard Engineer, Lima
- W. M. THOMPSON.....Yard Conductor, Dayton
- M. E. GLEASON.....Shopman, Rossford
- J. N. HOLMES.....Shopman, Lima
- FRANK PROCTOR.....Shopman, East Dayton
- A. C. BUSHWAW.....Secretary, Dayton, Ohio
- M. S. KOPP.....Trainmaster
- W. A. IRELAND.....Depot Master
- FRED. KROGER.....Section Foreman
- C. LEHMKUHL.....Extra Gang Foreman

He tried to keep it quiet, but Sheakley put the ground wire on and spread the news. Tommy Reagan, our former correspondent, is to go to Wellston next week to bring back with him his former schoolmate, and they are to live on Wayne Avenue as Mr. and Mrs. Reagan. All kinds of good luck and our best wishes.

Did you note the chest expansion of dispatchers Dickson and Rupkey? A boy at the Dickson home and a girl at the Rupkey home. All doing splendidly.

Dispatcher G. J. Williams has returned to the fold again, having concluded that there is more action in fishing lake coal on the Second District than trout in the streams along the D. & R. G. at Gunnison.

John Wilson, switchman, has returned to duty after a three months' siege in hospital. We understand that the operation was a decided success and that "John" feels himself again.

Committeeman Wm. Thompson was right on the job at the Safety Meeting. Weather conditions don't seem to affect "Bill." He manages to see and correct things and makes a note of conditions. This is the only sure aid on the follow up.

Agent operator O. C. Sterling lost his mother after a lingering illness. Our sincere sympathy, "Rube."

We have just learned of the death of operator N. B. Miller's wife at Glendale. Her death was sudden, but we succeeded in relieving Mr. Miller so that he could be at her bedside before her departure. Our sincere sympathy in your loss, "Nat."

Roy Steinwert, fourteen year old son of operator C. H. Steinwert (CD), has returned from Seton Hospital much improved.

Operator A. B. Hilbrecht, at North Side, has been on sick list for a long time, but we hope to see "Al" at the key soon.

W. H. Crist, former night chief, was appointed chief dispatcher vice H. V. Hoffman, assigned to other duties. "Bill" was made trick dispatcher March 13th, 1903, and was promoted to night chief April 16th, 1911.

W. L. Augspurger, former trick dispatcher, was appointed night chief dispatcher, effective June 1st, 1914.

Hiram C. Atkinson, who died June 1st, 1914, was born November 11th, 1874, and entered the service of the C. H. & D. R'y at Toledo, Ohio, October, 1894, as carpenter under foreman G. W. Thomas. His efforts and knowledge in his line soon gained for him a foremanship, which later led him to Hamilton, Ohio. He was liked by all who knew him and his many friends deeply mourn his loss. (See page 107.)

This snap shot was taken by dispatcher Smith, unbeknown to dispatcher "Mack" Tharp, at a time when he was figuring his way out of a "jack pot" at Erie Junction.



B. M. "MACK" THARP

Mr. Tharp was born April 30th, 1867, at Washington, Ohio, entered the service of C. H. & D. as operator December, 1889, promoted to dispatcher May, 1893, and is the oldest dispatcher in point of service on the division.

Mrs. T. H. Wall, wife of yard conductor T. H. Wall, died May 15th. The sudden death was a shock to us all and we sincerely sympathize with the husband and children in their bereavement.

Mrs. W. G. Farling, wife of our general yardmaster, has been very ill for sometime and we are pleased to learn that she is recovering.

Foreman of car department J. I. Bailey is back with us again; a quick recovery from the slight sun stroke.

The yard employees surprised Mr. Durliat on the evening of June 1st by dropping in unexpectedly at his country home, where a pleasant hour was spent. Mr. and Mrs. Durliat departed the following morning on an extended trip to Custar, taking with them their Palm Beach apparel.

The yard and house men as well as shop men are looking forward to another visit soon from the General Safety Committee. The meeting last month taught us a great deal along the lines of "Safety First" that we would not have known had it not been thoroughly explained by the general committee. We will ask Mr. Mitchell to bring these gentlemen to us again.

STOP ST-STU-T-T-TERING

and STAMMERING. I did. So can you.
At home. Very easy. Let me tell you HOW.
WALTER McDONNELL, Drawer F 68c, Station F, Washington, D. C.

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WATSON E. COLEMAN, Patent Lawyer
624 F St., N. W. Washington, D. C.

Switchman C. B. Doan has returned to the service after a long illness.

H. V. Hoffman, our old chief dispatcher, who suffered a stroke of paralysis at the office while on duty the morning of December 1st, 1913, has returned to service as book of rules examiner, effective June 1st, 1914. Mr. Hoffman's new duties will take him out on the road, and it is hoped that the outside work will contribute to his complete recovery. Many a long day for many years the "Boss" spent at his desk.

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *Chief Clerk*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- M. V. HYNES..... Superintendent, Chairman
- A. A. JAMS..... Trainmaster
- H. G. SNYDER..... Division Engineer
- H. N. SCHOENBERGER..... Agent
- C. GREISHEIMER..... Master Carpenter
- G. A. RUGMAN..... Supervisor
- S. J. FINKERTON..... Supervisor
- S. M. BAKER..... Supervisor
- R. O'NEIL..... Car Foreman



TRAIN DISPATCHING OFFICE, C. H. & D., DAYTON, OHIO. FOUR SETS OF DISPATCHERS HANDLING TRAINS ON TOLEDO, WELLSTON AND DELPHOS DIVISIONS]

Our general foreman, W. H. Kellar, spent a few days at his old home at Keyser, W. Va. Bill took a "Fish Hound" with him. Get him to string you a few fish stories.

G. E. Reel, trainmaster, has moved his family to Lima. George boasted of Dayton's being the greatest city on earth a year ago last March, while he was marooned on top of a box car in North Dayton pit, knowing that his family were high and dry in the east end. Remember the promise you made in the attic and move back next March.

J. F. Murphy, our genial "Gym," is in the height of his glory, fighting lake coal. Jim says: "I won't give up till they come so fast and thick that I have to take my coat off to get through the yard."

Shopman J. N. Holmes, of first aid fame, was given some valuable pointers by Dr. Parlett. Keep your eye on "Doc." Holmes.

- E. F. McCAFFERTY..... Division Foreman
- DR. F. S. THOMPSON..... Company Surgeon
- F. M. DRAKE..... Relief Agent
- F. E. THARP..... Conductor
- E. B. CHILDS..... Stationary Engineer
- T. G. HOBAN..... Engineer
- GEO. SWIRES..... Engineer
- J. BROWN..... Section Foreman
- S. BORLAND..... Passenger Brakeman
- CHAS. PARTLOW..... Freight Brakeman
- J. J. FITZMARTIN..... Division Operator

**INDIANAPOLIS DIVISION
(C. H. & D.)**

Correspondent, ROY POWELL, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

- R. B. WHITE..... Superintendent, Chairman
- F. M. CONNER..... Trainmaster
- R. W. BROWN..... Road Foreman of Engines
- H. F. PASSELL..... Division Engineer
- J. T. CLEMMONS..... Supervisor
- E. BOAS..... Master Mechanic
- E. C. SAPPENFIELD..... Dispatcher
- DR. WM. OSENBACH..... Company Surgeon

G. W. ANDERSON.....	Conductor
W. B. GARRIGUS.....	Agent, Rushville
ADAM STORCH.....	Blacksmith Foreman
E. I. PARTLOW.....	Road Foreman of Engines
E. J. FITZGERALD.....	Engineer
GEO. MATTHEWS.....	Assistant General Car Foreman
E. MCGUIRE.....	Claim Agent
D. J. CURRAN.....	Agent, Indianapolis
J. F. GOOLDY.....	Fireman
PHILIP.....	Switchman
J. H. GRAHAM.....	Passenger Brakeman
GEO. HANRAHAN.....	Machinist

A new agency has been opened at Speedway, Indianapolis, and V. R. Thomas, formerly relief agent, has been installed as agent.

Carl Ginkel, assistant timekeeper in superintendent's office, started on his vacation in great glee, June 5th. On Monday the 8th, he reappeared at the office with his arm in a sling, announcing that he had broken it in his effort to have a good time. Tough luck, Carl.

T. H. Seigrist, first trick dispatcher on the Indianapolis Division, is taking his annual vacation.

C. S. Wells, second trick dispatcher on the Springfield Division, is confined to his home on account of illness.

Agent C. W. Legg, of Casey, Ill., is taking a leave of absence on account of ill health and is being relieved by extra agent McCown.

R. Powell, chief clerk to superintendent White, will depart in a few days for Rose City, Mich., to spend his vacation.

R. B. White, superintendent, accompanied by trainmasters F. M. Conner and E. C. Sappenfield, and timekeepers L. T. Meyer and James Powell, attended a meeting in Dayton on Friday, June 5th, to discuss operators and trainmen's schedule.

The General Safety Committee visited Indianapolis June 9th and held a meeting with the Divisional Committee. It was noted with regret that Major Pangborn, chairman of the General Committee, was unable to be present on account of illness.

R. W. Brown, supervisor of locomotive operation, has been making some fuel tests on this division with rather surprising results. Engineer Strode and fireman Bell have been commended by the superintendent for their exceptional trip with one of the class A-2 engines and a heavy passenger train from Hamilton to Indianapolis with an even four hundred scoops of coal. Mr. Brown has also practically eliminated taking coal at Connersville on through runs and the saving in fuel has been very noticeable and shows what can be done by careful supervision of this very large item of expense.

A number of the towns on this division have arranged to oil their streets and this movement is receiving the hearty cooperation of the Company, which permits the towns to build storage cisterns on the right-of-way in which to store the oil for this purpose. This movement not only adds to the appearance of the towns, but is a decided benefit to the Company in keeping down the dust around our stations.

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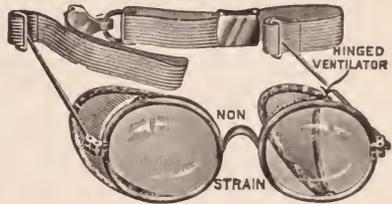
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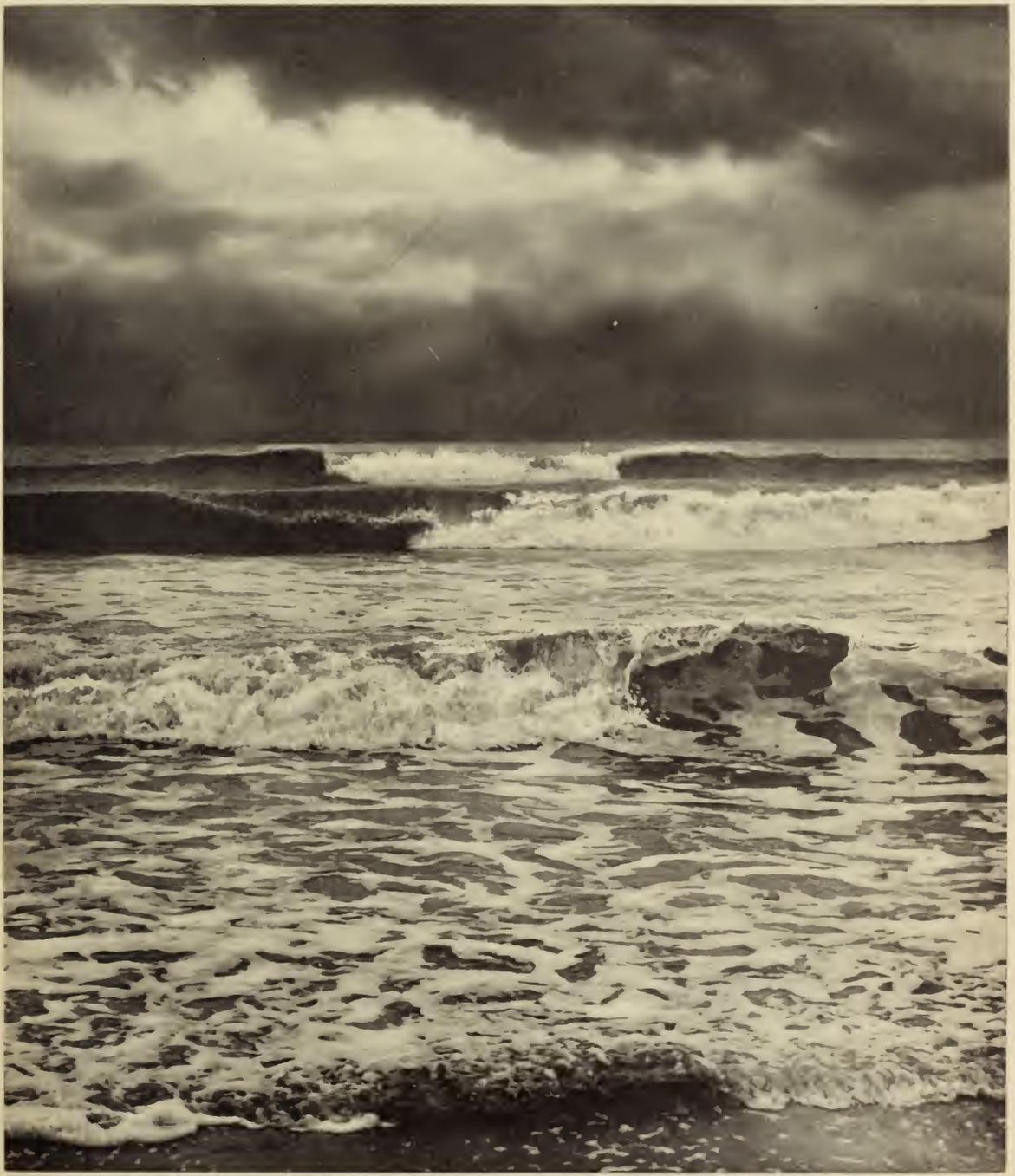
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HENRY CHESTER

BALTIMORE AND OHIO EMPLOYEES MAGAZINE



AUGUST, 1914

Lucky Men in the 1913 Contest



J. B. STILLWELL
Conductor
Illinois Central R. R.



BEN ROSE
Engineer
C. M. & St. P. R. R.



J. P. McDERMOTT
Fireman
C. M. & St. P. R. R.



J. H. WELKER
Brakeman
C. M. & St. P. R. R.

Fine looking men!
Every one of them
worthy to wear the
master-watch—B.
W. RAYMOND.
They are four
happy railroad men
to whom we gave
watches last year.
Try for one, your-
self, this year!

Couple On to This Watch Offer, Boys!

Only two more blocks to go through—Aug. and Sept.—and then four lucky men on this system are going to stow away a B. W. RAYMOND Winding Indicator Watch apiece, without paying a cent for it. And hundreds more men are going to stow away fine leather wallets. Pretty soft, eh?

We're not handing out these presents just for fun. We want to get an honest-to-goodness opinion from every man in the operating department of this system about our B. W. RAYMOND Winding Indicator Watch. We know this watch checks up with the flimsies, and makes you feel sure when you sign for orders, but we want hundreds of opinions from men on the trains and in the yards, as to just what are the most necessary requirements of a R. R. watch.

We want an opinion from *you*. How near to those requirements do Elgin R. R. watches come, as compared to others? Take the track over to your watch inspector. He'll give you the clear to a wallet, and tell you about the service stripes earned by the

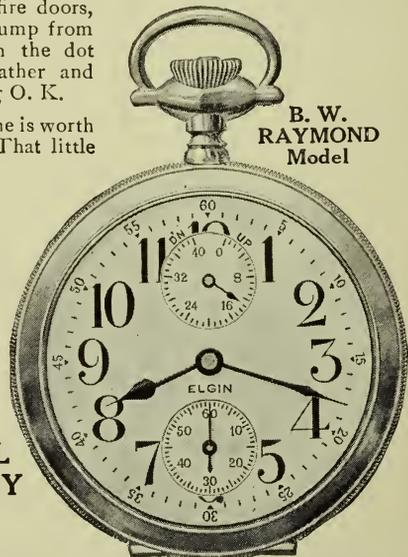
Elgin Railroad Watch B. W. RAYMOND Model With Winding Indicator

This B. W. RAYMOND watch was named in honor of a red-blooded, masterful man—and is made for the same stripe of man. It stands hot blasts from fire doors, stands the shock as you jump from cab or platform, runs on the dot through all kinds of weather and passes inspection with a big O. K.

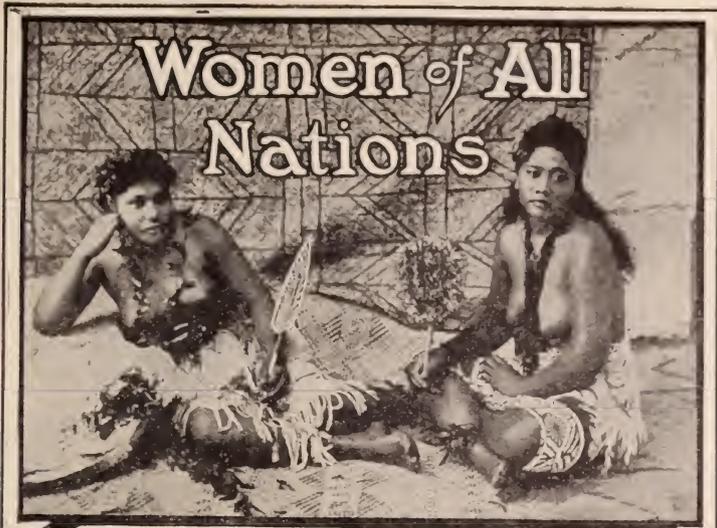
The winding indicator alone is worth the price of the watch. That little hand will tell you whether there's plenty of "steam," and save you from many a slip-up on the winding. A man needs this gentle reminder, especially when he's worn-out and forgetful after extra duty.

The dispatcher wires, "Report at once to watch inspector for details Elgin Watch Contest."

**ELGIN NATIONAL
WATCH COMPANY**
Elgin, Illinois



**B. W.
RAYMOND
Model**



WOMEN OF ALL NATIONS
 EDITED BY T. A. JOYCE M.A. & R. W. THOMAS M.A.
 VOL. I. VOL. II.

WOMEN OF ALL NATIONS
 EDITED BY T. A. JOYCE M.A. & R. W. THOMAS M.A.
 VOL. III. VOL. IV.

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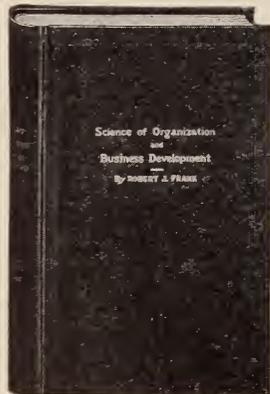
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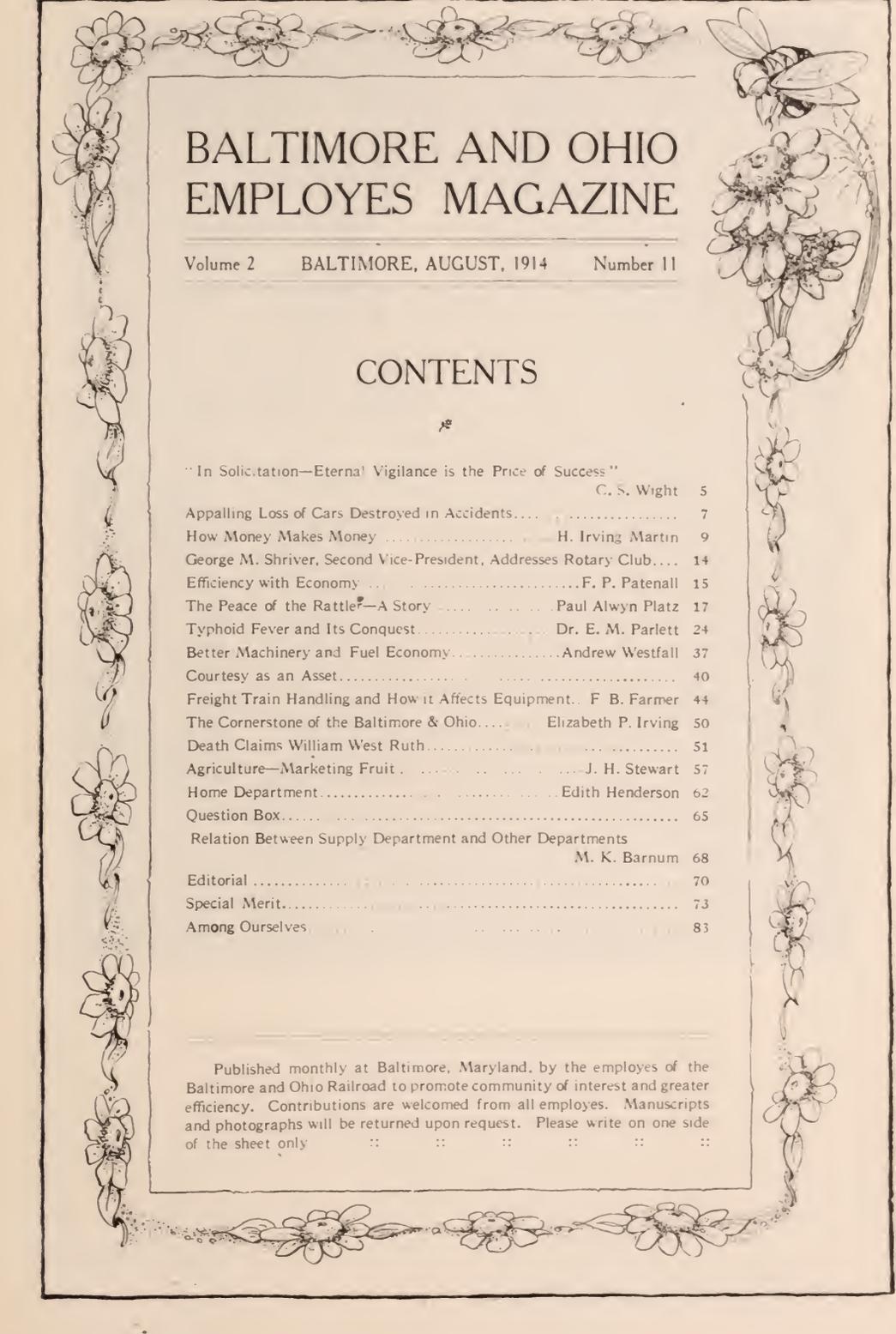
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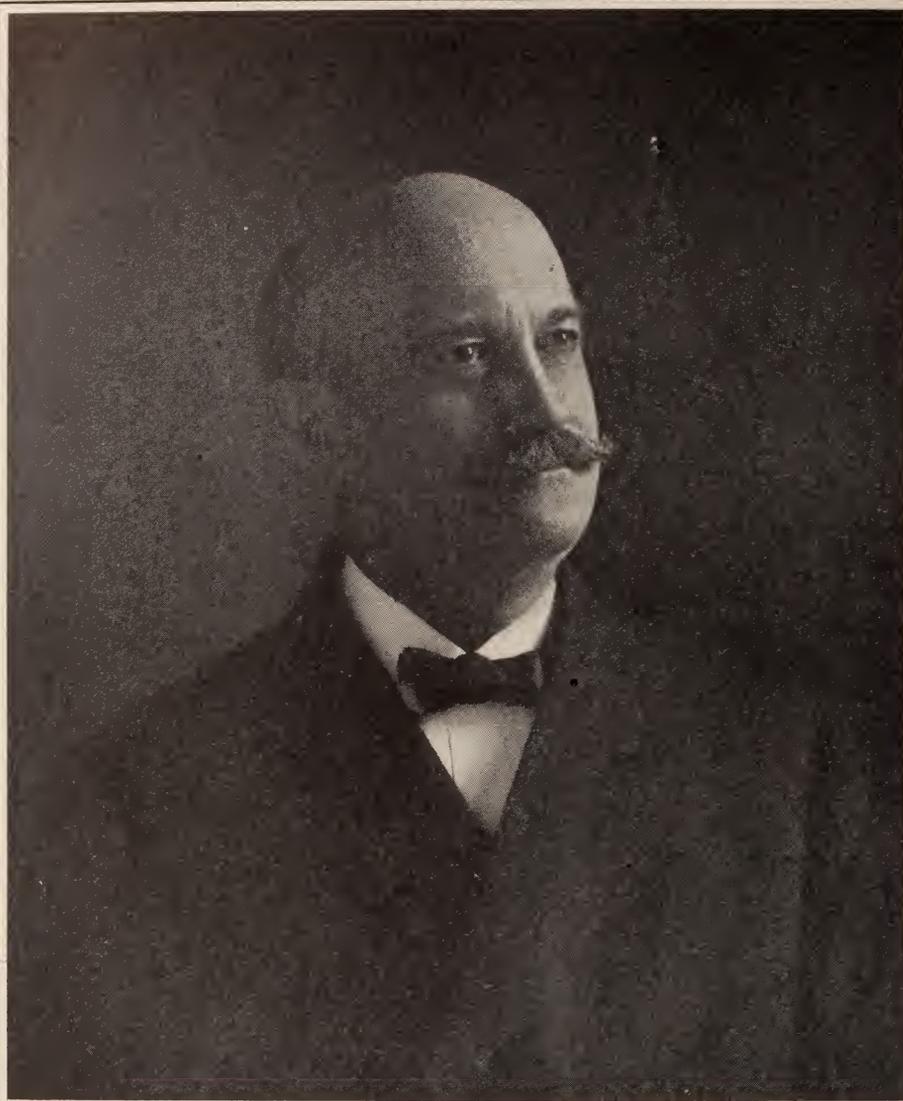
BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 2 BALTIMORE, AUGUST, 1914 Number 11

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



CS Wright

General Freight Traffic Manager

“In Solicitation--Eternal Vigilance is the Price of Success”

So Says C. S. Wight, General Freight Traffic
Manager, after Forty-seven
Years' Experience



IN solicitation, as in other walks of life, eternal vigilance is the price of success. Never despair, but keep judiciously pegging away, and the time will come when the shipping public will hear you.”

Pretty good principle for a traffic solicitor, especially when it comes from a man who has lived it as successfully as has our own general freight traffic manager, C. S. Wight.

Pegging away, pegging away, pegging away,—it sounds monotonous enough. But when you read his record and learn what the steady “pegging away” has meant to him, the phrase takes on a sweeter tone.

After the more personal data at the top of Mr. Wight's service record which tells us that he was born at Galena, Ill., on August 9, 1849, that he is five feet six inches in height, weighs 170 pounds, and that his complexion is fair (it may be said in passing that to the stranger who meets him in his office, everything about him seems fair—from the engaging smile at greeting to the cordial farewell handshake), these significant facts appear:

Elementary Schooling—Public schools.
College or University—None.
Professional or General Experience—
Entirely railroad.

Some men who have reached the top of the ladder via the “school of hard knocks” seem to take exquisite pleasure in reminding us of it—of how fortunate they were in having missed the softening influences of a university training, etc. Mr. Wight is not of this number, for he rightly believes that if he had had the advantages of a college course, he would now be a better traffic man.

This is the mark of the man of broad vision and sympathy and is probably one of the very reasons why, with only an elementary schooling, Mr. Wight has so risen in the ranks that he is now the schoolmaster of a large force of solicitors, many of whom are college trained men.

But of even greater significance than this is that terse phrase which describes his business career as “entirely railroad”; pegging away, pegging away, pegging away,—starting at the very bottom of the railroad ladder, but sticking to that ladder until he reached the top rung in the department in which he specialized.

"Messenger boy at Cincinnati for the Little Miami Railroad" was just as small a position as it sounds, but when Mr. Wight started his railroad career in that capacity, he evidently thought it was a big job, and he grew accordingly.

Just a year afterward, he received the offer of a clerkship with the Peoples Despatch, in Cincinnati. For two years and five months he was learning the details of a traffic clerk's work with this company, and was then able to step into a better paying position in this capacity with the Merchants Despatch. Two years later he was advanced to the position of agent with the same company.

It is said that no position on the railroad offers so large an opportunity for getting into touch with the various and numerous branches of railroad operation, as does that of agent. Mr. Wight seems to have mastered the duties of the agent's work well within a period of six years, for in 1877 he was made westbound agent of the Continental Line in Cincinnati, and then general agent with the same line.

On January 1, 1880, Mr. Wight came to Baltimore as assistant general freight agent of the Baltimore & Ohio Railroad. On April 28, 1882, he was transferred in the same capacity to Columbus, Ohio, and on November 15, 1884, was made general freight agent at that point. In 1885 he was made assistant general freight agent at Pittsburgh, later becoming our general freight agent there.

In March, 1896, he was brought back to Baltimore as manager of freight traffic, remaining in that position until November 1, 1909, when he was made general traffic manager. In 1911, when, on account of a large increase in our freight traffic, it was deemed necessary to relieve the general traffic manager of the supervision of passenger business, Mr. Wight was made general freight traffic manager and he is still serving the Company in that capacity.

When he was asked to say a word on "Solicitation" through the Magazine, not only to the men of his own department, but also as a matter of general information for all of our readers, Mr. Wight said:

"Solicitation, while not exactly a

science, requires special training. The requisites are a good ground work in rates and classifications, thorough knowledge of the possibilities of the territory covered, constant activity and ability to know when and how to approach a shipper. Many solicitors make a serious mistake in being over-zealous in actions and statements. To be always accurate in quotation of rates and conditions of service, cars and similar matters is absolutely necessary to secure the confidence of a shipper, and once this is secured it is remarkable the results that can be obtained. Also, it is important to follow up and show an interest in your customer's shipments. Where delays occur, as they will unavoidably, give a proper explanation and ask for further consideration in the way of another trial; and if satisfactory movement is given be sure to call the shipper's attention to the fact. In other words, see that he knows the best of your service, otherwise he may not notice it. While large shippers should be actively solicited, the small ones should not be neglected, for they are many, and if once secured are more likely to continue with a road, not being so often located or solicited by competitors as are the more prominent merchants. In solicitation, as in other walks of life, eternal vigilance is the price of success. Never despair, but keep judiciously pegging away, and the time will come when the shipping public will hear you. I knew of a case where a solicitor called on a merchant over a hundred times, presented his card and was ordered out. He took the dismissals politely, but kept coming, and at last the merchant said, 'You work pretty stubbornly at your calling, young man. What road do you work for?' This is what the solicitor was waiting for, and he secured an order for some shipments. He watched them and called the merchant's attention to the movement, and this so pleased the shipper that he became a permanent patron of the road. So much for diplomatic perseverance.

"Another case comes to me. An agent of a rival road was a personal friend of a merchant—in fact, their families were very intimate, and one day the agent

said to the merchant 'Why cannot I get your freight shipments?' The merchant said, 'Why, the agent of the fast freight lines I use watches my shipments personally, and often delivers the notices of

arrival himself, while you let a messenger do this service, and I cannot leave a man who takes such an interest in my freight.' Evidently the attention given the shipper paid."

Appalling Loss of Cars Destroyed in Accidents

The following table shows the number of cars destroyed in accidents during the past five fiscal years and their value. Note particularly the increased number and cost during 1914:

FISCAL YEAR	BALTIMORE & OHIO				BALTIMORE & OHIO SOUTHWESTERN				CINCINNATI, HAMILTON AND DAYTON			
	CARS		NET VALUE		CARS		NET VALUE		CARS		NET VALUE	
	Number Destroyed	Per cent. Increase over 1910	Cars when Destroyed	Per cent. Increase over 1910	Number Destroyed	Per cent. Increase over 1910	Cars when Destroyed	Per cent. Increase over 1910	Number Destroyed	Per cent. Increase over 1910	Cars when Destroyed	Per cent. Increase over 1910
1910	518	.....	\$ 99,790	.....	53	.....	\$10,359	.....	19	.....	\$3,902	.....
1911	770	48.65	123,885	24.05	104	96.23	20,631	99.16	59	210.53	4,253	9.00
1912	804	55.21	147,877	48.19	116	118.87	15,311	47.80	40	110.53	5,806	48.80
1913	1,697	227.61	263,727	160.29	227	328.30	29,581	185.56	16	*15.79	2,160	*44.64
1914	1,831	253.47	350,548	251.29	507	856.60	74,107	615.39	40	110.53	5,370	37.62

* Indicates decrease.

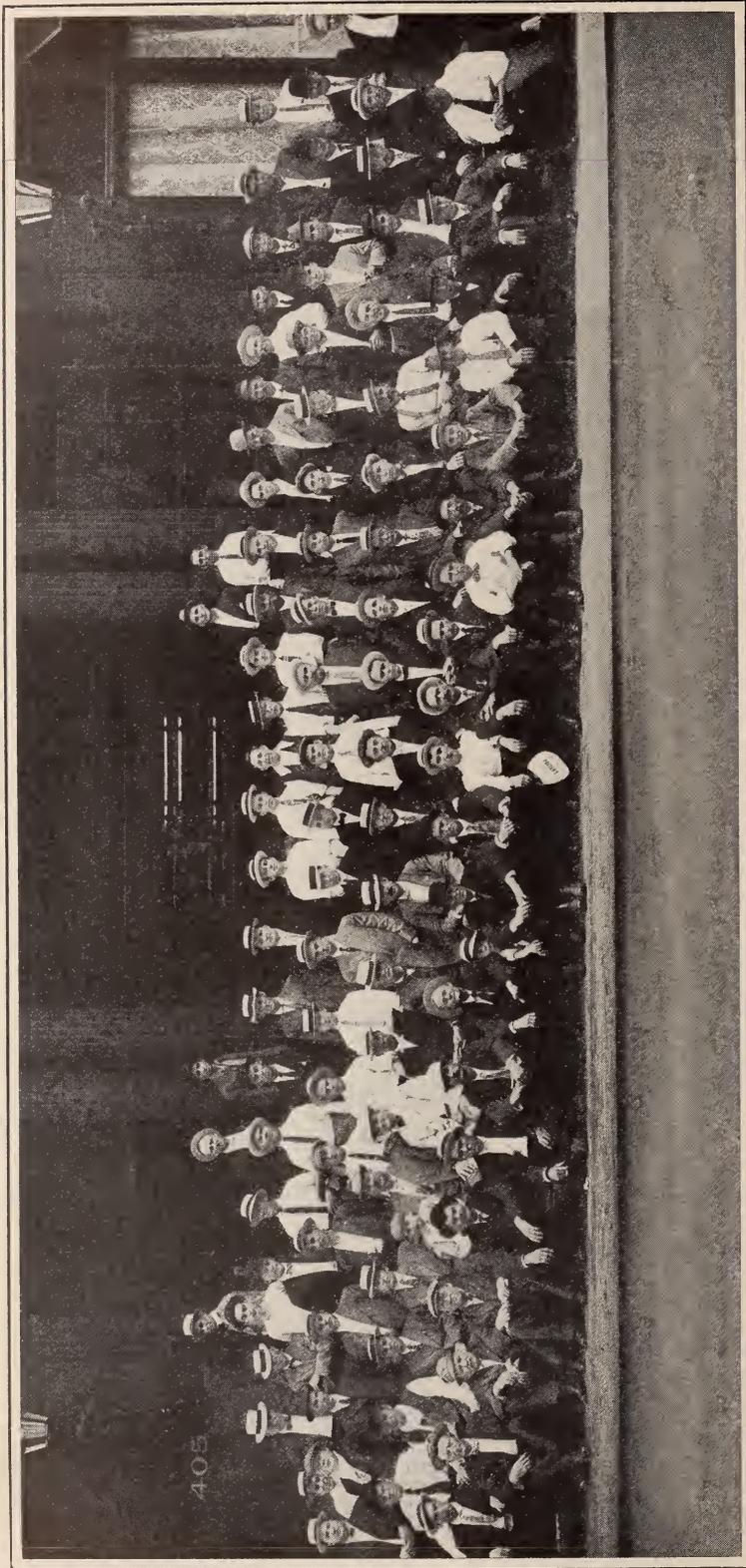
The cooperation of all employes is earnestly requested in reducing this appalling loss by more careful handling of cars. An improvement along this line will help cut down damage to freight—will prevent interference to traffic and inconvenience and expense in switching—and will reduce the number of shop cars and a consequent loss in revenue service. All these factors in operating expenses can be improved materially if all of us will lend a hand.

"Railroad Rhyme"

Saxe

A spec, a mist, a shape, I wist!
And still it neared and neared:
As if it dodged a water sprite
It plunged, and tacked, and veered.
Singing through the forest;
Rattling over ridges;

Shooting under arches,
Rumbling over bridges,
Whizzing through the mountains;
Buzzing o'er the vale,
Bless me, this is pleasant,
Riding on the rail.



DELEGATES AT THE ANNUAL CONVENTION OF THE RELIEF DEPARTMENT, GRAND HOTEL, CINCINNATI, O., JUNE 25-26, 1914

NEW YORK DIVISION: Ino. Bradley, A. J. Tolley, Edw. Spallholtz, L. Winter, M. A. Boyan and M. K. Muller. BALTIMORE DIVISION: W. O. Peach, J. L. Hoffman, J. A. Burns, H. H. Burns, E. J. Stephens and C. N. Southcomb. SHENANDOAH DIVISION: Jas. E. Glenn, W. S. Yates, J. L. Bowler, M. W. Phalen and R. W. Hawkins. WHEELING DIVISION: G. C. Shepherd, C. Fankhauser, C. B. Dailey, M. Barlow, M. O. Brown and Wm. Jones. CLEVELAND DIVISION: E. F. Keffler, J. D. Corlett, W. K. Gomerman, F. C. Baumgardner, R. W. Bar and J. Wiens. CONNELLSVILLE DIVISION: W. H. Metzgar, C. E. Whittaker, J. W. Bowman, C. W. Mielke, J. Ridgeway and S. M. Tressler. NEW CASTLE DIVISION: F. E. Gorby, W. C. Shamafat, C. L. Ward, F. Abblett, J. E. Farrell and Frank Truman. OHIO DIVISION: Grant Moore, Wm. Fox, F. J. Leever, J. M. Carson, H. E. Corfey and M. F. Kennedy. ILLINOIS DIVISION: F. H. Wright, C. A. Brunner, J. J. Shannon, W. E. Ross and H. L. Alberty. PHILADELPHIA DIVISION: G. G. James, Z. T. Green, J. T. Corgee, C. C. Ramsey and A. N. Genn. CUMBERLAND DIVISION: C. P. Kalbaugh, A. Erdman, J. A. Krausz, W. H. Longsdorf, Z. T. Brantner and H. A. Hook. MORGAN DIVISION: F. W. Tutti, I. A. Akins, R. B. Kesler, J. F. Tierney, T. M. Deegan and S. J. Banks. OHIO RIVER DIVISION: G. M. Simpson, T. N. Leach, J. S. Echols, B. A. Betz, H. E. Purcell and N. H. Bennett. NEWARK DIVISION: H. T. Shields, J. B. Lentz, T. J. Andrews and S. J. Price, J. H. Thompson and W. C. Milbaugh. PITTSBURGH DIVISION: C. A. Richardson, J. L. Holpp, C. C. Ainsmith, J. P. Harris, J. M. Bryson and R. J. Smith. CHICAGO DIVISION: J. S. Barned, L. B. Hart, J. S. Cusick, C. U. Bowers, S. S. Martin and H. L. Kent. INDIANA DIVISION: J. R. Sanders, L. F. Roller, J. Cox, B. S. Jelet, A. Cain and Samuel Baker. BALTIMORE & OHIO CHICAGO TERMINAL Co.: Wm. Hogan, S. J. Cunningham, W. W. Dungee, G. L. Controy, S. R. Ball and A. E. Francis.

How Money Makes Money

The Baltimore & Ohio Relief Department Savings Feature

By H. Irving Martin
Consolidation Coal Co.

"And he gave it for his opinion that whoever could make two ears of corn, or two blades of grass, to grow upon a spot of ground where only one grew before, would deserve better of mankind, and do more essential service to his country, than the whole race of politicians put together."—*Dean Swift.*

THE power-riveter welds the rising frame of some new office building and compels our attention by the din and hubbub. Far more worthy of our attention is an institution in whose construction "no hammers fell, no ponderous axes rung," an institution which has safely housed thousands through the operation of the power of small savings massed together and used for the common good—the Savings Feature of the Baltimore & Ohio Relief Department. No other savings institution has been of equal value to as large a number of workers and none have operated over an equal area.

About the year 1880, John W. Garrett, then president of the Baltimore & Ohio Railroad, commissioned Dr. W. T. Barnard to study thoroughly the Workingman's Mutual Benevolent Associations then in existence in England, Canada, and the United States. This resulted in the Savings Feature of the Relief Depart-

ment, which has been in successful operation along the lines suggested by Dr. Barnard since 1882.

The regulations of the Savings Feature provide that any employe of the Company, his wife, child, father, mother, or the beneficiary of any deceased member of the Relief Feature, may deposit any sum not less than one dollar, nor more than one hundred dollars, in any one day unless especially authorized by the superintendent of the Relief Department. Deposits may be made in the names of minor children, and minors may deposit, subject to the order of an adult.

Agents at convenient places, probably within walking distance of every employe, have been designated as depositaries to receive money from employes, and the receipts of these agents for deposits bind the Company.

Four per cent. (4%) interest is guaranteed on all deposit balances, in excess of five dollars (\$5.00), which remain on

deposit not less than three (3) full calendar months. And although only four per cent. (4%) is guaranteed under the regulations, additional annual dividends ranging as high as 2% have been paid in addition to the interest guaranteed.

Up to June 30, 1913, the sum of \$16,296,-682.03 had been deposited by Company employes and their families, \$2,438,804.78 had been credited to depositors' accounts as interest under the 4% guarantee, and \$786,699.70 as additional dividends; making the total interest credit of \$3,225,504.48.

Every employe, from the president to the humblest laborer, can find here a safe place for his savings, with the maximum return in earnings, and an absolute guarantee against loss. Checks on the treasurer of the Baltimore & Ohio, in payment of withdrawals, are negotiable everywhere.

No bank president can furnish you with reliable statistics covering the reasons why men save money.

Ambitious labor always strides upwards and aspires to independence, and the desire to have a balance on hand for use in an emergency is probably the first thought of the depositor. That "money makes money" becomes a fact to the saving employe. Every dollar

in the bank is a worker, the hundreds stored in an old stocking are all loafers. The desire to own a home has been the reason that has influenced many Company employes to open a deposit account, and the ease with which money can

be borrowed from the Savings Feature for investment in real estate has made it possible for thousands of them to own property.

Any Baltimore & Ohio employe who is a member of the Relief Feature of the Relief Department, who has been in the service not less than one year, with a good service record, can borrow money by giving a first mortgage on improved real estate within one mile of the line of road, or within the corporate limits of any town or city through which the railroad passes. Blank loan applications may be secured from the Relief Department in Baltimore, from the medical examiners, or from the agents designated to receive deposits.

The building inspector of the Relief Department reports on the value of the property offered as security for a loan, and no loan is made in excess of three quarters of the value of the property. No charge is made for the services of the building inspector.



MONEY KEPT LIKE THIS BRINGS
THE OWNER NOTHING

The borrower must apply to the local counsel of the Company for an abstract of title to the property. The counsel's fee for preparing the abstract, the cost of recording the mortgage and other necessary papers, and the cost of fire insurance, must be paid by the borrower. This is the rule that prevails in all building associations.

Loans may be made for the following purposes:

For the purchase of a home.

For building a residence and for making other improvements on a lot already owned by the applicant.

For paying off mortgages and other liens on property, and

For the settlement of personal debts that may in the future become liens.

The borrower is required to assign his natural death insurance in the Relief Department as collateral security for the loan, in order to provide a fund from which, in case of the death of the borrower, the loan can be fully repaid.

Loans must be repaid under the following rule covering monthly payments: \$1.50 on each hundred dollars borrowed if the amount loaned is between seven-tenths and three-fourths of the value of the property; or \$1.25 per one hundred if the amount loaned is between two-thirds and seven-tenths of the value; or \$1.00 per one hundred if the amount

loaned does not exceed two-thirds of the value.

This payment covers the monthly interest charges, and interest is charged at the rate of 6% per annum only upon the balance remaining after any payment.

To cover all the regulations of the loan feature in a brief article would be impossible. Every employe who is interested should communicate with the superintendent of the Relief Department at Baltimore for full information.

The Savings Feature is intended to benefit two classes of employes, viz.: those who desire to save and those who wish to borrow. The money saved by the one class is used for making loans to the other, and whatever profits are realized in any year on these loans are applied to the payment of interest and



THE LATE CLARK MADERA

dividends on the savings of the depositors. The special advantages to be derived by the borrowing class are that they are able to secure loans at a moderate rate of interest and on easy terms of repayment without the inconvenience or trouble of giving personal attention to the payment of their dues while in the service. Moreover, there are no fines for non-payment of dues, and the borrower pays interest only on the amount he actually

owes. The payment of dues takes the place of rent and the borrower in a few years becomes the owner of his own home. As will be readily seen, every employe who contemplates borrowing money for any of the purposes mentioned in the Regulations, will advance not only his own, but his fellow-employes' interests by securing a loan from the Savings Feature.

The total amount loaned to borrowers is \$13,512,938.54, of which amount \$4,756,852.67 was still outstanding at the close of the last fiscal year, June 30th, 1913. This includes loans for all purposes: the purchase or improvement of property, and the releasing of liens on property already owned.

In addition to a committee of the Board of Directors, general supervision is had of the Savings Feature by a special committee appointed by the president, consisting of Hugh L. Bond, Jr., chairman; Geo. M. Shriver, second vice-president, and J. V. McNeal, fourth vice-president.

The three men, who in the administration of the affairs of this department have come in closest touch with the employes are Samuel Russell Barr, superintendent of the Relief Department, John P. Hess, late assistant superintendent of the Relief Department in charge of the Savings Feature, and Clark Madera, late building inspector.

Dr. Barr shared from the beginning the confidence of his chief, Dr. W. T. Barnard, the first head of the Relief Association (which antedated the Relief Department). He has consistently aimed at the development of the Savings Feature along broad and comprehensive lines. At the office, or on the road, he is always ready to explain the workings of the partial payment plan of purchasing property, and has interested and assisted many em-

ployes who now own their homes. Deliberate in speech, he lets the other man do most of the talking, but his replies are always to the point, giving the desired information in the fewest words.

J. P. Hess was born in Jefferson County, W. Va. He entered the service of the Relief Department as clerk in the Relief Feature and progressed by various promotions to the office of chief clerk and later to that of assistant superintendent. He was painstaking in detail and his long experience in handling the work of the Savings Feature developed a remarkable insight which enabled him to detect and correct many flaws in titles which came under his notice. An exhaustive examination of the department some years ago showed that it had practically lost nothing from errors in titles, and that the owners of property mortgaged to the department as security for loans could sleep soundly without fear of future loss.

Mr. Hess died on February 20, 1914, after serving the department for thirty years.

Clark Madera, the building inspector, like Mr. Hess, was a native of West Virginia, having been born in Morgantown. In extreme youth he ran off to join the Union Army, and in a few weeks received word from his father to return to the parental roof or the father would come for him. Knowing the make-up of his father, he immediately went back, and the cure of that wanderluster was completed in the woodshed.

Mr. Madera served his apprenticeship as carpenter, after which he sought out-of-door work. Most of his working hours were spent in the open air. He stood over six feet and carried about 180 pounds of a combination of elevator rope and piano wire sinew. His cordial hand-clasp made you examine your fingers carefully to be sure that they

would be able to perform their customary functions.

From Philadelphia to Chicago he was known as the "man with the umbrella." I do not know where this "umbrella was born," but it surely can be said that it has been "raised everywhere" over the System.

Mr. Madera disjointed the calendar by inserting a few extra days each week for working purposes. It is said in Grafton, where he resided, that when "Number Two" whistled at Fetterman, early risers or belated workers returning home have often seen him headed for the depot with his tie and collar protruding from his coat pocket, and with his shoe laces dangling, untied. Like the railroad schedule, he kept the light type and the heavy type always on the job. He was not without honor in his own country, as was witnessed by the fact that he ran hundreds of votes ahead of his party ticket when elected to the office of School Commissioner.

Mr. Madera was stricken with paralysis on March 17th, falling unconscious on the street at Fairmont. After some weeks of treatment at the local hospital he was taken to his home in Grafton, where he died on the morning of July 14. His funeral service was held at the Methodist Protestant Church at Grafton. This was not a cold or formal funeral. While his remains lay in state at the church, many hundreds of citizens came to show their respect and their affection for the dead.

His body lies in the cemetery at Bluemont, on the top of the hills overlooking Grafton. Far from the smoke and turmoil of the city, yet to that tired and wasted body, resting on the bosom of Mother Earth, as a perpetual lullaby from the steel-railed valley below comes the distance-softened clangor of the bells

and the sound of the locomotive whistles of the railroad he loved and served so faithfully and well. No more fitting epitaph could be written for his tombstone than the thought which was a part of his funeral sermon. "He wrote INTEGRITY into every business transaction. Clark Madera—The Man."

"And never earth's philosopher
Traced, with his golden pen,
On the deathless page, truths half so sage
As he wrote down for men.
And had he not high honor—
The hillside for a pall,
To lie in state while angels wait
With stars for tapers tall."

The financial columns of our newspapers have recently been full of discussions of the proposed new regional banks, but the Baltimore & Ohio Savings Institution was born long before the United States Postal Savings System and the regional banks were projected, and has exerted a beneficial influence over the whole region served by the Baltimore & Ohio Railroad Company.

The original official seal of the Relief Association contained these words:

"Whatsoever a man soweth, that shall he also reap."

Surely the sturdy and thrifty employes of the Baltimore & Ohio Railroad Company have reaped bountifully of the seed sown through the operation of the Savings Feature, as is evidenced by the thousands of houses which now stand where none stood before. Many towns and cities along the System, like Grafton, W. Va., Newark, Ohio, Chicago Junction, Ohio, Garrett, Ind., were built largely by the aid of the Savings Feature. Back of every loan, back of every home, stands a man with the desire to be a home-owner, and the roof-trees of these homes shelter a very large percentage of the dependable employes of the Baltimore & Ohio Railroad Company.

George M. Shriver, Second Vice-President, Addresses the Rotary Club on the Foreign Commerce of Baltimore

THE importance of Baltimore's export and import business and the possibility of its development were brought out in a discussion of Baltimore's harbor facilities at the weekly luncheon of the Rotary Club on July 14th at the Hotel Rennert, by Geo. M. Shriver, 2nd vice-president of the Baltimore & Ohio.

He referred to the Baltimore & Ohio as probably the corporation which had for the longest period been continuously interested in the development and expansion of the commerce of the port of Baltimore, and stated that, while it was the pioneer in establishing steamship lines between this port and the ports of Europe, it had in 1867, through Messrs. A. Schumacher & Co., sought and secured the cooperation of the North German Lloyd Steamship Company. He referred to the great interest and effective cooperation of that firm, and particularly to the effective work of its present head, Mr. Henry G. Hilken, in the advancement of the foreign commerce through this port.

As indicating the importance of the foreign traffic to the port of Baltimore, Mr. Shriver cited the fact that in a single year the exports through the port aggregated \$77,475,000 and the imports \$29,900,000, or a total value of foreign commerce through the port of \$107,375,000.

Referring to the estimate of Mr. Paul Hilken that the five foreign steamship lines plying to and from this port spent an estimated amount of about \$1,000,000 per year in the city of Baltimore and a like sum estimated to have been spent by tramp steamers plying to and from the port, Mr. Shriver cited the fact that

the Baltimore & Ohio Railroad Company alone had on its payroll in Baltimore and vicinity in March, 8,384 men, whose pay exceeded \$552,000, and while comparatively few of this number were employed in connection with water-borne trade, the entire force, with its disbursement of more than \$6,000,000 annually, was the outcome of the general development of commerce, the expansion of which by rail was due to a body of Baltimore merchants who banded together in 1827 to promote the Baltimore & Ohio Railroad Company. Mr. Shriver placed the inbound revenue of the Baltimore & Ohio Railroad to the port of Baltimore at over \$14,000,000 and the outbound at about \$2,500,000. Important items of tonnage in the year 1913 were 29,000,000 bushels of grain and 3,500,000 tons of coal. In connection with the coal traffic Mr. Shriver called attention to the unusual and interesting fact that for the first time American coals were being shipped freely from this port to Italy and other European Continental points, while the Consolidation Coal Company had shipped in the past several months a number of cargoes of coal from Baltimore to the Egyptian Railways.

He said that the city of Baltimore was fortunate in that it already had a channel of thirty-five feet, practically to its doors, deeper than any other Atlantic port with the exception of New York City.

Mr. Shriver stated that the Baltimore & Ohio Railroad Company had at all times endeavored to keep its facilities abreast of the demands, and that it would not be found wanting in meeting the required depth of water at its docks and piers to care for the largest vessels seek-

ing harbor there, and he expressed confidence that in due course the water from the Lazaretto to the inner harbor would be deepened to meet every requirement. He strongly commended the recent suggestion of Mayor Preston that this whole subject be considered in conference between the city officials and representatives of the steamship lines plying to and from the port, together with others interested in this important subject.

Mr. Shriver said that at the close of the visit to Baltimore by Mr. Henry L. Riseley, a prominent business man of Bristol, England, and Mr. E. Manning Lewis, Commercial Superintendent of the port of Bristol, on the 8th instant, these gentlemen had expressed themselves

as being wonderfully impressed with Baltimore harbor and its possibilities, and had suggested that a "get-together" spirit of cooperation and concentration on the vital needs had been the secret which had given Bristol its wonderful commercial development and the great increase in the number of steamer lines to and from that port. Mr. Shriver urged the concentration and cooperation of the Rotary Club with the other business organizations of the city in furthering the advantages of the port of Baltimore.

The Rotary Club is a unique organization with about 170 members, one member representing each branch of commercial activity or industry in Baltimore.

Efficiency with Economy

F. P. Patenall

Signal Engineer

WHEN on a railroad or in any industrial undertaking it becomes necessary to reduce expenses, the difficulty encountered is where and how to start so that the efficiency of the service shall not be sacrificed. A huge machine like a railroad is so inflexible in its costs of operation, that with a rapid decrease in revenue it is a most difficult thing (and practically impossible, if the public is to be served faithfully), to lower at once the expenses in the same ratio as the drop in earnings. Therein lies the difference between a railroad and an industry contained within four walls.

Obviously, therefore, it is a good thing to start retrenchment in expenses with the surety that efficiency shall be maintained, and as this is particularly necessary on a railroad, considerable thought and care must be exercised when such reductions are made. Fortunately there are many

minor details of expense which have no important bearing on our dealings with the public. Nor will the saving of these expenses mean the sacrifice of safety or efficiency.

In an attempt to meet the instructions issued by the third vice-president and general manager last year on the subject of reducing the number of telegrams, it was thought that it would be possible to obtain equally good results in the handling of the business of this department by mail almost exclusively, and we have made the effort during all the months of this year to date. Instructions were issued that the use of the telegraph for our business would be stopped, the allowable emergencies being in case of sickness, death or accident. Last year we forwarded possibly 200 or 300 messages a month and received about the same number. As a contrast, the following is

an interesting record of our telegraph business transacted this year:

Month	Messages Sent	Messages Received from	
		This Dept.	Employees of Other Depts.
January	15	19	16
February	8	6	25
March	4	5	12
April	1	2	17
May	1	1	23
June	0	1	23
July	3	1	15

Although it may not be apparent on the surface that the decrease in the number of our telegrams has reduced the expenses of the telegraph department, certainly it must be clear that the decrease of two or three hundred telegrams per month must eventually effect a considerable saving. Furthermore, we found that our business was transacted more satisfactorily on the whole by mail than by wire, since we were not limited to any appreciable degree in the length of our mail messages as we had been in our wires, and we had fewer misunderstandings and complications as the result.

The train mail gives us replies from any part of the line in from twenty-four to thirty hours, and we know it is practicable and at the same time relieves the wires of just such business as can as well be handled by train mail. In making this change in our methods, we believe that we have maintained efficiency and possibly have produced some economy.

It was also thought that we might economize in stationery expenses, and we have tried it and have accomplished something. Last year our bill for stationery averaged \$53.97 per month, viz.: clerical office \$39.20; drafting office \$14.77. Instructions were issued that instead of being consigned to the waste basket, all old plans should be cut up, padded and used for scrap paper; that the fronts of all mail envelopes should also be used for the same purpose. These

economies together with the using up of obsolete stationery resulted this year in reducing our expenditure for stationery to \$60.94 or an average of \$15.24 per month up to the month of May, although during the months of February, March and April not a dollar's worth of stationery was ordered. We realize that this saving cannot be indefinitely continued to the same extent, but it is believed that the business of the department in the future can be carried on with greater economy, and that will be our aim.

These two items are admittedly somewhat insignificant when compared to the immense expense entailed in the management and operation of a railroad, but, no matter how small the individual savings may be, they finally reach a large amount. Therefore, we must look after the minor details, as they are most liable to go on undetected. A glaring waste is self-evident.

"A dollar saved is a dollar earned" and with the feeling that we should faithfully serve the Company on whom we are dependent, we must watch the Company's expenses with the same care as we watch our own.

It is a rather broad statement, but it is nevertheless true, that if every employe made up his mind to save one cent a day for the railroad, at the end of the year it would net the Company over \$200,000. This can be accomplished in such a variety of ways that a little thought on the part of any of us will reveal them. While we can effect extraordinary economies by spending money, such economies as we have suggested require no expenditure. Just a little care will produce the result. Efficiency is not sacrificed, and economy becomes a virtue. We have demonstrated that it is worth while to try. Let us save the pennies—the dollars will take care of themselves.



MUZZLED HIM GENTLY ABOUT THE HEAD

The Peace of the Rattler

By Paul Alwyn Platz

Illustrated by Herbert Stitt

WITH hanging head, on legs that trembled at each stride, the Pinto stumbled on over the blistering floor of the desert until a sage root clutched a fore leg and sent horse and man sprawling in a cloud of choking alkali. The rider, through no will of his own, but thanks rather to the laws of momentum and gravity, cleared the saddle and lay like a dead man, as crumpled and as still.

No breath of air stirred and the dust gradually settled back to its baking source, powdering the while the grimy pair who had disturbed it.

Thirsty and parched and still lay the desert—as silent, as remote, as lost to

all the world of men as when, centuries before, Indian guides had led Coronado's clanking, burning Spanish host across its arid bosom. A turkey buzzard wheeling high in depths of endless blue seemed only a mirage of life until, brought nearer by the seeming horrid promise of reward, its floating shadow fell across the horse and sufficed to start the beast stumbling to its knees with a feeble snort of fear. A further effort and the animal stood on all four trembling legs. It essayed a trembling stride or two and brought up at the rim of a small arroya; then the sight at the bottom of the depression brought a whimper of delight and the cayuse slid and stumbled down

and thrust its muzzle deep into the rancid contents of a water hole.

Full to contentment the animal raised its head and sent forth a lonely whinny for companionship. No answering call or command came from the grimy heap of humanity stretched upon the scorching sands of the desert. The man lay as he had fallen and the horse, faithful or because of its pitiful loneliness, wandered to where he lay and muzzled him gently about the head. The grateful dampness on his forehead roused the master from his swoon of torturing fatigue. Rolled on his back he rubbed an arm across his eyes and painfully sat up to gaze about. His mouth hung open, burning dry and caked with dust. With his hand he shielded his red-rimmed eyes from the glare of the desert and looked up at his horse. Slime still dripped from the beast's muzzle and through the man's half deadened senses pounded the realization that water was near at hand. Gropingly he reached for the horse's mane and pulled himself slowly to his feet. Once erect he stretched his aching joints and then made off at a staggering, rolling, stumbling walk to the water hole.

The water was foul and warm and burned his throat like hot cinders, but to the tortured man it was the essence of life itself. He drank deeply, thrusting his face again and again into the pool, then rising from his prone position he settled back, gorged to the limit of physical capacity. Pangs of thirst were at an end and the clamorous call for rest of aching joints and muscles reasserted itself. Sleep was no longer to be denied. He painfully slid his coat from his shoulders and as he did so a newspaper fell from the pocket. The man picked it up. It was an old issue, and as if from long habit his eyes fell

upon a smudgy half-tone and the accompanying article.

The picture was one of a comely young woman: not even the rough work of a small country printing press could entirely disguise the fact that she was extremely good looking. The article related to the fact that Miss Molly Arbuckle, whose picture occupied the front page of that issue, had received the greatest number of votes for the most popular young woman in Sandy Groves and had in consequence thereof received from the editor a seventeen movement gold watch, guaranteed for twenty years, and engraved with her initials. The man studied the picture and into his haggard eyes crept a devil-may-care expression and one of proud proprietorship.

"Molly, old girl," he chuckled, "you said you'd come to me and I know you will. You said you'd come when I raised enough money for to git married on an' I got it in my jeans right now, an' if I can jus' make the main line across this here devil's flat iron, I'll telegraph you to come on to me! Jim Sanderson, huh! old wall-eyed Jim ain't got no chance! I done give him the laugh and got his gal too an' if every sheriff was as no 'count as Jim Sanderson I shore would operate big an' most conspicuous!—Lord I'm shore sleepy now—jus' snatch a little nap—" The man fell prone upon his back and with an arm thrown across his face slept deeply, profoundly oblivious to the fact that a posse of determined man-hunters were scouring the desert for a sight of him.

The man lying asleep by the water-hole was Tim Marooda. The night before he had held up the Limited at Tank 18 and ridden away with nearly three thousand dollars strapped around his waist. He had performed his task

very thoroughly from a hold-up's point of view. The engineer had paid for a brave resistance with his life, the fireman and express messenger had received leaden mementos in various parts of their anatomy and a train crew and many passengers had been thoroughly terrified.

'Twas before moonrise that Marooda had ridden away with his booty. He had covered his trail well but he had reckoned without the knowledge that the train would proceed to Maverick City and that, within an hour of the robbery, Jim Sanderson himself would be out with his posse and that Jim Sanderson would have a shrewd idea as to the robber's identity. Also he had not noticed in the heat of the fusilade that one of the messengers' bullets had pierced his canteen. Hence for all his brave start across the desert, thirst and fatigue had almost proven his undoing and but for the timely discovery of the water-hole, Tim Marooda's slumber even now would have been an eternal one.

The train had proceeded upon its way because the master mechanic of the road had chanced to be upon it, and, with the wounded fireman at the throttle, had fired it into Maverick City, only a few miles distant and a division point. Here a special had rushed back to the scene of the robbery carrying Jim Sanderson and a posse of experienced man-hunters.

Tim Marooda had been a sore thorn in the side of Jim Sanderson for long months past. The two men had grown up in the same county but whereas Jim Sanderson's sterling character had led him on from good to better until he finally landed in the sheriff's office, Tim Marooda's devil-may-care nature had led him into far different paths. The dance-halls and gambling houses of each new town had known him well and their

inmates had taken his money and laughed with him when his temper was good and his pocket full or cursed him when his luck was out and his blood was bad. Many a wild night had Tim Marooda ridden forth in a hurry from some bedlam of a glaring shack with a wicked grin on his face and a man stretched out on the floor behind him—dumb testimony for another notch on his gun handle.

Tim Marooda wasn't the kind of man that any sheriff would wish to have as a citizen of his bailiwick and Jim Sanderson had already stood for a good many veiled sneers and open taunts from the local bad man. So far Tim Marooda had managed to evade the law but rumor had connected his name with a good many doubtful enterprises and certain it is that at least two railroads would not have been displeased had he chosen to migrate to Thibet or Nigeria or some other distant part.

Jim Sanderson had in his quiet way stood aside and let the bully bluster, knowing full well that if given enough rope Marooda would surely tie himself up tight in the coils sooner or later. But of late he had begun to take a different view of things. Molly Arbuckle had been Jim's girl in a way but also she had accepted a good deal of attention from Marooda. It had pleased the belle of the town to play off the handsome bad man against the sheriff. A few days before the hold-up she had told Sanderson that she would marry him if he would raise enough money to take her to see New York and then come back and buy the showy-looking house of a deceased land boomer. Now it occurred to Jim Sanderson that she might have held out some vague promise of a similar nature to Tim Marooda, for, while he didn't for a moment doubt the devotion of his



Herbert Stritt
1914

WITH HIS EYE STILL ON THE SLEEPING MAN HE REACHED HIS LEFT HAND TOWARD THE COAT

sweetheart, he knew her propensities for mild flirtation.

With this thought in the back of his head he carefully examined all marks in the vicinity of the hold-up and found, among a number of prints tracking around the tank and cattle run-way, the iron-shod hoof marks of a long-limbed cayuse. He knew Marooda's horse was missing from its accustomed place and he took this trail and kept it with a blind conviction. He followed it in and out of the mesquite, down through a dry wash and into the bed of a gravel bottom creek. Here he lost it—but his mind jumped ahead to Marooda's every move and he rode slowly up and down the creek-bed till some torn earth at its edge caught his eye. From here on the trail was easy and Marooda might not have slept so soundly had he known that Jim Sanderson was only a few miles behind and hunting him warily, carefully—for the sake of old scores and three thousand dollars reward.

But sleep he did, soundly, contentedly and through his slumber a dream began to weave. It seemed he had crossed the desert and all cares were far behind him. He was walking out of a garden gate and a girl was trailing on his arm. A great many people were on the street and they all turned to smile at him and to look at the girl and he grinned at them and felt very happy and a little boy lit a string of fire-crackers and threw them out into the street and they set up an awful racket—snap! snap!—faster and faster—until they almost seemed to whistle—sharp—sibilant—to rattle! Marooda jumped out of his dream and back upon the sand—his sleepy eyes distended with fear, seemed to look into the very jaws of death itself and even as he stared the huge open

head shot forward like a lightning flash and the strong fangs sank home—deep into the hard throat of him—even to the veins of his neck.

Stunned with the sudden shock Marooda shuffled to his feet and stood swaying drunkenly and watching the big five-foot rattler gracefully uncoil its sinuous length and glide away behind a bunch of sage. He threw up his hands, as the full horror struck upon his dulled senses, and clutched his swollen, corded neck. The poison had gone straight to the roots of his heart and already his senses became stupefied, his muscles failed—the desert seemed to rise and strike him with a thud. His limbs contracted into twisted knots, then straightened out limply and he lay like a tired child, out in the burning sunlight. Tim Marooda was no longer a fugitive from the law of man!

* * * * *

The sun had dropped a little lower toward the deserts' rim and the purple shadows stretched further from the dusty sage roots when Jim Sanderson caught a glimpse of a riderless horse nibbling at a patch of dead dry grass. Jim slowed down and loosened his gun in its holster. He came on at a walk, scanning every inch of ground before him. The riderless horse lifted its head and sent forth a whinny of welcome. In the breath of a second the sheriff was down behind his own horse, gun in hand, searching with his eye the top of every clump of sage. The horse came on to join him and the sheriff, gun still in hand, dropped the reins over the head of his mount and stepped forth into the open. He looked alertly about on every side and his quick eye caught the ragged edge of the arroya. "In there," he said, and began to walk carefully toward the water-hole keenly searching its rim for

the glint of metal or the dusty peak of a hat. Arrived at the edge he lay prone on his stomach and with revolver carefully advanced slowly raised his hat till the crown showed above. No shot came and, wondering, the sheriff slowly lifted his head until he saw the sleeping man below. "The nervy cuss," he whispered under his breath, "asleep!"

just spread your old coat out and sit on it for a spell till you wake up and see who your company is," he said, and walked over to the coat.

With his eye still on the sleeping man he reached his left hand toward the coat. He did not see the queer jerk the coat seemed to give—the quick, short jerking together of live coils! A hot iron seemed



"SAY—WHAT'S THEM FOLKS A DOIN'?"

Sanderson slowly rose to his feet and picked his way down the sloping side of the depression until he stood within ten feet of the outlaw. "Be a nice surprise for you, old man, when you wake up," he said. He saw Marooda's coat folded upon the sand. "Well, I reckon I'll

to burn his wrist—a screaming, whistling rattle—and even as he jerked away the snake struck again and buried its fangs in his hand. His recoil closed the reptile's jaws and its huge body hung suspended from his outstretched arm, writhing and trying to withdraw its

fangs. A wave of red horror rolled across the sheriff's eyes, then screaming and cursing, he emptied all five chambers of his gun into the writhing mass. The snake dropped in the sand and Sanderson reeled back and clutched his burning wrist. His eyes fell upon the sleeping outlaw.

"Wake up, damn you, wake up!" he yelled. He ran to the prone body and kicked it again and again: then stopped to stare into the swollen, sightless face.

"Gone," he whispered, "gone, by God, and by the same road I'm a goin' now! What a way to kick out; what a hell of a way to die!" He jerked out his knife and slashed deep into his wrist, but even now he could feel the poison pumping through his veins. Alternately slashing and sucking at his wrist and hand, he staggered away toward his horse, but at the arroya's rim he fell, and the desert sun slanted pitilessly down upon the two dead men.

A few hours later the posse found them and placed each body over the saddle of each dead man's horse. The sad little party started on its way to town and a cowboy was delegated to ride fast ahead and break the news to Molly Arbuckle. Some thought she was to have married the sheriff and some thought Marooda

had been the lucky man, but either way they felt a pity for her sorrow.

The cowboy, by hard riding, made Sandy Groves by early morning and rode up the main street just before the northbound express pulled out. At the depot platform a crowd had gathered. The one old, battered, low-knicked hack of which the town boasted had just driven up and out of it stepped a well-dressed stranger and—the cowboy nearly fell out of his saddle—Molly Arbuckle! Then rice and old shoes began to fill the air.

The cowboy edged his panting horse up toward the driver of the hack, who, excited like all the rest, was madly waving his sombrero and yelling lustily. The cowboy reached out and poked the jehu rudely in the ribs.

"Say, what's them folks a doin'?" he yelled. The driver bent a scornful glance upon him.

"Ye durned fool, can't ye see?" he said. "They've done gone an' got spliced an' now they're agoin' away."

The cowboy took one lingering, thoroughly uncomplimentary look at the laughing bride, then wearily turned his horse's head and as he made off toward the nearest wagonyard he might have been heard to mutter to himself:

"Talk about yer women—oh hell!"



Typhoid Fever and its Conquest

By Dr. E. M. Parlett

Member General Safety Committee

AN OBLIGATION

Hygiene in its broadest interpretation includes man's welfare in its totality. Health promotion, because of this is a social obligation, "FOR NO man liveth unto himself alone." The physician no longer bears the burden of protection or prevention. Insanitary conditions are due to the sins of the community and the sins of the individual,—yet the individual bears a responsibility. His obligation is twofold. The municipality may provide pure food and sanitary environments, but the individual is responsible for personal effort to keep himself hygienically fit.—*Dowling, in Bulletin Texas State Board of Health.*

TYPHOID FEVER exists with the consent of the public. It is within the public's power to stamp it out. To be perfectly plain, human filth is the source of the spread of typhoid fever, mainly because of the insanitary disposal of human refuse and sewage, flies, water and milk being the chief mediums of transmission. The disease is restricted to the human family and is essentially filth-born. Broadly speaking it is a disease of warm weather, reaching its maximum intensity during the months of August and September, although it can scarcely be correlated geographically or climatically as its occurrence is almost universal. Each case originates from a previous case. It is a germ disease, as are all infectious and contagious diseases. Therefore, our aim is, fundamentally, to eliminate the germ which travels, as has been intimated directly or indirectly from human intestines to human mouths.

The germ of typhoid fever was discovered in 1880 by Eberth, a German bacteriologist. It belongs to that group of bacteria that live and thrive and multiply in animal and vegetable matter, and is known and classed as a parasite. In size it is 1-12000 of an inch in length and about 1-36000 of an inch in thickness,

and it multiplies by doubling or dividing into two germs about every forty-five minutes, and increases to an average of well over a million in twenty-four hours under proper conditions of heat and moisture. The germs are so minute that many may exist in water that appears perfectly clear.

To contract typhoid fever the germs must be swallowed. From the stomach they get into the intestine and so into the blood stream and elaborate a toxin or poison, the factor causing the signs and symptoms of typhoid fever, which become manifest in about two weeks after the germs are swallowed. Anti-toxin is then elaborated in the system of the patient as its chief measure of defense in an effort to destroy the germs and to neutralize the toxines. When the germs are too virulent and numerous to be overcome by means of this physiological reaction of the body tissues and fluids, the symptoms of the disease become manifest. Whether the patient succumbs or recovers depends upon his physical stamina, recuperative powers and the ability of his body cells and fluids to further react against the invasion and multiplication of the hostile army of germs and the elaboration of their poison. It depends also upon careful nursing, which is,

perhaps the most important assisting physiological measure of defense, the least important, except perhaps in extremity, being drugs.

Not all types of the disease are severe; some are so mild as to be clinically unrecognizable, the patient sometimes continuing at his duties. One type of this is characterized as the "ambulant type" or "walking typhoid," when the patient becomes in fact a walking reservoir or walking distributor of typhoid germs. Such cases are particularly dangerous in the spread of the disease, because no precautionary measures are taken to prevent the further spread of the germs from the sick person to others. It will be seen, therefore, how important it is to recog-

are those who have had two or more attacks of this disease. Relapses are not infrequent, averaging not over ten per cent. of all cases, due mainly to indiscretions of diet, exercise, etc., after being up and about. The disease is likewise apparently no respecter of persons, since those in the full vigor of health seem to be as susceptible to contraction when exposed as the physically weak.

Scientists have devoted their lives and energies to the conquest of this dread disease, which is known to be disseminated as stated throughout the entire civilized world. The discovery of typhoid anti-toxin was a marvelous and monumental achievement. Prevention is thus an established fact, and it now de-



FIG. 1.—TYPHOID GERMS AS SEEN WHEN MAGNIFIED 1,000 TIMES

A. The germs as usually seen under the microscope. B. The germs stained to show the fine hairs (flagellae) by means of which the germ moves in a liquid

nize the disease in its early stages. Symptoms such as languor or lassitude, a prolonged "bilious" attack, indisposition with chills and fever for several days, nose bleed, muscular weariness or "aches all over," severe frontal headache and eye ache, dizziness, loss of appetite with coated tongue and foul breath and nausea taken with the other symptoms should cause grave suspicion. A blood culture taken by a physician within a week from the onset of such symptoms will usually establish the presence of the germ. Twenty drops taken from the finger or ear is sufficient for the test. Later, what is known as the Widal test may be made by the attending physician, should the first test prove negative and the symptoms continue.

While it is rather infrequent, yet there

volves upon the public to eradicate this scourge by means of this preventive vaccination and by the observance of the laws of hygiene and sanitation.

Among the soldiers of the United States Army of 90,000 enlisted men, during the year 1913, but a single case of typhoid fever developed after inoculation, whereas formerly the ravages of this disease caused the profoundest concern. The case cited as developing typhoid following the prophylactic inoculation occurred at Tientsin, China, the only one among over 30,000 men serving abroad. The *American Medical Association Journal* says: "Is there no value in this procedure to railroads and other industrial concerns that employ armies of skilled labor, as well as the individual on farms and railroads whose family is dependent upon his

manual labor for livelihood—by a procedure causing less inconvenience than vaccination?"

The results obtained in the United States Army and other armies where typhoid has now almost disappeared—is indeed a negligible factor—are extremely



VIEW FROM RIVERSIDE Y. M. C. A.,
BALTIMORE, MD.

Showing ditch filled with debris and decomposing organic matter, also large pool of stagnant water on adjoining plot which drains on Company property. An unhealthful eye sore, breeding mosquitoes, flies, insects, foul odors.

impressive. It is no longer a menace as formerly it was, as might be inferred among men at the most susceptible age. Susceptibility rapidly lessens after the forty-fifth year, it might be added parenthetically. With the introduction of vaccine the Navy Department likewise has about obliterated typhoid fever. Like results have been obtained among the men in the armies of foreign countries. In the past this scourge has killed more men in war times than powder and ball. In the Northern Army alone during the Civil War there were over 80,000 deaths from typhoid fever. It is estimated that eighty-six per cent. of the deaths in the United States Army during the Spanish War in 1898 were due to typhoid (2774 in actual numbers). An average of 300,000 people annually are

attacked with this disease in the United States, of whom die 38,000 in round numbers, or about forty-five per 100,000 of population, a ratio several times as high as that obtaining in other civilized nations learned in the sciences of preventive medicine and sanitation.

The "typhoid carrier" is the person responsible for an appreciable per cent. of this mortality. He is a traveling dispenser of infection. He is a person who has had typhoid and recovered, but still harbors the germs in his system, chiefly in the small intestine and gall-bladder, to the number of millions. These he disseminates or scatters broadcast through and by means of the body discharges sometimes for a period of several years. He thus becomes the source of no little danger to the public by continuously initiating new infections wherever he goes. Three to four per cent. of those having typhoid fever become typhoid carriers. While all persons who swallow typhoid germs do not have typhoid fever, they nevertheless become typhoid germ distributors. They are hard to catch and identify by ordinary means because they go about in apparent good health and spread the disease not only by means of polluting the soil with their discharges and from thence by surface drainage, seepage, etc., the drinking water with myriads of typhoid germs contained in their discharges, and through the agency of flies carrying these germs from their deposits to the food and milk, etc., but also by means of their fingers, which have become contaminated from time to time with the discharges and without thorough washing with soap and hot water before handling the food and drink others consume and materials with which others come into contact. Bed clothing, articles of furniture, towels, wearing apparel, eating utensils, door knobs, or in brief all objects coming into contact with a person suffering from typhoid fever are quite usually and easily contaminated, even with the more than careful precautions exercised. Nurses not immunized at times contract the disease from their close association for long periods with their patients, who discharge billions of germs daily.

The celebrated case of "Typhoid Mary" is an example of a "typhoid carrier" to be long remembered. This person had recovered from an attack of typhoid fever and resumed her duties in private families as a cook. In the first family that employed her, six cases of the disease developed. It was learned before she was finally identified that she had worked in five other families, and in every household one or more members contracted the disease, there being twenty-seven cases in all. Another carrier coming under the observation and investigation of the California State Board of Health in recent years infected twenty-seven persons, four of whom died before identification and isolation and proper treatment were possible. Typhoid carriers continue to discharge the germs in the urine and feces for months and even years.

Commonly the disease is spread through the medium of well water which has become contaminated with the discharges of those suffering from typhoid, from the excreta of "typhoid carriers" and distributors by means of the fly, which has feasted upon typhoid discharges and carries the germs upon its legs and body to the food and drink to be consumed, by the fingers soiled with human typhoid filth coming from the intestines and kidneys, by the sputum containing the germs, by means of untreated night soil used as a fertilizer for garden truck, by direct and indirect pollution of streams from which a nearby town obtains its drinking water in a raw or unfiltered state, upon the banks of which typhoid stools have been scattered or deposited, by dissemination of human feces from open privy vaults, by domestic animals, fowls, birds and insects, by contaminated milk and butter, vegetables and fruits handled by contaminated hands or washed in infected water. It is spread rarely now-a-days by shellfish and oysters, and by transmission from inanimate objects which have been contaminated by the hands or otherwise, with the germs of typhoid fever.

Not long ago an experiment was conducted to demonstrate how readily the germs of typhoid are transmitted, par-

ticularly with reference to food. The finger of the investigator was first purposely contaminated with the discharge (urine) from a "typhoid carrier" and then brought into contact for barely an instant with the contents of a bowl of soup. Upon counting the typhoid bacteria present in the soup shortly thereafter, it was



RIVERSIDE Y. M. C. A.

Showing stagnant pool and ditch with accumulations of refuse and decomposing organic matter. Property through which ditch runs not owned by Baltimore and Ohio, but drains on our property

estimated that it contained 15,500 typhoid germs to the sixteen drops of soup, enough germs to infect a regiment of people. A single drop of urine from a typhoid patient or "carrier" may contain in the neighborhood of a million active typhoid germs. These facts are noteworthy in connection with the agitation for more thorough cleanliness, more careful methods of handling food and drink, and a closer inspection of those who handle such and prepare it, especially those employed in restaurants, dining cars, etc. Here the "carrier" is an active and immediate agent in the spread of typhoid and an undeniable menace to the health of susceptible patrons. As a health promoting measure it is obvious that the protection of our food and drink is paramount in importance. This disease can absolutely

be prevented and the "carrier" eliminated by vaccination. The procedure is simple, the expense small, in proportion to results obtained (in many communities distribution is free of cost), the results absolute for at least two years and perhaps much longer in what is known as "acquired immunity," and it occasions no subsequent untoward results. It is at this age of public sanitary adolescence the only absolute protection against the disease.

The original typhoid vaccine was devised and prepared in 1897 by Sir Almoh Wright, to whom the world owes an immortal debt of gratitude. A more recent vaccine has been prepared by Bezredka of the Pasteur Institute. Vaccination is recommended to all exposed to typhoid infection, those whose work or activities demand excursions from home or who may travel in communities removed from the safeguards of modern sanitary achievement

and practices, those living in communities where unquestionably clean food and protected water supplies do not obtain. Such persons are those comprising surveying outfits, contractors, traveling men, camping outfits, track laborers and train crews. That such are the chief victims of the disease is conclusively shown by data—more men contracting typhoid than women and more adults than children. It would seem from the favorable results obtained from vaccination against typhoid that it would be most

desirable for all persons under forty-five years of age and who have not had typhoid fever and are otherwise not ineligible for preventive inoculation on account of poor health and debility, as an insurance against this disease and as a public health measure in the world-wide campaign for the eradication of this frightful scourge.

The explanation of typhoid vaccination lies in the fact that the cells in our

bodies can be stimulated to elaborate a specific ferment to digest and destroy the specific foreign body as represented by the germs and their toxins. Vaccination against typhoid is obtained by injecting into the tissues of a person the substance known technically as Protein, which is obtained from the dead typhoid germs, only so modified in strength and potency that it will no longer cause the actual disease of typhoid fever but acts by stimulating the body cells to secrete a



DITCH HOLDING STAGNANT WATER

Choked up with weeds, garbage, rubbish, decomposing material, etc., on property adjoining and along our right of way at Riverside. Street and alley gutters empty into ditch.

substance known technically as Ferment, which destroys the specific Protein introduced as vaccine. Afterwards, should the person's body (the intestinal canal and blood stream), become the host of the germs which would ordinarily cause typhoid against which the person now has acquired immunity through vaccination, the germs and their toxins are destroyed before they can do any harm by the action of this Ferment which the system has been educated to elaborate. In this way immunity becomes manifest or operative.

In the preparation of typhoid vaccine the live germs are grown in what is known as a beef broth culture. In this they multiply rapidly up into the millions when they are killed by the application of heat. It is these dead germs containing their Protein that are injected by means of a small syringe beneath the skin of the applicant for immunization against the invasions of the live germs. The treatment requires three injections in all at intervals of ten days each. Comparing the vaccinated with the unvaccinated, the chances of escaping death from typhoid are conservatively fifteen to one during the period of immunization conferred by the vaccine.

Eating in restaurants and boarding houses where cleanliness is at a premium, and food is not properly prepared and screened, where flies have ready and equal access to open privies, garbage receptacles, refuse, etc., then to the kitchen and dining room likewise, and eating raw vegetables not having been first thoroughly washed in clean water, is knowingly inviting an attack of typhoid fever.

Polluted water, salt and fresh, is perhaps the chief medium of typhoid transmission. Shell-fish from a lake grossly polluted with sewage caused an outbreak of typhoid fever in Buffalo some few years ago. Water cress grown in a sewage polluted stream in recent years

caused over one hundred cases of typhoid fever in London, England. Celery grown in material fertilized with unsterilized night soil not a great while ago caused an outbreak of forty-nine cases among people to whom it was sold and by whom it was eaten. Lettuce, radishes and strawberries contaminated by not properly sterilized night soil used as fertilizer carry the infection of typhoid to many un-

suspecting individuals. Formerly oysters and clams grown and fattened in beds located in the vicinity of municipal sewer outlets or at the mouths of polluted streams, and eaten raw, are alleged to have caused many epidemics of this disease. One runs comparatively little risk, however, in eating raw oysters in the winter season, provided the shells are thoroughly washed in clean running water before they are opened and served, as the biological habit of the oyster during this season of the year is to rest without



PRIVY OVERHANGING TRIBUTARY OF PATAPSCO RIVER

The Patapsco furnishes drinking water to several communities through which it runs. A typhoid carrier using the privy might readily become the source of an epidemic of typhoid fever among many innocent people.

food, during which time it may be considered practically free from contamination with foreign matter such as sewage organisms or organisms from the intestinal tract of human beings such as the germs of typhoid fever. Oysters should not be eaten during the warm months. All beds where oysters, clams, etc., are grown are now properly protected from sewage pollution by Federal and State Enactment. On October 15th, 1909, the

United States Department of Agriculture issued Food and Inspection Decision 110, which provides in part that, "it is unlawful to ship or sell in Interstate Commerce oysters or other shell-fish, taken from insanitary or polluted beds." With the states and the Federal Government taking active precautionary measures in this direction the chances of typhoid infection from this source are greatly reduced.

Milk is an ideal culture medium for typhoid bacilli and as an active agent may be classed as second only to that of drinking water, in the spread of typhoid. Many epidemics of typhoid are recorded and traced to contaminated milk. It is necessary, therefore, to exercise extraordinary precautions in handling milk to avoid contamination. Certified milk dispensed in bottles should everywhere supercede the undesirable method of dispensing milk from the open can. Milk coming from questionable sources should be either boiled or pastuerized before using. When milk is brought to a temperature of 145 degrees Fahrenheit for twenty minutes it is rendered free of active typhoid germs. Milk coming from sources where the disease has occurred and becoming contaminated has been responsible for almost numberless outbreaks of sporadic cases along the milk route. Milk is usually contaminated with the discharge from the patient that has either been thrown upon the soil and has found its way into the drinking water or into the water in which the cans are cleansed but not sterilized, or by flies having access to both dairy and un-screened privy-vault, in which there are typhoid bacilli present, or else by the contaminated hands of the milker who has come into contact with the patient once or oftener, or is himself a typical "typhoid carrier," or suffering from an unrecognized case of the disease. Typhoid bacilli multiply and flourish almost exclusively in the bodies of human beings and do not thrive under most natural conditions outside the human body. However, the organism of typhoid may and does multiply in milk and may retain its vitality even in sour milk for a period of a month. The germs have been

known to live for sixty days in butter made from contaminated cream, although the danger of infection from this source is less than from sweet milk. It has been known to survive for fifteen days in the laboratory after drying; dust may thus become a factor in the spread of the disease although obtainable data thus far to prove epidemic outbreaks from dust-borne typhoid are founded on unconvincing evidence for the most part.

In the light of present known facts and analyzing the subject as it pertains to the railroad, it would seem to the writer that the chances of spreading typhoid purely from dust arising from the road-bed following track pollution with typhoid discharges from the toilet of passenger trains may quite reasonably be termed negligible. The weight of evidence is certainly not favorable to the theory of dust-borne typhoid transmission. Direct sunlight kills typhoid germs in practically all instances in two hours. By the time human dejecta containing typhoid germs becomes dry and sufficiently pulverized to form a dust capable of being blown about, it is reasonable to infer that the germs have been rendered sterile by the action of the ultra violet rays of the sun. While the sun has been drying the germ-laden discharge, it has likewise been disinfecting it.

In soil, where there are favorable conditions, and the absence of other inimical soil bacteria, the germ has been known to live for over a year. It frequently survives the cold months of winter in the soil, as witness an epidemic of 1200 cases at Plymouth, Pa., in 1885 with 130 fatalities, due to stools from a typhoid patient having been thrown upon the snow "where they froze and did no harm until a thaw on March 25th, when rain ran over the surface of the ground and washed the germs into the chief water supply of the town. Persons who drank only water from other sources escaped." (*Thompson.*)

At Butler, Pa., on the Baltimore & Ohio Railroad, during the months of November and December, 1903, there occurred an outbreak of typhoid numbering approximately 1300 cases, from an infected tributary supplying Connoque-

nessing Creek and the reservoir on Thorn Run, the filter plant at the time being out of repair, as a result of which the people in a certain section were supplied with raw creek water. The people of Springdale section of the city not supplied with the city water escaped the epidemic, their supply coming from deep wells. In tracing the source of the epidemic it was discovered in one instance that a privy overhung a small spring emptying into Commoquenessing Creek, near the pumping plant, five cases of typhoid fever having occurred among the members of the family using the privy. Other and numerous instances of a similar and harrowing character might readily be sighted if space permitted. The germ has been known to survive long enough to be carried for miles in flowing streams. It is unwise to depend upon streams to purify themselves within even a distance of twenty miles following gross pollution, since the factors that operate for the purification of streams are variable.

Attention is called to the inadvisable practice of indiscriminate water drinking as indulged in by crews and trackmen who obtain drinking water from questionable sources along the right of way. Only water of known purity should be drunk, when not first boiled. This cannot be too strongly emphasized. Germs in stored water will usually die within a period of two months. Typhoid germs in the contents of privies may survive twelve months or more.

The germs will quite frequently survive freezing during the winter months and epidemics of severity have been traced directly to contaminated ice. Ice likewise contaminated by those carelessly handling or by "typhoid carriers" may be responsible for the dissemination of typhoid fever. Where ice is used to cool drinking water, when it is put into the water for this purpose, it should be of known purity, and handled with the most scrupulous care, with tongs and clean receptacles provided only for this purpose. Those using rubber gloves to handle ice should be careful to see that the gloves are first boiled and later come into contact with nothing but the ice. Much criticism, which is often warranted,

is occasioned by the careless and filthy manner in which the ice is handled and exposed to contamination. Only recently this matter has been up for discussion on all the divisions of our System. When the purity of ice is not certified it should be kept in a separate compartment from the drinking water, when used for the purpose of cooling such water.

As has been said, typhoid fever is contracted exclusively by the mouth. Thorough heating by boiling for five minutes, by baking, broiling, frying, etc., and exposure to sunlight for two or more hours will destroy the germs. The attendant of a typhoid fever patient should always disinfect the hands after thorough washing and scrubbing them with soap and warm water with one of the known germicides, such as alcohol, carbolic acid, or bichloride of mercury, before allowing the hands to come into contact with anything whatsoever. The attendant under no circumstances should prepare food for others, the peril from hand transmission of the germ is too great. All typhoid discharges should be thoroughly disinfected before final disposal. A five per cent. solution of formaldehyde is a good disinfectant for practical use, or a cup full of quick lime to a quart of warm water to each stool, or fresh chlorinated lime solution, one-quarter pound to one gallon of water, one quart to be used to each stool. Bed and body linen used by the patient should be carefully disinfected with a five per cent. solution of carbolic acid and subsequently boiled for not less than two hours. Lime is perhaps the best disinfectant for use in privies. Carbolic (or one of the Cresol preparations) and formaldehyde in a five per cent. solution strength are preferable in the sick room. Bichloride of mercury is injurious to plumbing and unless acidulated is inactive as a disinfectant in the presence of organic matter; likewise it is liable to stain fabrics. In the absence of a disinfectant for the stools, they may be mixed with charcoal and saw-dust, sprinkled with kerosene oil, and burned.

All sewage is dangerous, and when not treated may pollute with intestinal bacteria contained therein surface water supplies such as streams and lakes. In small

towns where there are no modern public purified water systems, where the water is prepared by method of filtration or treatment with calcium hypochlorite or both or even by storage, the death rate from typhoid is usually high. The occurrence of typhoid is minimized in those towns favored by filtered and treated water supplies and protected water sheds. All surface water used for drinking purposes should be purified before consumption. The difference in the death rate

active estimate of cost of the average case of typhoid in the event of recovery, including cost of medical attention, nursing and drugs, etc., and what might be termed lost earnings, one is safe in saying that \$65,000,000 more is dissipated, a total loss of \$255,000,000.

It is estimated that not more than one-third of the wells used on farm homesteads are free of typhoid contamination. In other words two-thirds are polluted with the excreta from the human intestine.



LARGE COLLECTION OF UNPROTECTED MANURE

Mixed with this manure are many barrels of human excreta, the product known as "Night Soil," which is being used as fertilizer for truck gardens, one of which is shown in the rear of the manure pile. Human filth is collected in barrels by contracting company from excavated cess pools and privies and disposed of in this manner without proper treatment or sterilization. A direct route from human intestines to human mouths is thus assured for typhoid, other bacteria and human filth transmitted by vegetables abundantly contaminated.

from typhoid by the substitution of a wholesome for a polluted water supply has resulted in some instances of a reduction in the typhoid death rate of from sixty to seventy-five per cent. accompanied by a similar reduction in other intestinal diseases and likewise tuberculosis and pneumonia.

With 38,000 deaths in the United States annually from typhoid fever as a basis, on a computation of \$5,000 as the common assumption of the value of a human life, about \$190,000,000 of vital capital is dissipated yearly on account of this disease. Adding to this the conserv-

Deep wells are safer than shallow, but even they are not entirely free from danger of pollution, due to their improper location, often receiving drainage from privies, directly attributable to the ignorance or carelessness or both of owners in protecting them against infiltration and surface wash. Such contamination in limestone regions is particularly liable to occur, due to underground or rock channels so prevalent in such soil. Deplorable insanitary conditions prevail in the rural districts in connection with open privies improperly constructed or located near wells and homes, and an indifference displayed by

the owner coupled with apparent lack of regard as to consequences of drinking what is oftentimes no more than what might be properly termed diluted sewage is accountable in a large measure for many sporadic cases and ultimately epidemics. Bathing in polluted streams and lakes during which the bather has swallowed some of the water, has been known to cause typhoid fever.

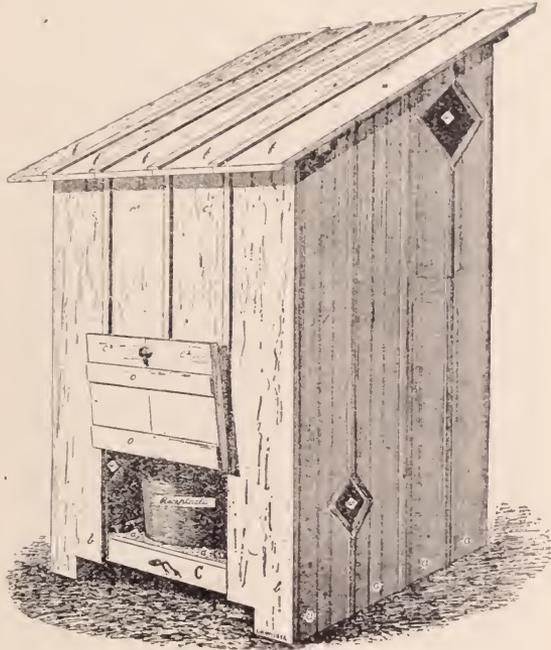
Our claims to a refined civilization are but justified to a limited degree. The repugnance to dirt and filth which characterizes civilized peoples in contrast to the unspeakable customs of the barbarian is usually limited in proportion to the civilized human's power and scope of visual and olfactory perceptions; in other words to the ability to see and smell contaminated food and drink. The natural odor and taste of foods is quite often obscured by the generous use of condiments, and water, no matter how bad in taste or source, is rarely rejected when thirst makes its demands. No questions are asked if what is taken into the mouth and stomach looks good and gives little indication of its being otherwise by odor or taste, the invisible impurities of substances or the source and probable contamination of edibles with the intangible factors of disease being ignored with a consistency and faith worthy of a devotee practice. It rarely occurs to the average individual to inquire into or investigate the source and character of the foods he obtains and the water and milk

and other beverages he consumes, unless there is unmistakable evidence of impurities sufficient to make the substance to be eaten or drunk repellent to sight, taste or smell. Indeed, in our large cities where food-stuffs are subject to much handling, to non-screening and to many other avenues of contamination from their original source to the consumer, it is difficult to imagine any of it escaping contamination. Of course the thorough cooking of foods eliminates most of the danger from these sources of infection.

Sanitary science is sufficiently advanced to eradicate many of the diseases disseminated by impure food stuffs and beverages, were sufficient funds for practical and general application of sanitary knowledge available and the intelligent public cooperation and administration an actual and constant reality. It is a reproach to civilization that we are too lethargic, so apparently indifferent to matters pertaining to the prevention of

typhoid and other diseases so vital to individual and public interest, efficiency and welfare. In spite of this indifference preventive medicine is making notable strides in stamping out disease and saving countless lives from year to year.

If it were not for the modern and wonderful methods of preventive medicine and sanitation, epidemic diseases would without a doubt still reap the horrible toll of past centuries, particularly in view of the great and increasing concentration of population, the congestion



REAR AND SIDE VIEW OF A SINGLE SEATED PRIVY

Hinged back, hinged seat, cover screened, receptacle off ground, constructed at approximate cost of \$10.00. Fly and mosquito proof, reduces odor and labor of cleaning.

of our large cities, the insanitary condition of rural and many urban communities, our coast to coast transportation, and globe encircling commerce, and the constant diffusion and intermingling of people of every country and clime. Many of the diseases which now give us the gravest concern bid fair within the next decade to bow acknowledgment to the study and achievement of men of science and a hoped for increasing intelligent public's appreciation and cooperation. The finger of modern science points the way to the prevention of typhoid fever by measures directed toward the sanitary disposals of discharges of all persons whether sick or well, to the end that all things put into the human mouth will be free of any possible contamination with human filth. The sanitary standard of any community may quite accurately be indexed by its typhoid fever prevalence; typhoid fever prevailing in direct ratio to the lack of community sentiment and the neglect of sanitary measures in that particular community.

Life can be prolonged, efficiency in every walk of life increased, disease made less frequent and severe, and a more vigorous progeny result by a thorough appreciation and employment of sanitary discoveries and principles, not alone by the public as a body, but by the individual as a unit. One man is dependent upon the

other for his health and protection against transmittable diseases.

If the scientific facts discovered by medical men of research and now established were generally considered, appreciated and judiciously applied, within a few years the average life expectancy would surprisingly increase. An increase of fifteen years in the United States has been added to life expectancy during the past century by the employment of these

measures and discoveries by a comparatively few of the body politic.

With the destruction of the fly and allied germ-transmitting pests and their breeding places by immunization of the susceptible public by inoculation, by protecting and safeguarding the water and food supply and by the disposal of human excreta in a refined and sanitary manner, any community may feel more than reasonably safe against typhoid invasion and prevalence.

A comparison of death rates per 100,000 of

population in the larger cities through which the Baltimore & Ohio System operates, during the years 1912 and 1913, showing sanitary improvement or otherwise, follows, the figures having been obtained through the courtesy of the American Medical Association.

	1912	1913
New York.....	7.0	9.3
Chicago.....	10.5	7.5



AN INSANITARY PRIVY LOCATED IN CLOSE PROXIMITY TO KITCHEN AND PUMP WELL

Conditions propitious for the spread of typhoid. Fecal material in the privy vault infected with typhoid bacilli find ready access (particularly in limestone soil) by soil saturation, seepage, ground channels, etc., to the water in the shallow well and by fly transmission to the kitchen. Escaping typhoid fever under such conditions is more than an achievement. It is a miracle.

	1913	1912
Cleveland.....	13.5	5.9
Philadelphia.....	15.7	12.5
St. Louis.....	16.9	10.4
Pittsburgh.....	18.1	12.7
Baltimore.....	23.6	23.9
Cincinnati.....	6.4	7.5
Newark, N. J.....	7.9	7.1
Washington, D. C.....	16.4	21.2
Jersey City.....	10.5	7.5
Louisville.....	21.7	18.9
Indianapolis.....	24.5	18.3
Columbus.....	19.2	20.2
Toledo.....	41.8	33.0
Dayton.....	15.1	17.9

"During the year 1913 New York shows the lowest typhoid rate in its history, comparing favorably with the rate in European capitals, in spite of a milk-born typhoid epidemic which involved several hundred cases in Manhattan, during September and October."

* * * * *

"Cleveland's 1913 rate was more than double its 1912 rate; the city gets its drinking water in its raw state without filtration. This city is contemplating

the installation of a filtration plant.

"The lake water is likewise responsible for Chicago's increase in the death rate from typhoid."

* * * * *

"Philadelphia's increase was due to a defective system of water mains serving a certain district, some of the raw and highly polluted water from the Delaware River getting into the mains."

* * * * *

"Baltimore still leads the group of cities of over 500,000 population in excessive typhoid fever."

* * * * *

It will be seen that Cincinnati's record is excellent. "For the three years preceding the introduction of a purified water supply, Cincinnati's typhoid death rate averaged fifty-three per hundred thousand of population. The five years following the purification of the water supply show an average reduction from the number of deaths from this disease of nearly eighty per cent. Sanitary reforms were coincident with the purification of the water supply."

"Words to Be Avoided"

In the office of the Century Magazine, in New York, the following list of "Words to Be Avoided" is posted:

Above or over for more than
 Aggregate for total
 Balance for remainder
 Call attention for direct attention
 Claim for assert
 Commence for begin
 Conscious for aware
 Couple for two
 Cultured for cultivated
 Date back to for date from
 Donate for give
 Indorse for approve
 Fall for autumn
 From whence for whence
 Inaugurate for establish, institute
 Individual for person
 Infinite for great, vast
 In our midst for among us.
 In spite of for despite
 Last for latest
 Less for fewer
 Materially for largely

Mutual for common
 Notice for observe
 Onto for on or upon
 Partially for partly
 Party for person
 Past two years for last two years
 Practically for virtually
 Prior to for before
 Propose for purpose
 Proven for proved
 Quite for something of
 Realize for obtain
 Section for region
 Spend for pass
 Standpoint for point of view
 Subsequently for afterward
 Transpire for happen
 Universal for general
 Vest for waistcoat
 Vicinity for neighborhood
 Viewpoint for point of view
 Would seem for seems



The Fisherman

By Clinton Scollard

A many men there be that go,
Free booted, wandering to and fro
Athwart God's open, sun kissed ways,
Their hearts o'erbrimming with the praise
Of all the wilding things that are
Beneath the steadfast sun and star;
And foremost of this roving clan
I love the ardent fisherman!

He carries still within his breast
An incommunicable zest
A fervor that may never tire,
A flame unwavering, a desire
Unquenchable as is the dawn,
That leads him on and ever on;
And though he's fain of spoil, at root
His primal passion is pursuit!

His pulses throb and thrill to feel
The vibrant whirring of his reel;
Elation fills him when he spies
Upon his line the gleaming prize;
Yet when the sunset embers burn
Low in the twilight's purple urn,
And he has no reward to show,
Is he dark browed and doleful? No!

Another day, another hour,
Fortune may yield her shining shower!
Still in his bosom bides the lure
As fixed as is the cynosure.
It is the striving, not the gain,
That lifts us to the loftiest plane;
The quest, although we miss the goal,
That stays the fibre of the soul!

And so, whate'er his class or clan,
I love the ardent fisherman!

Better Machinery and Fuel Economy

By Andrew Westfall

Engineer, Wheeling Division

BETTER machinery and how to get it should be the watchword of all employees connected with the operation of a locomotive, and particularly of every engineer and roundhouse foreman.

Before expressing my views on this subject, let me say that I would like to hear the opinions of others on the firing line on all the different divisions. There are none so well qualified to talk on this subject as the men who handle the engines.

One thing which impresses me strongly is the semi-visible "swords points attitude" of shifting the responsibility existing between the engineers and the roundhouse foremen. It seems to keep them as far apart as if they were working for different companies.

We all know that it is the duty of the engineer to handle his engine in accordance with the principles of economy and safety. On his arrival at the terminal he should make an intelligent report of all work necessary to place the engine in good condition, and should make this report out in such a manner that the shop men will have no trouble or excuse for not locating the defects and making the repairs necessary to prevent failures. Not long ago I was called to run an engine on which the engineer who brought it into the terminal, had reported. After the usual preliminary report, at the top of the page he wrote: "Take the pound out of the engine, she is pounding herself to pieces." This

report did not convey any information, and opened a loophole for neglecting the necessary work. When I made an examination, I found that both intermediate driving box wedges needed adjusting, and that the left main wedge was down about three-fourths of an inch. The right main wedge bolt was also broken, and allowed the wedge to fall down on the pedestal brace. This made it very plain why she was pounding herself to pieces.

Now, the fact is, if the engineer who brought the engine in had made any effort at all to locate the reasons for the pounding, and had reported them, the proper repairs would have been up to the roundhouse foreman. All of this work could have been done in two or three hours' time, and there would not have been any excuse for the work's not being done.

Since the pool system has been in force on the Wheeling Division, we have had some very poor engines, and an improvement could be made if the roundhouse people would only ask themselves the question "Does it pay to put off the work until some future date?" Our engineers should also ask themselves "Am I justified in not reporting the work when I am not sure it will be done?"

On the Wheeling Division it is difficult to get at the engines. If the shops put off the work "until the next time," the engine may go to Fairmont, then to

Grafton and return; next to Cameron and return; then perhaps will be dispatched to Benwood where a new crew will take the engine to Holloway and return to Bridgeport, where it is very likely it may be dispatched to Fairmont or Hartzel. And by the time she gets back to Benwood again, the foreman has forgotten the work required.

I have a case in mind which I followed up for ten days for the purpose of trying to show the people in the shops that it does not pay to put off the work or to leave some part of it until some more opportune time. I was called for a Q-1 class of engine, and was surprised at the similarity of the knocks on each side. I measured them and found the lost motion in the right main rod brasses to be $25/64$ of an inch, and on the left side $23/64$ of an inch, a total of $3/4$ of an inch that the pistons had to move before exerting their force on the main pin. Of course this movement is at the beginning of the stroke with full boiler pressure on the piston, which means a very bad strain on the pin and rods. In running 100 miles the drivers on this class of engine would turn about 31,520 times, and this knock would occur twice in each turn. This means that we would have this strain 63,040 times on each side of the engine in each 100 miles. With the engine working with full boiler pressure, there is a force against the piston-head of 90,478 pounds, and when this is considered in connection with the frequency with which the knock occurs, it can readily be seen why pounds and knocks should be kept out of the engine. Allowing an engine to run in this condition also affects the clearance in the cylinder, and means that more steam is required to fill the cylinder at a time at which it is of very little benefit, that is, when the crank pin is in the center. This additional steam also

will have an effect on the amount of coal burned because the expansion of the steam taking place after the valve has cut off the supply from the boiler, will not be as great as if this condition did not exist. The exact amount of additional steam necessary could only be determined from an indicator card, but the loss would be about one per cent. and if an engine burns eight tons of coal per 100 miles, a condition of this kind would mean that 160 pounds of coal is unnecessarily used, or, one ton in every 1250 miles. If the brasses had been filed and the cross-heads lined up, it would have taken two machinists and helpers about three hours, and by reducing the strain on the rods and pins, the liability for a very expensive failure would have been eliminated. *Does it pay to put this work off until the next trip?*

It is up to the engineer to report work of this kind whether the trouble is in the front or back main rod brasses, side rod bushings, cross-heads, main wedges or crown-bearings. A little care on the part of the engineer will make it an easy matter to locate the work. By specifying on the Work Report book just where the trouble is located, it will not be necessary for the foreman to try to find out where the trouble is, and will also enable him to give the machinist who is to do the work, such information as will enable him to handle it with very little delay.

There are three important factors in considering fuel economy in connection with locomotive operation: First, mechanical; Second, waste of steam; Third, co-operation of the engine crews.

Nearly all our engines in heavy freight service are of the inside admission piston valve type, and great care should be taken to prevent a waste of steam through the piston and valve packing. The shop

men cannot tell if an engine is blowing unless the engineer reports it. It is a very simple matter to locate a blow, as nearly all of the engines are right lead. To test for blows, the engine should be stopped with the right crank pin on the bottom quarter with the cylinder cocks open. The independent brake valve should be placed in application position and throttle opened a little with the re-

packing is leaking from both ends of the valve. The same procedure should be followed with the left side. With the present day straight air and E. T. equipment, there should be no trouble in keeping the brakes applied while these tests are being made, and after the blow has been located, you need have no fear in reporting it. This will be of great assistance to the shop people.

I have in mind a case of an E-24 class engine with piston packing broken. The foreman-in-charge where the work was reported, ran the engine out, and the blow was reported at each terminal for at least a week. When the engineer would protest to the foreman, he would say that they ran her from the other end that way and she would have to go back that way, as it was not up to him. After the engine had made about 500 miles in this condition and became so bad that it was difficult to handle a train, the packing was finally renewed. Only the fact that the piston was a tight fit in the cylinder, made it possible for the engine to perform any work whatsoever. This would make it appear that someone was responsible for an inexcusably bad and wasteful condition. We are all working for the Baltimore & Ohio and what did it matter where this work was done, so long as it was done so that the engine could perform the work satisfactorily and consume the minimum amount of fuel.

Just a few more words on Cooperation as I see it, and then I will leave the subject, hoping that some other engineer or motive power man will take "her a round-trip" in our Magazine next month.

Cooperation means the congenial association of the laboring class of people for the furtherance of a definite, resultful and profitable end, and should exist among all employes of the railways, irrespective of position or class of service. Regular



A. B. WESTFALL AND DAUGHTER EDNA

verse lever in forward motion. If steam escapes from the back cylinder cock, the piston packing is not tight. To test the valve packing, the engine should be allowed to remain in the same position and the reverse bar moved towards the center of the quadrant until the valve is in a central position. This will close the ports. The throttle should then be opened, and if steam escapes from either cylinder cock, the valve packing on that end of the piston valve is leaking. If steam comes from both cylinder cocks, the valve

engine crews should be kept as near as possible to man the engines on each division, for when a crew is called from the extra list, they have to become acquainted with and accustomed to the idiosyncracies of their engine before they can develop its highest efficiency.

Never before have conditions on the American railways demanded as much loyal assistance from their employes as at the present time. And if every one of us

would stand on our own responsibility and get out of the old rut of trying to shift the load to someone else (who perhaps has more than enough without trying to bear part of ours), we would have so marked an improvement that it would be bound to attract the attention of others and cause them to gird their armor and fight their own battles. What is a greater honor than to set a good example for our fellow-men!

Courtesy as an Asset

FEW men have a wider acquaintance among the leaders of the Democratic party, than the Honorable John I. Martin, sergeant-at-arms at the last five Democratic National Conventions. He was first elected to this post of honor in 1892, when Grover Cleveland was nominated at Chicago, and has been reelected at each successive convention.

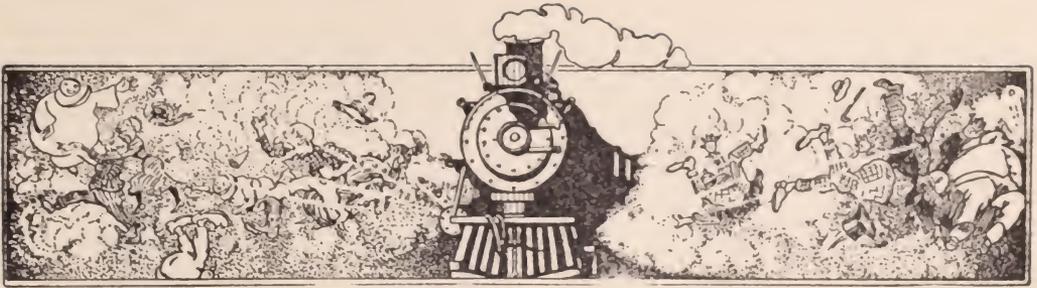
Colonel Martin spent a few hours in Martinsburg, West Virginia, on Sunday, June 5th, and in the course of an interview, said to a local newspaper man:

"In traveling a great deal, I have been impressed with the splendid arrangements the Baltimore & Ohio System has generally, for the care of its patrons. I notice particularly the extreme courtesy of the employes of the passenger service, from conductors down to porters, to the women and children travelers. They are generally seated, no matter how crowded the cars. By his personality, ability and thorough experience, president Daniel Willard has brought the Baltimore & Ohio System up to a high order of per-

fection and efficiency, so much so that the Associated Commercial Organizations, which meet every year in Chicago, and are generally considered the largest and strongest body of the kind in America, have for years selected this System to carry the delegates to the annual meetings of the National Rivers and Harbors Commission in Washington."

This is a splendid tribute to our service, and it should be extremely gratifying to all of us, that a man as prominent in the councils of one of the great national parties, and one who has traveled so extensively all over the United States, should have felt it proper in a public utterance to refer to the uniform courtesy with which patrons of the Baltimore & Ohio are treated by its station and train employes.

Commendation encourages and stimulates to increased effort. Therefore, let these remarks of Colonel Martin be not only a tribute which we appreciate, but a challenge which we gladly accept. And let even better service for our patrons, and greater credit for our employes, be the result.



EXHAUSTS

Discretion

"Pop, what do we mean by saying discretion is the better part of valor?"

"Generally speaking, my son, we mean that discretion can run faster."—*Judge*.



Didn't Need The Hoe

Sometime ago a hobo meekly tapped on the back door of a suburban home and asked for something to eat. The good housewife responded that she would feed him on the back step along with Fido provided he was willing to earn the meal by cleaning out the gutter.

The tramp agreed, and when he had eaten his way through several sandwiches the housewife came out with a reliable looking hoe.

"You needn't have gone to that trouble madam," said the hobo. "I never use a hoe in cleaning out a gutter."

"Never use a hoe," said the woman. "What do you use, then, a shovel?"

"No, madam," sweetly replied the hobo, starting for the back gate. "my method is to pray for rain."—*Boston Advertiser*.



Luck!

There was only a thin partition between the bar parlor and the taproom of the suburban hostelry, so that I could not help hearing what was perhaps a confidence about a certain Bill's terrible condition the previous afternoon.

"Well, to cut a long story short," said the voice, which was husky, probably with emotion, "I had to set 'im on a doorstep and leave 'im there. 'E must 'a' fell asleep and 'is 'at dropped on to t' foot-path, an'— would you believe it?—when 'e woke up there was eleven pence in it."—*Manchester Guardian*.



Her Rival

Madge—How was it you didn't have a nice time out yachting?

Marjorie—It was so very stormy that Charlie had his hands full with the sails all the time and could do nothing but hug the shore.—*Judge*.



Natural Curiosity

Polly—He actually begged me to kiss him!

Dolly—What did you say?

Polly—I told him I might be sorry for it afterward.

Dolly—And were you?—*Exchange*.



His Way

Mr. Lobstock—Has yo' any faith in banks, sah?

Mr. Bentover—Yassah! I has plenty o' faith in 'em, but I's done got muh money buried in de ground.—*Judge*.

Quick Results

Two men were talking of the hard times.

"Does your wife ever grieve because she threw over a wealthy man in order to marry you?" queried Hall.

"Well, she started it once," was the reply, "but I cured her of it without delay."

"I wish you would tell me how," said Hall.

"I started right in grieving with her," replied the other; "and I grieved harder and longer than she did."—*Lippincott's Magazine*.

✦

In the Neighborhood

Hampton—Dinwiddow told me his family is a very old one. They were one of the first to come across.

Rhodes—The grocer told me yesterday that now they are the last to come across.—*Judge*.

✦

Tactfully Put

"My Dear, a burglar fired a revolver at a Boston man, and the bullet struck a button, thus saving his life."



"Well, what of it?"

"Only this: A man could shoot at me with a shotgun and never hit a button."—*Louisville Courier-Journal*.

Pleasant for Aunty

The rich maiden aunt was calling on her poor relations. "And where is little Tommy?" she inquired, looking around for her favorite.



Little Tommy was brought in carrying a large tumbler, from which he refused to be parted.

"Do drink this, auntie," he said.

"And why should I drink it, dear?"

"Because I want to see you."

"And why do you want to see me drink it?"

"Because papa says you drink like a fish."—*London Mail*.

✦

Didn't Look

Some time ago a little girl rambled into a country grocery and, placing an earthen jar on the counter, asked for ten cents' worth of molasses. Soon the jar was filled and, picking it up, the child started for the door.

"Hold on there, youngster," hastily intercepted the groceryman. "Haven't you forgotten something?"

"No, sir, I guess not," answered the girl, pausing and looking around. "What is it?"

"The money for that molasses," answered the grocer. "Don't give it away for an advertisement any more."

"I thought you got the money," was the startling rejoinder of the youngster. "Mother put it in the jar."—*Philadelphia Telegraph*.

Chapter of Accidents

The Iowa woman whose husband "struck her in the coliseum" can sympathize with the Boston one who "was shot in the gashouse."

And both of them can afford to give a little pathetic consideration to the Chicago girl who "was tanned on her vacation."—*Cleveland Plain Dealer*.



Impossible Claims

The late George A. Hearn, the millionaire business man and art collector of New York, was noted for his kind and reasonable treatment of his employes. Mr. Hearn use to smile at the new scientific management craze, of which he once said at a dinner:

"These scientific management people, with their impossible claims of doubling and trebling a man's labor, remind me of the humble hodcarrier's impossible promise.

"A facetious boss said to a new hodcarrier:

"'Look-a-here, friend, didn't I hire you to carry bricks up that ladder by the day?'

"'Yes, sir,' said the hodcarrier, touching his cap.

"'Well, I've had my eye on you, and you've only done it half a day today.

You spent the other half coming down the ladder.'

"The hodcarrier touched his cap again.

"'I'll try to do better tomorrow, sir,' he said, humbly."—*N. Y. Tribune*.



Not Very Busy

"Recorder of Deeds" read the sign over the door of a handsome building on one of the more prominent of the golden streets.

A new arrival within the pearly gates entered.

"The recording of deeds interests me," he announced. "I used to be a lawyer in the other world. But why is it that all the clerks are working except you?" he inquired of the only idle member of the force.

"I record the good deeds," explained that member courteously. — *Louisville Courier-Journal*.



The Verdict

Some years ago in a western mining town a man was found dead in his hotel room, hanged to a bed post by his suspenders. The jury of miners brought in the following verdict at the coroner's inquest: "Deceased came to his death by coming home full and mistaking himself for his pants."—*Exchange*.



Freight Train Handling and How it Affects Equipment

By F. B. Farmer

Westinghouse Air Brake Company

This is the third and last installment of the article on Freight Train Handling. The author, F. B. Farmer, is one of the leading air brake specialists of the country, and every operating man can increase his efficiency by a careful study of these articles. They contain the most authoritative and recent information on this important subject.

INSPECTION.

Inspect for stuck brakes and damaged draft rigging as trains are pulling out of terminals and, whenever practicable, on starting from points en route. Cars with draft rigging obviously liable to fail soon if nothing is done to prevent must not be taken out of terminals, and where noted at other points should be placed toward the rear, as a break-in-two occasionally causes damage elsewhere in the train. Such an inspection should invariably be made after any very severe shock, as where draft gear is damaged, to note any broken knuckle pins, yoke rivets or draft bolts elsewhere in the train.

Report fully every break-in-two, including "slip-bys," whether or not damage is done, giving reason for failure.

Stop brake pipe leakage promptly. This includes even small leaks and particularly so where the total amount is excessive, either as learned from the engineman or observed by the caboosage. The latter shows it after an application is begun and also when the locomotive is cut off. It is excessive where, with the

brakes applied, the leakage alone will reduce the pressure from about 60 lbs. faster than 7 lbs. in a minute. The longer the train the more air is lost with the same rate of leakage.

APPLYING BRAKES FROM REAR.

Do not apply brakes from the rear (conductor's valve, tail hose or angle cock) except to prevent damage, injury or loss of life—actual emergencies.

SIGNALS.

Where the engineman must depend more or less on hand signals to work safely and expeditiously, see that such signals are adequate, given clearly and in season. The importance of car signals and slow signals is too frequently overlooked. The engineman must be given opportunity to judge what is required, and *time* to obtain it without harsh slack action.

CABOOSE GAGE.

The caboosage air gage is to insure greater safety and better air operation. These ends can be attained alone where those

whose duty it is to observe the gage do so with sufficient frequency and with an understanding of what it can indicate. From the speed, the pressure shown by the gage and the knowledge that should be had as to what the brakes could be expected to do, it should be known whether the train can be or is being safely controlled by the engineman. Also, when air brakes are being released and recharged this gage and knowledge of the brake pipe pressure required to insure release (at least 55 lbs. where a service application had been made from 70 lbs. and more if made from higher pressure or by an emergency application), will indicate whether signal to start should be delayed until more pressure is obtained. On a steep, descending grade full pressure should be had before this signal is given.

The conductor will be held strictly responsible for such observance of the caboose gage, either by him or the rear brakeman, as will insure against danger from a closed angle cock or low pressure from any cause. The gage must be observed continuously descending a steep grade. It must also be noted when approaching a meeting point or other place where extra hazard would result from a closed angle cock or low pressure. Where such observations indicate danger, take any needed precaution, in the way of signals or application of hand or air brakes, as the circumstances warrant.

See that the gage is operative and in good order, having any defective condition repaired promptly.

LOCATING UNDESIRED QUICK ACTION.

Where undesired quick action occurs with proper braking proceed to locate, cut out and card the brake with the faulty triple valve. The difficult one to locate is where it does not "dynamite" at

standing applications, appearing to, only when making a stop. It will do so just as regularly when standing if the test application is deferred for some time after brakes have been fully charged, at least ten minutes. Also, when wanted, as when testing for it standing, make a very slow reduction of 3 or 4 lbs., wait on lap until brake pipe leakage has increased this to 7 or 8 lbs. and then, if it has not occurred, add 6 or 7 lbs. in the ordinary manner.

But before starting to test for it the observers should distribute along the train, *standing back about two car-lengths from it* so that by hearing, and by seeing in day light, they may note the direction from which the quick action comes and be able thereby to concentrate attention on the part of the train where it starts. After it occurs, and before signal to release is passed to the engine, each observer who *thinks* he has located the faulty brake should cut it out and two on each side of it. Then, when the other brakes are released he should *slowly* open each of the cut-out cocks he has closed until the brake starts to release, then move the *end* of the handle about one-fourth inch farther toward open position. The object is to make a large enough opening through the cock for the brake to charge and to respond to a service reduction, yet so small that if it applies quick action it cannot reduce the brake pipe pressure fast enough beyond the cock to throw other brakes into quick action. A further advantage of the five brakes *almost* cut out is that, even if the faulty valve is not among them, they will usually stop quick action and thereby show in which direction further attention should be concentrated.

After the brakes are again recharged and a sufficient time has elapsed (such haste in re-applying as prevents unde-

sired quick action is then a waste of time), the test application should be repeated. If the faulty valve is among these *almost* cut out it alone will apply quick action and will usually release immediately. If not among these the observers should change to the portion of the train where the quick action came from and then repeat the tests.

When the faulty valve is located it should be cut out and carded. Then, *before starting, all other brakes that were almost cut out must be fully cut in. No excuse will be taken for failure in this* as any so left might stop *desired* quick action and, by the slower brake application, endanger the safety of the train. A lesser evil would be that with either desired or undesired quick action the shock from slack action would be greatly increased if quick action could not act throughout the train.

GRADE BRAKING.

A good railroad man knows what is safe and will neither influence others nor be influenced himself to deviate therefrom. A steep descending grade emphasizes the saying to "make haste slowly"; hence, is no place to make up time.

ENGINEMEN AND CONDUCTORS.

Safety in grade work, in so far as braking is concerned, means recognition of the facts that the "down-hill push" of the grade, which increases with its steepness and the load, is always acting to start a locomotive, car or train and to increase its speed when running; that this offsets part of the braking power, all of which would be effective in stopping on a level track; that speed is very important, higher speed both decreasing the brake shoe friction or holding power and increasing the brake work to stop, 30 m.p. h., compared with 15 m.p.h., requiring about five times the distance; that train

control when running means brakes fully charged as well as relatively low speed; that it is dangerous to hold standing trains with the train brakes; and that whether applied hand brakes will hold a car or a train can be determined alone after the air brakes are off.

BEFORE STARTING.

As hand brakes cannot hold a long and heavy train once it is well started down a steep grade the condition of the air brakes must always be determined before starting down by making the stipulated tests at the point specified, as covered by rules and other instructions. The conductor must know the number of good brakes and, before starting down the grade, must advise the engineman of the tons per good brake, determined by dividing the train tonnage by the number of good brakes. The higher the tons per good brake the harder the train will be to hold. With the brakes fully charged, then applied by a continuous service reduction of 20 pounds, the standard test application, and each inspected rapidly a brake is not good where, within at least ten minutes after applying, a bunt with the end of a brake club against the side of a brake shoe will move it on the wheel. This test is in addition to noting the piston rod for indication of wrong travel and brake cylinder leakage.

The conductor and the engineman must confer after the test and must not start down until it is mutually agreed that the train can be controlled safely and what precautions are necessary to this end.

After releasing at the summit, and before starting, the retaining valves must be cut in—handles turned upward to proper position. Except where rules or other instructions direct differently, use all retaining valves.

A train must not be allowed to start from the summit nor following any stop while descending the grade until charged to the pressure prescribed for the grade. Signal to start must not be given until it is known by the caboose gage, where had, that the train is so charged.

As the caboose gage, with knowledge of train tonnage, condition of brakes, steepness of grade and observation of speed, enable the conductor to judge of the train control even better than the engineman in some particulars and fully as well in others he is held equally responsible for the brake safety of the train and must render prompt assistance where plainly indicated and without awaiting call.

As the use of hand brakes while running increases cracked and slid flat wheels and interferes with good air braking, such use should be avoided as far as safety and rules permit.

As the work of the air compressor is heaviest descending a grade, the engineman must see that both its steam and air ends are properly lubricated before starting down.

WHILE DESCENDING.

Liability of wheel sliding is greatest on starting and particularly so after a heavy application when retaining valves are in use. Hence, train should be held until at least three minutes after the train brakes are released so that retaining valves may blow down. Even then on starting trainmen should inspect from the ground for wheel sliding, and enginemen should keep speed low enough to permit and for trainmen to get on safely. A stopped-up retaining valve vent port is liable to cause wheel sliding. Where excessive holding power indicates this fault observe whether the valve blows at this port when brakes are being recharged.

If not and the port cannot be opened with a pin cut that retaining valve out (handle down) if necessary to prevent wheel sliding or excessive heating.

Starting from the summit the engineman should make the first application as soon as practicable without stalling. This is to test the holding power while speed is yet low and, by fully recharging, get the additional aid of the retaining valves. Speed thereafter, within local regulations, should suit the holding power of the train and the ability to recharge fully. Where there is a gradual loss in pressure that cannot be regained by lower speed stop and recharge while there is ample pressure left to do so.

Speed and air pressures should be observed constantly and carefully. Speed down and pressures up mean safety and the reverse danger. Recharging is the critical time as speed must then increase. Where an error in judgment necessitates during recharging either too high speed or a reapplication before fully recharged accept the latter but avoid repeating the fault. Where a train is hard to hold speed is of the utmost importance, but thorough recharging is also essential. Relatively short holds are best, yet never so short as to prevent getting enough main reservoir pressure and a sufficient reduction in speed to insure recharging without too high speed.

In rapid recharging the amount apparently charged to is less reliable, as indicating control, than the reduction necessary to stop the speed from increasing and the minimum brake pipe pressure had just before recharging. If the latter becomes lower with each hold the train safety is decreasing and further loss must be prevented while there is an ample reserve to stop the train.

Where an application, added to by brake pipe leakage or additional reduc-

tions, controls the speed with little or no slowing it is dangerous to let this continue as it means that brake pipe leakage is causing brake cylinder leakage to be supplied. This steadily reduces the auxiliary reservoir pressure and thereby the reserve of braking power. At times this could be continued until a runaway occurred, and even where this extreme is avoided the low pressure resulting will require so much more time and air to recharge as to greatly reduce the train safety. Avoid this by a sufficiently heavier initial reduction or by adding to it enough to slow for recharging before the brake pipe pressure is much reduced.

The caution against sliding drivers, covered under heading of "ENGINE BRAKES," applies as well down grades. In the latter service care must also be exercised to avoid overheating and loosening tires. The driver brake is very valuable in this service, but the extent to which it may safely be used depends largely on the train speed and the thickness of tires; hence, is for the engineman to decide, avoiding insufficient use as well as too much. He should also bear in mind the liability of harsh slack action if it is either applied or released quickly; for example, releasing it when the train slack is in or applying it when the slack is out.

Note instructions under "HOLDING TRAINS" and observe particularly on steep grades, ascending and descending. The steeper the grade the shorter is the time that a train may be held safely with the train brakes. When stopped release and recharge promptly. Where the engine is to be detached the hand brakes should be applied, but *after* the train brakes have been released. Then, the independent brakes should be released before the air is cut off from the train, so as to determine whether the hand brakes alone will hold it. Where, as should be,

the slack at the stop has been "bunched" by the engineman when descending and stretched when ascending, the more effective application of hand brakes will be near the engine. The fact that retaining valves in use will prevent the entire release of train brakes until they can leak off demands additional hand brake precautions before cutting off from a descending train.

In setting out cars see that the air brakes are *entirely* released before applying the hand brakes and when the cars are detached. Otherwise the cars may start when the air brakes leak off. Applying the hand brake with the air brake set may result in a broken hand brake chain when the air leaks off. If not it will render the hand brake hard to release.

Avoid as far as possible the need of short moves, one or two car lengths, with a train descending a steep grade. Where a short move is necessary recharge fully and allow brake pipe and auxiliary reservoir pressures to equalize thoroughly before permitting the train to start. Wait at least three minutes after commencing release so as to also insure that retaining valves have blown down. Then, start the train gradually and make a sufficient reduction at once so that its speed will not increase rapidly and so that a moderate additional one will stop it.

HELPER SERVICE.

The engineman of a helper at the rear of an ascending train should continue working steam, merely easing off, until stalled, when a stop is being made, and in starting he should use steam first and heaviest. See additional instructions under heading "STARTING." Where such a helper is cut off while running he should ease off by degrees and allow ample time between throttle changes for the slack to go out gradually. This is

always important and particularly so when the forward part of the train is on a more favorable grade. Where he is to stay on the train until it is stopped just over the summit and where his engine will not drift freely enough to keep the slack in at the rear he should continue to use just enough steam to insure its staying in. This is particularly important with heavy Mallet helpers, which drift poorly, as if the slack is out and a heavy reduction is made from the head end, couplers are liable to be driven in and even cars crushed.

With a helper at the rear and on an ascending grade it is equally important that the head engineman ease off gradually and in season to let the slack move in gently before making a brake application to stop. Even then no heavy reduction should be made. Should the helper engineman ease off, the head one continue to use steam heavily, then shut off and make a heavy service reduction very serious draft rigging damage will follow.

THERMAL BRAKE TEST.

The thermal or wheel temperature brake test is the simplest and most accurate method of determining brake efficiency. It can be made after descending a few miles of steep grade and consists merely of touching one or more wheels per car lightly and quickly with one's hand to note the *comparative* temperatures. Plainly the hotter the wheels the more braking was done. Also, where the majority of the wheels are well heated the fact that any car has cold wheels proves that its brake has done no work. As the braking power of a car should be a certain proportion of its empty weight

the heavier cars in any particular train should have the warmer wheels where brakes are in equally good condition.

This test should be made where conditions favor, as where stops are made to cool wheels, and cars with either cold or excessively hot wheels should be carded for "cold wheels" or "hot wheels," designating the train, place and date. Enginemen should make this test of driver and tender brakes each trip as it not only detects defective brakes early, but aids judgment in use of the driver brake without liability of loosening tires.

INCOMING BRAKE TEST.

To maintain freight brakes efficiently and economically with the minimum delay to trains demands that any defective brakes in same be found *on arrival*, instead of just before the outgoing train should depart. This requires the incoming brake test, made as follows:

On stopping train where it is to be left, engineman should at once add to whatever brake pipe reduction was required for the stop enough to make a total reduction of 25 pounds. Brakeman should not close angle cocks until engineman signals (one blast of whistle) that application is completed. Inspectors should be present at this time and *at once proceed to inspect train quickly for brake defects only*, indicating same by suitable chalk marks on cars. This inspection should be finished within ten or twelve minutes from time application is completed so as to avoid rendering it unduly severe as regards brake cylinder leakage. On completion they should then make any needed repairs promptly or mark for repair tracks any cars that cannot be otherwise repaired.

"Trifles make perfection, but perfection is no trifle"

—*Michael Angelo*

The Cornerstone of the Baltimore & Ohio

By Elizabeth P. Irving

NOW that the whole country is looking forward to the coming celebration of the centennial of our imperishable national anthem, the Star Spangled Banner, Baltimore & Ohio folks will be interested in some hitherto unpublished facts regarding the first monument ever erected to George Washington, which every school child knows crowns Mt. Vernon Square in Baltimore.

It is not generally known that the man who built the monument also cut and laid the cornerstone of our railroad, the oldest one in the world. The dear little old lady in our family who told me these things was born in the house then standing on the southwest corner of what is

now known as Mt. Vernon Place, but then was called Howard's Woods. Col. Howard's house was on one of the other corners. Her grandfather, Nicholas Hitzelberger, built the monument, her family still possesses the old sun dial by which the workmen told the hours—in those days they worked from sun-up to sun-down—the saw with which they shaped the marble blocks and a copper dipper, fashioned from the same metal from which they made the rivets which hold the stones together.

The figure of George Washington is in three pieces, with iron bars run through arms and body to hold them together. While the head piece was still on the ground, her grandfather seated her

This stone presented by the stone cutters of Baltimore in commemoration of the commencement of the Baltimore and Ohio Rail Road was here placed on the 12th of July, 1828 by the Grand Lodge of Maryland assisted by Charles Carroll of Carrollton, the last surviving signer of the Declaration of American Independence and under the direction of the President & directors of the Rail Road Company

To be cut on the top of the stone in which will be 3 ft long near 2 ft wide & 17 inches high

And on each side painted black

cut by
N. Hitzelberger
First Stone
of the
B. & O. Rail Road

This is good
& the last

REPRODUCED FROM PHOTOGRAPH OF ORIGINAL MANUSCRIPT ON WHICH WAS WRITTEN THE BALTIMORE & OHIO CORNERSTONE INSCRIPTION

mother, then a little child on the top of the stone head, telling her that when it was placed way up in the air, she could tell people how big it was and that she had sat upon it. The workmen used a box and an old fashioned windlass for hauling the artisans up and down and her mother and little sister used to light visitors up to the top of the monument as, of course, there were no gas or electric lights in those days.

The little Mary afterwards married David Henning, whose father's four brothers were in the war of 1776. Nicholas Hitzelberger was a corporal in the war of 1812, as was also David Henning's brother John. The chief interest in this for us employes of the Baltimore & Ohio is the fact that this man cut and laid the cornerstone of our Road. His descendants still have the Masonic

apron which was used during the ceremonies, and the original paper containing the wording which he engraved as the inscription. Those old patriots, who made Baltimore what she is today, did not stop to consider "what's in it for me?" They fought and built for the good of the country. David Henning's father and brother built Fort McHenry, and the first postoffice Baltimore had. "Grundys Row" on Biddle Street at the foot of Bolton, is still standing as evidence of their good work.

My own mother was carried as a little child on the arm of her father to witness the laying of the cornerstone of "our" railroad, and we have all been born with a chip on both shoulders ready to fight at any time for the Star Spangled Banner and the Baltimore & Ohio Railroad.



Death Claims William West Ruth—Foreign Freight Agent

WILLIAM WEST RUTH, foreign freight agent of the Company, died at the Biedler-Sellman Sanitarium, Baltimore, on Sunday, July 5th, from kidney lesion, brought on by high blood pressure. The funeral services were held the following Wednesday from St. Michael and All Angels' Protestant Episcopal Church at Baltimore, the rector, Rev. Charles Fiske, officiating, and interment was in Loudon Park Cemetery.

Officers of the Company were his pallbearers. They were James S. Murray,

assistant to president; F. J. Couse, assistant foreign freight agent, New York; G. Quarles McComas, of the treasury department; H. O. Hartzell, assistant general industrial agent; W. R. Askew, division freight agent, and Mark W. Pryor, chief clerk of the foreign freight department.

A native of Maryland, Mr. Ruth spent his boyhood near Port Deposit, and when a young man entered the service of the Baltimore & Ohio. He was sent to Chicago to do clerical work, remained

there for a time, and was afterwards sent to Cincinnati in a clerical capacity. Later he was called to Baltimore, and was made traveling freight agent on the Winchester Division of the Road, spending several years in this work. His next promotion was in 1910 when he was appointed assistant chief clerk in the general freight department, and from this post was advanced to commercial freight agent in 1911. The following year he was promoted to foreign freight agent.

Practically the same working force of sixteen men, in the foreign freight department, as had been under the jurisdiction of R. B. Ways, former foreign freight agent, continued as the assistants of Mr. Ruth, when he assumed this position.

Perhaps it was because Mr. Ruth was a thoroughly self-made man that he understood other men so well. And this understanding promoted among his associates in the soliciting department, not only

a fidelity to the interests of the Baltimore & Ohio but also a splendid personal loyalty and fondness for Mr. Ruth. He was kind and considerate to all his men, and would give them every privilege

consistent with the interests of the Company. During his first year's work as foreign freight agent, this fine loyalty and devotion to duty were largely responsible for the material increase made in the business of the foreign freight department.

The home life of Mr. Ruth is worthy of note. He was married for twenty-five years, and there existed between him and his wife a singularly beautiful affection. He was intensely fond of spending his leisure time at home, and when, on account of the nature of his

work, it was necessary for him to spend ten days or two weeks on the road, he was often accompanied by Mrs. Ruth. A home association of this nature is strongly indicative of high character.



WILLIAM WEST RUTH

The Cortege

By "M"

Afar I see it; solemnly it rolls
Toward the ivy-covered arch of stone:
Beneath it passes; hark! a deep bell tolls,
Sadly, as though the sorrow were its own.

The cortege now is on God's hallowed acre,
At rest before a fresh-made mound of clay;
Another soul, called upward by its Maker,
Obedient, wings in peace its homeward way.

CONSTRUCTION



New Connection at New York Terminals

AN important addition to its facilities for handling business in the New York terminals was made by the Baltimore & Ohio Railroad, when a new freight station was opened at Long Island City on July 1st. It is known as the Long Island City-Queensboro Terminal, and is located at the foot of Thirteenth and Fourteenth Streets. Current New York rates apply to and

from the new depot. Shipments in any quantity are handled through the new terminal, which has direct connections with other terminals in New York harbor, as well as with the entire territory reached by the Baltimore & Ohio and its connecting lines. The only exceptions are the articles usually restricted from such terminals, which will be handled as heretofore.

Staff Training for Line Officers

TO broaden the knowledge of its officials and give them the benefit of a thorough training in the methods of administering the affairs of the Company in the general offices at Baltimore, the Baltimore and Ohio Railroad has inaugurated a plan of putting its division officers through a course of employment which will equip them for

promotion to positions of greater responsibility. Under the new arrangement, officials in the operating branch of the service, including assistant superintendents, trainmasters and, in some instances, their subordinates, are transferred to Baltimore so that they can study the problems of operation from the viewpoint of the general officers. While the

staff officials are thus engaged, their subordinate officials discharge the regular duties of the office. This has the double advantage of equipping the men lower in rank to qualify when vacancies occur.

The officials who take the course in the general offices are employed for a period in the transportation department, in maintenance of way work, in the motive power office, the accounting,

statistical, tonnage, discipline, employment, station service, rates of pay and other bureaus of the operating service, so that when they return to their respective divisions it will be with a general knowledge of the relation of their work to the operation of the property. Several officials are in the Baltimore offices constantly, and their places are filled when they go back to their regular duties.

New Tunnels Named after Chief Engineers

N the Magnolia Cut-off improvement, the new double-track line which the Baltimore and Ohio Railroad is building between Orleans Road and Little Cacapon, W. Va., a distance of eleven miles and which extends the Road's four-track system east of Cumberland, Md., and saves six miles, the four tunnels will be named for three of the Company's former chief

engineers—James L. Randolph, J. M. Graham and D. D. Carothers—and the present chief engineer, Francis Lee Stuart. Mr. Randolph was the chief engineer from 1863 to 1883; Mr. Graham filled the office from 1899 to 1904; Mr. Carothers from 1904 to 1909 and Mr. Stuart was appointed in 1911. Mr. Stuart started his career as a boy under engineer Randolph.

Current Writings of Baltimore and Ohio Men and on Baltimore and Ohio Development

HE June issue of *Railway Master Mechanic* contains an article by M. K. Barnum, general mechanical engineer, on the relations between supply departments and other departments. In it he lays special stress upon the necessity for maintaining the minimum supply of all staple articles needed in railroad work, and of not exceeding the maximum supply. The duties of

the various line officers as regards the ordering of supplies, the supervision of those on hand and the responsibility for the placing of orders are clearly and ably discussed.

In the same publication, J. S. Sheafe, master mechanic at Clifton, Staten Island, writes on the roundhouse and fuel economy. He contrasts the relative possibilities of watching the consumption of

coal at the roundhouse and on the road, bringing out the point that there is a better chance of giving adequate supervision to this important item at the roundhouse than on the road. He also brings out strongly the importance of the personality of the road foreman in getting results from his crews. The balance of the article is devoted to a technical discussion of the various causes which bring about fuel waste and the best methods for their prevention.

In the July 11th issue of *Railway Review* there appears a comprehensive article on the new "6000" type locomotive now in use on our lines, illustrated with photograph and diagrams.

The first of a series of articles on "Roadbed and Terminal Improvements," a very comprehensive description of recent, present and projected construction work on our lines, illustrated with a number of photographs, also appears in this issue.

THE SECRET OF SUCCESS

By THOMAS DREIER

(Reprinted from *Metal Worker, Plumber and Steam Fitter*)

THE SECRET of success is not a secret. Nor is it something new. Nor is it something hard to secure. To become more successful, become more efficient. Do the little things better. So work that you will require less supervision. The least supervision is needed by the person who makes the fewest mistakes. Do what you can do and what you should do for the institution for which you are working, and do it in the right way, and the size of your income will take care of itself. Let your aim ever be to better the work you are doing. But remember always that you cannot better the work you are doing without bettering yourself. The thoughts that you think, the words that you speak, and the deeds you perform are making you either better or worse. Realize with Henley that you are the master of your fate and the captain of your soul. You can be what you will be. Forget yourself in rendering service to others. If an employe, strive to make yourself of greater value to your employer. Look upon yourself as a manufacturer. Think of yourself as being in business for yourself. Regard yourself as a maker and seller of service, and ever bend your thought and your energies toward the improvement of your product. The wise manufacturer never injures his machinery wilfully. Your body, your mind, your soul serve as your plant. Eat and drink only that which will nourish your body, entertain only those thoughts that will enrich your mind, and if you feed your body with the best physical food and your mind with the best mental food you will build up a service Factory that will find its products in constant demand. The world is hungry for Quality Service. It wants to pay for it. It is paying for all it can get. The market is not crowded. There is a chance for you right now. There is a chance for you right where you are. The time to start is Now. Your reward will take care of itself.

You May Save Some Child's Life

Read this page—cut out the verses which follow and post them where the children can read them and learn

“Nevers” for Children

Edward L. Tinker, in Leslie's

Never cross the tracks by night or by day,
Without stopping to listen and look each way.

Never walk along the railroad ties—
You can't always trust your ears and eyes.

Never hop a freight, for nothing quite heals
The wound received under grinding wheels.

Never, on a hot or sunny day,
Sit beneath a box car to rest or play.

Never crawl under a car of freight,
When the crossing's blocked—play safe and wait.

Never board, or alight from, a train that is moving,
Accidents daily its dangers are proving.

Never play games 'round the tracks at the station—
There are much safer places to seek recreation.

Never leave on the rail any spikes or bars,
Because, in this way, you may wreck the cars.

Never a railroad bridge should you cross,
A train may come and result in your loss.

Never pick up coal 'round the railroad yard,
A train may catch you off your guard.

AGRICULTURE



Marketing Fruit

By J. H. Stewart
Agricultural Agent

WHEN we take into consideration the fact that the States through which the Baltimore & Ohio Railroad System operates, produce at least eighty per cent. of all the apples grown in the United States, the

subject of the production, as well as the marketing of this very desirable product, is worthy of profound consideration. As a prerequisite of successful packing and marketing of fruit, it must be understood that there are conditions which lie back



A WELL DEVELOPED, WELL LOADED TREE

of that that are indispensable, namely, that the orchard should be properly located; that only those varieties which are adapted to that locality should be planted; that the trees should be properly selected, carefully pruned, cultivated and sprayed;

exactng. The consumer's ideals are constantly improving under these practices and his demands upon the producer will be greater all the while.

One of the ways in which growers, as well as consumers, can greatly improve



PICKING AND PACKING

that nothing necessary to develop a well grown tree and keep it in good health should be neglected. An ill-kept, diseased tree will not produce good fruit.

The most important one thing in successful packing of fruit is to have high class fruit to be packed. This means that every condition precedent to success must be observed rigidly. A tree having too many apples must be thinned and a fruit must be produced which is free from worms, diseases, blemishes and bruises. Great progress has been made in the production of better fruit all over our country, but there is still more progress to be made in this direction and as these improvements are put into practice the market demands become more and more

in their ideals and practices, both in the production and packing of fruit, is to visit the best fruit exhibitions which their time and means will permit. These exhibitions are educational in the highest sense and one who is interested in the subject will get more correct ideas and learn more about all the essential points of the business in a few days visit to one of these exhibitions than in any other way. Later in the season these exhibitions will be well advertised so that any one may know in time where and when they are to be held.

In picking the fruit, care must be exercised that the fruit is removed without breaking the stem, thus causing a wound upon the apple, marring its appearance

and at the same time opening a way for decay. The apples must be handled by hand and not poured out and they should be brought to the packing table free from bruises. Wormy, ill-shaped, unmerchantable fruit should not come to the packing table. In picking apples there are various vessels used, including a picking apron, in the selection of which the grower may, of course, exercise his individual taste. It is a good idea to have some of each of these vehicles as the picker himself may have a choice as to the kind of vessel which he will use. It is to be presumed that pickers will be schooled in the proper attention against unnecessary injury to the trees and required to bring the highest per cent. of uninjured fruit to the packing

fruit which is most likely to be injured is of the highest quality.

There should be a uniform grading of apples in each package. The practice which is some times followed of facing the package with high-colored apples and filling in the middle with smaller, low-grade fruit will not succeed. It is not honest; it is an attempt to sell the fruit under false pretenses and whoever tries it will quickly get a name upon the market which will work him nothing but injury. The practice now among all good growers is to maintain as nearly as possible the same grade of fruit from one end of the package to the other.

The package most used among eastern fruit growers is the barrel. There should



table, the quantity of fruit to be picked being secondary to the points mentioned. That is to say, a careless picker can destroy far more fruit in a very short time than his daily wage amounts to and in such cases it should be observed that the

not be more than about three classes of apples used in this package. That is to say, Nos. 1, 2 and 3, or "Fancy," "Choice" and "Good." Lower grade fruit should be classed as "Windfalls" and so branded. The name of the

grower and his location should appear on each package. Low grade apples may be shipped in bulk. Eastern growers as yet have not adopted extensively the box for an apple package but as their practices in the production of fruit improve it

of apples are not adapted to boxes. What is meant by this is that apples not suited for desert purposes may never be very popular for box packing. But it may be taken as a rule that all varieties of apples which are desirable for eating out



A CHOICE PACK OF PRIZE TAKERS
Why not pack the choice fruit from your locality this way?

will be possible for them to do so with success and profit. It is believed that the time is coming when all choice apples will be packed in boxes. For obvious reasons this package is for city markets far more preferable than any other. In the meantime, it is well for every grower to learn how to pack apples in boxes, although he may not handle the bulk of his crop in that way. Certain varieties

of hand may be considered as box apples when properly grown. Every grower should secure the best publications of the National and State departments and colleges of agriculture and experiment stations upon the subject of production and packing. A few of these institutions have issued really good publications on these subjects.

It is to be presumed that every grower

of any significance is a subscriber for the best fruit growers' journals and that he is thoroughly informed on all they have to say on these subjects. The annual cost of several of these publications is very trifling and there is no reason why every grower should not be a regular subscriber.

The marketing of fruit is a business in itself. The old-time way of every grower handling his own crop is going out of vogue and wherever it is practiced it results in serious losses aggregating for any fruit growing state an immense sum

it is to be greatly regretted that there is not a single association which approximates in its successful handling of any agricultural crop or fruit the work which is being done by the California association. In every large fruit growing section there should be an association through which all the fruit is handled. This will insure against excessive charges and improper practices on the part of buyers and commission men. It will carry the fruit where the best market is and keep it away from congested points. In the Potomac

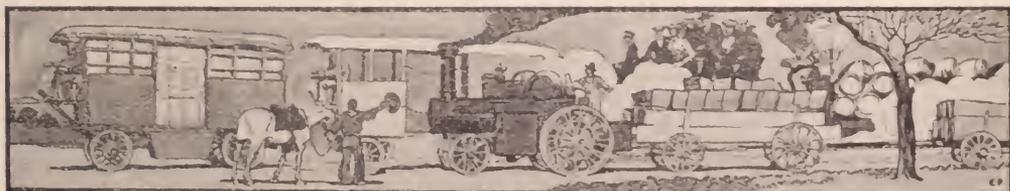


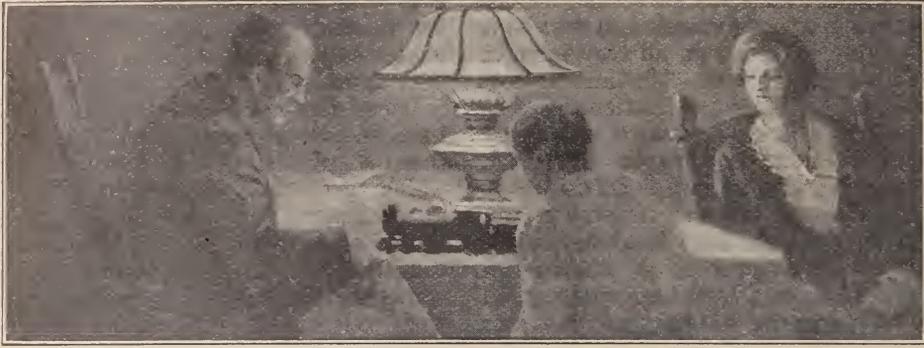
OFF TO MARKET

annually. It is suggested for those fruit growing sections along the Baltimore & Ohio Railroad System that they make a thorough study of the methods and success of the Southern California Fruit Growers' Association, the most successful selling organization among fruit producing sections in the western continent. Considering the immense production of the Baltimore & Ohio Railroad territory

regions there is an opening for this sort of undertaking at this time and the same may be said of every well developed fruit growing section along the System.

The successful and profitable marketing of agricultural crops, particularly perishable crops, such as fruits, is as big a business as the production and within it lies the greatest of the unsolved problems for the producer.





HOME DEPARTMENT

Edited by Edith Henderson

The International Council of Women

NEITHER ancient nor modern Rome ever witnessed such an assemblage as held the public attention in the Eternal City for almost the entire month of May; and not even in the days when Rome ruled the world were there uttered in her great forum words farther reaching and more significant than have been spoken in this Congress of Women representing the nations of the earth. There has been none of the fiery eloquence of those matchless Roman orators, inciting to war and conquest, but only the simple sincerity of appeals for the practical effort which shall make humanity better, happier, and of more value. This International Council, representing the women of twenty-four countries, is to-day the largest organized force in existence for its important objects, comprising through its affiliated National Councils not less than 6,000,000 women, as nearly as can be computed.

These National Councils have no individual members, but are made up in each country of such organizations of women as choose to become auxiliary. In Germany, for instance, all of any consequence, except the Red Cross, belong to the Council and represent a membership of half a million. It is the leading organi-

zation in Australia, Canada, France, and many countries, while in the United States others are of greater size and strength. In the more backward countries of Europe it is the only one that has been able to secure cooperation among the various societies of women, and Councils exist in Bulgaria, Servia, and Greece, while in Roumania, Turkey and South Africa there are committees trying to prepare the way for Councils. The new Council of Portugal has just been admitted. A large number of the ablest women in Russia have for years appealed to the government to permit them to form one, but have been peremptorily refused; nevertheless they always send delegates to the international meetings and had at least twenty at Rome, including three physicians, several members of the nobility, and the wife of the Constitutionalist leader, Paul Milyonkov. There are National Councils in all other European countries, except Spain and in Argentina, which are represented in these international meetings by the ablest among their members.

While any kind of an association of women may join a Council, the distinctive lines of international work are carried on by standing committees, which can only

be formed by unanimous consent of all National Councils, and these in the order of their adoption are as follows: Peace and Arbitration, The Legal Position of Women, Suffrage and Rights of Citizenship, Equal Moral Standard and Traffic in Women, Public Health, Education, Emigration, and Immigration. To these

were added at this meeting one on Trades, Professions, and Employments for women. Valuable reports of the work and progress of these committees are read to the International Council and later published in pamphlets.—From "A World's Congress of Women," by Ida Husted Harper, in the *American Review of Reviews* for July.

Patience is a Virtue

PATIENCE is the power of suffering, forbearance, perseverance. Patience is all of these and more, it is a virtue. It is not a virtue that shines forth heroically and brilliantly, but a virtue nevertheless and a most important one.

Patience, combined with the will to do, spells perseverance, and perseverance is the essence of success. Patience, therefore, might be called the handmaid of success. "Ideal" the youth, bestrides the fleet-footed courser "Enthusiasm" and dashes away to blaze the trail, to set the standard and lead the way; but an ideal by itself is but an ideal and can accomplish little unless following enthusiasm comes patience to sustain the ideal and lend the force to put it through.

Coupled with the power of resistance, patience becomes forbearance, the mother of sweet charity whose companions are sympathy and mercy.

Patience is the first, last and practically only means by which may be borne the innumerable forms of suffering to which flesh is heir.

Patience bestows many and rich gifts. To man she gives the elements of success, fame and fortune, and many other things as well, but to woman she gives her dearest treasures. To woman she gives the charm of graciousness, that "Open Sesame" to every heart; she gives her the power of self-sacrifice, and an endurance in suffering that is the marvel of the world; she gives her the staff of fortitude on which to lean, when trials beset her; the spirit of kindness to be her guide, and gentleness to mark her course; she crowns her with grace and every attribute of noble womanhood, and puts into her hand the magic wand of love.

Patience comes not unbidden, but must be constantly courted, and being once acquired, should be worn as a precious jewel!

Observations From A Trolley Car

THAT few mediums afford as good an opportunity for the study of human nature as does travel, is pretty generally admitted. The majestic ocean liner and the sumptuous Pullman coach often furnish a costly and elaborate setting for the same old human nature that jostles us on the street or treads on our feet in the crowded trolley car.

Boarding a trolley car and seating ourselves comfortably, if we can find a seat, or otherwise hanging uncomfortably to a

strap, suppose we look about and take in the immediate surroundings.

No, do not try to see in that direction, it is impossible through the crowd. Turn around and look the other way. Never mind if the poor woman's market basket does obstruct your view; she would gladly sit down if she could find a seat, and set the basket down, too, but there is not room for even it.

Before you try to look out of the window just glance over the crowd. Do you notice that the seats are full of men and

the aisle is full of women? You see, the men want to read their papers and it is much easier to read when comfortably seated than while standing up.

If you try to look out of the window now you will find that two or three men and a suffragette looking person have spread their papers so wide open that you will have trouble locating your street unless they leave the car before you do.

See those children across the aisle, how attractive they are. Only one grown-up to take care of ten of them, yet how well behaved they are—probably some of the "Fresh Air" little folks on an outing.

Did you see that man snatch something almost from under the wheels of the car? It looks like a jacket—no it's a waist—and here comes the other man who dropped it as he crossed the street in front of the car; it took some shouting to make him turn around, too. He was marching off serenely with an empty paper wrapper tucked carefully under his arm. Fancy if he had reached the dressmaker's

without his wife's blue chiffon waist, or if the car had run over it.

The tall, distinguished looking gentleman is giving up his seat for that stout lady; yes, and there is another man standing up, and another. The tall gentleman is beckoning the ladies forward and seating them as fast as they arrive. Why bless me, all the ladies are seated! Really the men on this car are very gallant, all they need is someone to take the lead and jog their memories a bit.

Keep your eyes open now, there is usually something worth looking at along this dirty, busy thoroughfare. Trucks—paint shop—more trucks—plumber shop—barber shop—you can see the barber through the open door. He is trying to shave a man's upper lip and is holding him by the nose as if it were a handle put there for that purpose.

And so, on all sides life teems and seethes about us. There are many points of vantage from which to view it, if one cares to, and the trolley car is perhaps as good as any.



ALL IN THE POINT OF VIEW

AUNTIE: Shocking!

NEPHEW: Yes; isn't it!

DRAWN BY RAY ROHM

—Special permission of Puck

QUESTION BOX



What Would YOU Print in YOUR Magazine?

The interest shown in this department to date has been highly gratifying when considered from the standpoint of the number of replies received to the problems printed. On the other hand, very few men have made original suggestions or inquiries about the various features of railroad service.

In an organization extending over almost 5,000 miles of line and composed of over 70,000 employes, there must be ideas and questions constantly arising which would be of great value to the service as a whole if given publicity in this department. While it is our intention to publish for discussion all available suggestions and inquiries submitted, our readers will readily understand that certain of them cannot be profitably printed. For instance, where a suggestion for a change in some feature, let us say, of track construction is made, and when change is at variance with standard practice for that operation, it will be readily seen that it could not be profitably discussed in the Magazine.

It has been suggested that we ask for inquiries and suggestions relative to the three largest divisions of operation, viz.: conducting transportation, motive power and maintenance of way. What do you think of this?

It has also been thought that the publishing of the names of the most recent books on the many subjects bearing directly and indirectly on railroads would be interesting to our readers and we shall be glad to have their opinion on this also. If such a review were started, it is possible we could arrange with publishers to supply books to employes at less than retail rates.

What would our readers think of publishing in the Magazine examples of fine writing from the works of authors whose ability is now established beyond question? To be specific, would it be interesting for you to find in the October issue, let us say, a masterpiece of description from that universally admired epic novel of Victor Hugo, "Les Miserables?" Or do you think you would enjoy an example of fine narration from one of Tolstoi's, Stevenson's or Mark Twain's works?

It has been interesting to the writer to note the number of persons in the service who like to write poetry, and we have wondered if they would be as fond of reading and studying in each issue of the Magazine a masterpiece of poetry from Shakespeare, Longfellow, Tennyson, Poe, or some one of the other great poets, as they seem to be of writing.

Up to this time employes have been asking questions of the Magazine. Now the Magazine is asking certain questions of them. Upon the replies received will depend very largely whether or not we make the suggested innovations. Do not think that because you are not far advanced in the service, your opinion will not be appreciated and considered. It will. We hope to hear from employes in many capacities and from all over the System. Answer these questions specifically or tell us in general how you think your Magazine can be improved.

Many Solved Problems Successfully

The following additional correct answers were received in reply to the problem printed on page 67 of the April issue: R. A. Sherwood, agent, L. S. & M. S., Miller, Indiana; C. L. Culberson, Octa, Ohio; E. M. Wells, foreman, Water Station, Newark Division; C. A. Russell, Columbus freight house.

Additional correct answers to problem No. 3 which appeared in the May issue were received from: S. Phillips, mason helper, Cleveland, Ohio; J. L. Shiland, Painesville, Ohio; R. L. Taylor.

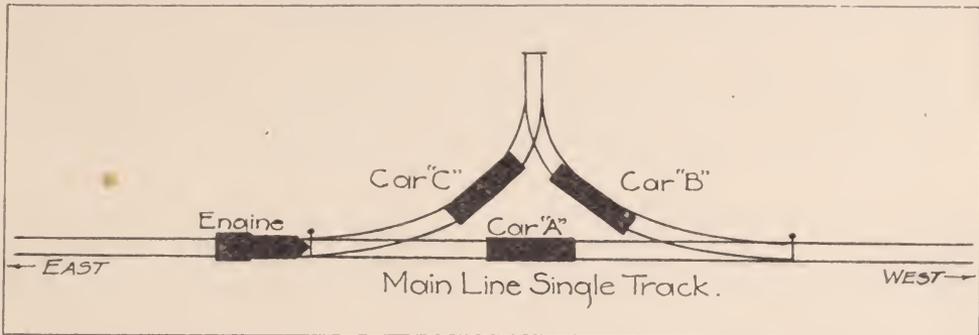
Additional correct answers to problem No. 4, printed in the May issue, were received from: G. M. Tipton, C. B. agent, Connellsville, Pa.; D. S. Fetters, office of division engineer, Connellsville, Pa.; Barton Curran, yard clerk, C. H. & D. R'y, North Lima, Ohio; R. L. Taylor; J. C. Carpenter, agent, Arden, West Virginia; W. J. Harris, operator, Byers Junction, Ohio; J. L. Shiland, Painesville, Ohio; O. E. Lane, operator, O. T. Dept., Chicago Junction, Ohio; J. W. Kennedy, assistant agent, Hundred, West Virginia; M. J. Merrill, car inspector, Meadow Run Yards, Wellston, Ohio.

Problem No. 5, which appeared in the June issue, created a great deal of interest among the readers of the Magazine. Correct replies were received from the following: D. O'Leary, timekeeper, Baltimore & Ohio C. T. R. R.; Charles P. McEvoy, clerk, office of president, Central Building, Baltimore, Md.; J. E. Albright, agent, Sand Patch, Pa.; B. Buelterman, clerk, C. H. & D. R'y Co., Brighton Station, Cincinnati, Ohio; John M. Turrell, third telegrapher, Vincennes, Ind., Baltimore & Ohio S. W. R. R.; J. S.

Wetherall, yardmaster, Baltimore & Ohio yards, Bridgeport, Ohio; J. E. Sullivan, West End brakeman, Keyser, West Virginia; F. F. Maloney, operator, Dundas, Ohio; H. R. Rock, operator, Standley Tower, Ohio; Herman Lowe, Huntington, West Virginia; LeRoy Swornstedt, road foreman, Toledo Division, C. H. & D. R'y, Lockland, Ohio; G. M. Kilmer, car record clerk, Cumbo, West Virginia; James W. Pledge, conductor, Baltimore Division, Riverside; Fred Nodocker, assistant timekeeper, C. T. department, St. George, N. Y.; John Drennan, Jr., Elyria, Ohio; W. E. Stanton, telegraph operator, Hamden, Ohio; James H. Six, Wheeling Division, Mannington, West Virginia; E. S. Spiker, brakeman, Hagerstown, Md.; F. G. Hadley, freight agent, Mt. Vernon, Ohio; E. B. McCord, trackman, Monongah Division, Orlando, West Virginia; C. B. Ritchie, clerk, G. P. office, Cincinnati, Ohio; C. A. Mobley, engineer, Shenandoah Division, Brunswick, Md.; A. B. Reid, yard clerk, Ohio Junction, Ohio; J. L. Higgins, agent, Junction, Illinois; J. A. R. Buhrow, extra agent and operator, Toledo Division; Whitefield, Ohio; L. A. Jeanne, office of superintendent of shops, Mt. Clare, Md.; A. L. Mehrling, Mt. Royal Station, Baltimore, Md.; William D. White, office coal and coke receipts, Baltimore, Md.; W. E. Dodds, Towerman, Springfield, Illinois; R. P. Hennessy, car service department; F. W. Knight, telegraph operator, Grafton, West Virginia; J. A. Fogt, section foreman, Cincinnati, Ohio; Fred Moran, Bays, Ohio; O. Frank, telegraph student, Mt. Clare Junction; F. R. Alberthy, agent, Lebanon, Ill.; R. A. Morgan, Buckhannon, West Virginia.

The correct solution for problem No. 5 is as follows:

Engine heads in east side of "Y," picks up car C, backs out east on main line again, moves forward west on main line, picks up car A ahead of car C, and moves both car A and car C down past the west switch of "Y," leaving them there. Engine then backs in, moving car B up into the neck of the "Y," leaves it there and goes out the east side of the "Y," now facing east instead of west. Engine backs down



track past west switch of "Y," heads in "Y," and pulls car B back to original position, backs out of west side of "Y," couples to cars C and A, pulls them down track dropping A in original position on main line, then placing C on east side of "Y" and proceeding.

Personal Injury Reduction

Standing of Divisions, showing progress made in personal injury reduction (killed and injured) for last five months of fiscal year 1914, over same period 1913.

Connellsville.....	82%	Decrease	Monongah.....	20%	Decrease
New Castle.....	35%	"	Baltimore.....	17%	"
Pittsburgh.....	29%	"	Wheeling.....	3.7%	"
Shenandoah.....	28%	"	Ohio River.....	1.2%	"
Chicago.....	27%	"	Philadelphia.....	1.2%	Increase
Cumberland....	24%	"	Illinois.....	1.2%	"
Newark.....	24%	"	Indiana....	29%	"
Cleveland.....	22%	"	Ohio.....	68%	"

Relations Between Supply Department and Other Departments

By M. K. Barnum, General Inspector Machinery and Equipment,
in "Railway Master Mechanic"

MOST of the larger railroads now have a separate supply department for the handling of material required for construction and maintenance work, but the organization and status of the supply department varies on different railroads. On some roads a vice-president has been appointed to take charge of the supplies for all departments, while on the majority of roads the purchasing agent is at the head of the supply department. There are other roads where the purchasing agent simply does the buying, and a general storekeeper has separate jurisdiction over the receiving, distributing and accounting for material.

On railroads which have a separate supply department the best results can only be obtained by thorough cooperation between the supply department and the mechanical, maintenance of way and transportation departments. There seems to be a tendency on roads, where there is a separate supply department, for the mechanical and maintenance of way departments to feel a lack of responsibility in the matter of keeping the general storekeeper fully advised as to their prospective needs, and also as to any responsibility for an excessive accumulation of stock. As a rule the average stock of staple articles should be kept up by the supply department without special request or requisitions from the departments which are to use the material, but in order that there may not be an excess of material over and above prospective needs, the mechanical, maintenance of way and transportation departments

should keep the general storekeeper and the division storekeepers fully advised of all unusual increases or decreases in the demand for supplies.

For all articles, other than staple supplies, the original requisitions should be approved by the master mechanic, division engineer or trainmaster, according to whichever department is to use them, and in the case of tools and other articles which are special or unusually expensive the requisitions should be approved by the head of the department by which they are required. On some roads the approving of requisitions comes to be a matter of routine, so that many of the signatures are perfunctory, and have little or no value so far as actually censuring the requisitions is concerned. This method tends to delay the handling of requisitions, and frequently results in carelessness in the ordering of supplies which are special, either in their character or quantity. For these reasons, requisitions should, as a rule, be approved by those who affix their personal signatures, and should not go to officials who delegate a chief clerk, or someone with even less practical experience, to sign the name of the superior official.

Shortage of material must necessarily occur at times, no matter how large or varied a stock is carried, but the department requiring material can do much to prevent such shortages by anticipating its needs sufficiently in advance, and by keeping the division storekeeper and general storekeeper fully advised as to the progress of the work for which the material is required. As a rule the mas-

ter mechanic who works in closest touch with the division storekeeper is the one who least often is heard to complain about the shortage of material, while the master mechanic who is inclined to expect the stores department to have all kinds of supplies ready for his use at any and all times, without assuming any personal responsibility for the matter, will be found constantly complaining about shortages of material. Too much stress cannot be laid upon the importance of the master mechanic making visits daily, or oftener, when necessary, to the division storekeeper and keeping him fully informed as to the amount and kind of work that is on hand and in prospect. The same cooperation will tend to prevent the accumulation of a surplus of material over and above the requirements of the work. As a rule the officials of departments using material feel very little responsibility for any surplus, and only complain when there is a shortage, but the division superintendent, master

mechanic and division engineer should all feel a personal responsibility for a surplus of material as well as a shortage, as a surplus means an investment of capital which is bringing no return. For example, if a road has a surplus of \$1,000,000 worth of material which is not required within a reasonable length of time, it represents a loss of \$50,000 per year at five per cent. interest.

Every master mechanic should consider it his duty to make frequently a thorough inspection of all material carried on hand for the benefit of the mechanical department, and he should hold his various foremen responsible for watching the stock in which each one is chiefly interested. A lack of such close cooperation with the supply department often results in tracing for material which is actually in stock, or in excessive orders being placed to prevent complaints of shortage, either one of which is detrimental to the best interests of the railroad.

Who Are Our Advertisers?

SIX MONTHS ago we were offered a substantial advertising contract by a firm whose products are extensively advertised. Baltimore and Ohio employes in close touch with the operations of this concern felt that their methods of doing business were such as to make it inadvisable for us to place their copy before our readers. We declined the contract and thereby lost considerable advertising revenue. Recently this business was offered to us again and we declined it.

In soliciting advertising for our Magazine THE VERY FIRST CONSIDERATION IS THE WELL-BEING OF OUR EMPLOYEES. We want advertising; it is interesting, instructive and usually the best products are the advertised products. But we do not want it unless it will profit employe and advertiser alike. And for this reason we can unreservedly commend ALL our advertisers to our readers.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Do It Now

STRAITGHT across the Bay of Fundy from St. Johns, N. B., the swirling waters cut into the rocky coast of Nova Scotia and form a basin—called Annapolis Basin from the colonial fortress town at its northern extremity. It runs twenty miles north and south, along and behind the green hills which rise precipitously from the shore, and stretches five miles across to the fertile fields and balsam groves on its eastern side.

The mouth of the basin is a mile wide, with sheer walls of solid rock on one side and a more gradual but equally rocky rise on the other, and through this narrow channel pour the mighty waters of the bay, in and out, twice a day.

The fisher folk of the vicinity will tell you that no sailing vessel with less than a gale behind it has ever got into the basin from the bay during the full run of the ebb tide—nor into the bay from the basin when the flood tide was at its height. It is not unusual to see a big schooner or bark beating back and forth where the channel begins, now gaining a little, now losing, and waiting for a turn of the tide—for the beginning of the flood—to carry it into the sheltered waters beyond. But the wise mariner brings his ship to the mouth of the channel at the beginning of the flood!

There is a flood tide period in the lives of every one of us, which, if we could

seize, would most surely carry us into the harbor of success. It comes when we possess the strongest combination of physical, mental and moral equipment—of experience, judgment and opportunity. The trouble is that we never know when we reach that period. Sometimes we think we do, only to find that we are fighting a strong ebb tide of insufficient education or lack of experience or immature judgment—perhaps that the lead which we labelled “opportunity” was only a “flash in the pan.” But some day the flood tide combination of experience, judgment and opportunity is upon us. How shall we know then that we must seize it?

There is just one way—and that by working so that every day in the year and every hour in the day finds us eagerly ready to strike when the fortunate combination presents itself. Last week’s accomplishments do not atone for this week’s failures. The hopes for our tomorrows can only be realized through the successes of today.

Even to those of us who believe that the flood tide of their opportunity has gone, whose todays and tomorrows seem like characterless repetitions of uneventful yesterdays, the following verse from “Opportunity” will lend much of inspiration:

“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!”



Roosevelt Opinion on Govern- ment Ownership

In an article in *The Outlook*, May 23rd, ex-president Roosevelt says:

“When the time came for us to leave Chile, we went southward on the railway to Puerto Varas. Incidentally I may remark that the railways in Chile are owned by the state, and that the men I met who were best informed and most trustworthy, expressed great regret that

they had not been kept in private hands. These men stated that there was always a deficit in the management of the railways, and that they were a burden on the government and unprofitable to the citizens generally."

✽

One Copy Apiece!

We recently learned on good authority that at least at one point on the System some employes take more than one copy of the *Employes Magazine*. This is not fair to the other men since only enough are printed to supply each English speaking employe with a single copy.

Some men may have thought that they could take two or three copies and distribute them to friends or relatives outside of the service. In view of what has been said above about the limited number printed, however, we are sure that each employe will want to see his fellow workmen obtain a copy of the *Magazine* and will therefore limit himself to a single copy.

Men in charge of the distribution will help to make the *Magazine* realize its possible effectiveness if they will emphasize this thought among the men and try to see that the idea is strictly adhered to.

Get the Habit

B. E. D.

Can you positively say that you wound your watch yesterday or the day before? Ten to one, you can't. But you wound it because it's going—just wound it from force of habit—unconsciously.

You trainmen always look to see which way the train is running when you intend to unload. You think you don't, but you do—instinctively—without knowing it. If you didn't, you'd get your bumps quite frequently. Habit keeps the bruises and hurts away. Habit—that's all.

Why not cultivate habit in other safe ways? Look up and down the track (both ways) before you cross it. Not sometimes, but all the time.

Examine the knuckle before the car is ready to couple and when close to a coupling treat it like the fang of a rattler. Do it always and get the habit.

Have as much hesitancy of stepping on the pilot of an approaching engine as you would of stepping in front of a loaded automatic "44" in the hands of an undependable person. Study safety. Think it. Practice it. GET THE HABIT.

**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 JUNE, 1914**

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Staten Island..	\$17,162	\$ 9,091	*\$11,880	*\$12,332
Indianapolis...	10,873	9,720	10,679	.....
Indiana	7,883	11,879	.....	.....
New Castle...	6,499	.....	6,851	25,357
Illinois	6,402	.....	5,713	.....
Shenandoah....	.....	*7,513	.....	.....
Ohio.....	.....	9,199	.....	18,045
Wellston.....	.....	.....	12,697	.....
Ohio River.....	.....	.....	.....	*19,354
Newark.....	.....	.....	.....	26,037
Philadelphia...	.....	.....	.....	23,898

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

SAFETY FIRST

We show here, each month, on the "hammer" test, the five 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." Formerly we figured 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, 1914**

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Staten Island	\$9,091.00	*\$11,880.00	*\$12,332.00	\$17,162.00
Philadelphia	3,303.00	1,150.00	23,898.00	3,750.00
Baltimore...	6,629.00	881.00	3,603.00	2,704.00
Cumberland..	4,659.00	1,511.00	2,787.00	2,656.00
Shenandoah..	*7,513.00	738.00	3,304.00	5,778.00
Monongah...	4,737.00	1,868.00	5,512.00	3,485.00
Wheeling...	4,860.00	2,182.00	3,115.00	3,489.00
Ohio River..	4,695.00	2,419.00	*19,354.00	4,210.00
Cleveland...	8,968.00	1,438.00	11,780.00	3,513.00
Newark....	3,406.00	1,755.00	26,037.00	2,827.00
Connellsville.	5,586.00	3,805.00	5,030.00	4,976.00
Pittsburgh...	5,866.00	2,561.00	4,836.00	3,973.00
New Castle..	5,125.00	6,851.00	25,357.00	6,499.00
Chicago...	3,244.00	1,407.00	13,239.00	2,363.00
Chicago Ter'l.	6,924.00	2,286.00	12,243.00	5,531.00
Ohio.....	9,199.00	1,744.00	18,045.00	4,690.00
Indiana....	11,879.00	4,223.00	5,279.00	7,883.00
Illinois.....	6,541.00	5,713.00	13,145.00	6,402.00
Toledo.....	3,031.00	3,008.00	7,664.00	3,526.00
Wellston...	4,259.00	12,697.00	2,210.00	4,058.00
Indianapolis..	9,720.00	10,679.00	14,911.00	10,873.00
Average....	5,339.00	2,152.00	6,147.00	3,761.00

* Indicates no personal injuries.

JENNIE SMITH FUND

Since the last article concerning the Jennie Smith fund appeared, a systematic canvass has been made at the general offices in Baltimore, and a considerable sum of money raised. At this time, however, only about a third of the departments approached have made a report on this matter. It is hoped that this reminder will be sufficient to cause the sending in of the rest of these reports.

If every man on the System would contribute just a mite to this fund, the whole amount, which is approximately \$2400.00, would be speedily raised. Some men have contributed generously. It is a worthy cause and it is hoped that within the next month, the entire amount may be raised. Any remittances can be sent to the chairman, Mr. W. I. Steere, Manassas, Virginia.



SPECIAL MERIT ROLL

STATEN ISLAND DIVISION

Fireman J. Scanlon, of train No. 219, on June 25th, discovered smoke coming from coal bin at Elm Park Station. Investigation developed the fact that some old burlap had caught fire from a match or cigarette which had apparently fallen through the crack of station platform. Fireman Scanlon is to be commended for his alertness.

PHILADELPHIA DIVISION

On June 27th, while shop engine was putting cars on No. 21 track, brakeman F. A. Raines discovered an empty stock car on fire on No. 23 track. He immediately stopped engine, got a bucket of water and put fire out.



J. J. FOOTE

The superintendent recently wrote J. J. Foote, pumper at Stanton, Del., viz.:

"For your prompt and efficient work on June 8th, in connection with the dropping of wires as the result of a telegraph pole catching fire, I have to thank you. Such actions as this are appreciated and will not be forgotten."

On June 26th, division engineer E. D. Jackson made an important discovery while making a speeder trip over the west end of the district. He got a message off in regard to it immediately and fortunately prevented any serious damage.

In commending brakeman W. J. Mattern of Riverside, Baltimore, Md., for making an important discovery on June 29th, superintendent Allen wrote him in part, as follows:

"It is difficult to state how serious the result might have been had not this defect been discovered by you.

"Your action is appreciated and will not be forgotten. Copy of this letter will be filed with personal record and credit entry made thereon."

On June 14th, A. F. Calder, watchman at Concord, Del., discovered an unsafe condition in train of extra No. 4320, and reported it promptly. He was written a letter of commendation by the superintendent and told that his watchfulness was very much appreciated.

BALTIMORE DIVISION

Operator H. G. White noticed an iron pipe projecting from the side of a box car in train of R. F. & P. No. 94, engine No. 4316, as train passed his residence just east of Barnesville on July 6th. He immediately called up "BA" telegraph office and reported it. The train stopped at Boyds and an examination disclosed the fact that the retainer pipe had broken away from the top of car and projected straight out. This might have given a bad scrape to any passing passenger train. Mr. White works the last trick at Barnesville and was off duty at the time, and he is highly commended for his prompt action.

On July 20th, notice was received in the superintendent's office that pickup east engine No. 1964, conductor G. Rodey and engineer J. A. Wall, was delayed fifteen minutes at Frost's siding by the discovery of a brake beam sticking up in middle of eastbound track. Such action and watchfulness are of great value to the Company.

On July 21st, operator E. J. Beatty discovered a fire flying from under train 3rd No. 93, engine No. 4279, with thirty empties, while passing Mt. Airy Junction. Mr. Beatty immediately reported, and the train was stopped at Monrovia. An investigation developed an unsafe condition, and Mr. Beatty is to be commended.

Mr. Beatty has for twenty years been a faithful employe of the Baltimore & Ohio, and is one of our most reliable men.

On account of a very heavy rain at Mt. Airy Junction on July 6th, six or eight inches of mud was washed down and covered the east-bound track. Operator D. W. Spurrier, being unable to get hold of any trackmen on account of their being used at derailment at Marriottsville, took a shovel and cleared the track. Splendid spirit shown here.

We wish to make mention of the alertness of engineer Walter Hartke, which perhaps prevented considerable trouble. Engines Nos. 2207 and 2077, in leaving Mt. Clare on the morning of June 30th, had a snow plow for Riverside, which was operated by air. It fell down but was quickly discovered by Mr. Hartke, so that no trouble ensued.

Brakeman C. O. Foreman, of train No. 162, got off at Lansdowne, Md., and flagged train No. 136, which was following train No. 162, being delayed by terrific wind and thunder storm. Train No. 136 picked Mr. Foreman up, and while riding on the engine he discovered a car roof lying on the westbound track near Mt. Winans, Md., where some cars were standing on siding. He immediately notified engineer on No. 136 to stop and let him off, then went back and succeeded in removing the obstruction in time to save delay to trains Nos. 169 and 171. Mr. Foreman is to be commended.

As S. & S. stock train engine No. 4080, conductor Severn and engineer Flattermsh, was passing Mt. Royal, operator D. J. McGrath noticed a gondola loaded with heavy plate glass in large upright cases secured by standards to sides of cars, with a standard broken loose from the top of one of the cases, and swinging dangerously. Mr. McGrath had train stopped at North Avenue, where crew made loading safe to haul. Mr. McGrath is to be commended.

MT. CLARE



R. S. COLLISON

On Monday, June 22nd, while E. T. Anderson was stooping under a car to measure it, without having placed a blue flag in position, an engine came along. He would probably have lost his life had it not been for the quick eye of R. S. Collison, who saw his danger and called to him, just in time for him to get away. Mr. Collison

is a former Safety Committeeman, and always has an eye open for the safety of his fellowmen.

CUMBERLAND DIVISION

J. M. Yarnall has been written a letter by the division superintendent, commending him for a meritorious act performed while a flagman with train No. 3, on May 14th, 1914, near Clarksburg, W. Va. Mr. Yarnall has been in our employ since 1839, and now holds a position in the passenger service. He is a firm believer in "Safety First."



F. R. KERN

F. R. Kern, operator at Harpers Ferry, W. Va., has been commended for a meritorious act performed July 6th, while on duty as third trick operator at Harpers Ferry. Operator Kern has been in the service since 1899, and is greatly interested in "Safety First."

J. C. Baldwin, flagman on the West End of the Cumberland Division, has been written a letter by the division superintendent, commending him for his watchfulness while on duty at Deer Park, June 13th, with extra east No. 4318. Flagman Baldwin has been in the service since 1902, having been promoted to extra freight conductor in 1907.

Brakeman F. Nine, on the West End of the Cumberland Division, has received four letters of commendation from the division superintendent since May of this year. This is possibly the record for this division. Mr. Nine has been in the service since 1908, and is a firm believer in efficiency and Safety First. That he puts these principles into practice is shown by the results achieved.

Engineer W. A. Collier has been written a letter of commendation by the division superintendent for a meritorious act performed while with engine No. 1878, at Rinards, W. Va., May 19th, 1914. Engineer Collier has been in the employ of the Company since 1902, and has worked his way up the ladder to the position of engineer.

Operator H. Fraley has been commended by the superintendent for his watchfulness and alertness while on duty as third trick operator at Patterson Creek, W. Va., June 9th. Mr. Fraley has been in the service as operator since 1907.

Recently the inspector of transportation had occasion to examine the block sheets in the telegraph office at Rodemer, W. Va., on the West End of the Cumberland Division, and he highly complimented the operators at that point for the clear and accurate records kept.

The division superintendent has written operators C. H. Ott, C. F. Berehdorf and C. B. Smith, who are stationed at Rodemer, commending them for their good work. In efficiency there is Safety, and if each employe would strive to become more efficient, he would find that the cause of "Safety First" would advance wonderfully.



HOWARD L. BOWERS

MARTINSBURG

Howard L. Bowers is deserving of special commendation for efficient service rendered on June 4th and again on July 2nd. Mr. Bowers is a car inspector at Martinsburg.

SHENANDOAH DIVISION

Brakeman W. S. Yates is commended for his watchfulness in examining his train at Cave Station, July 10th, and discovering a defect in one of the cars. Mr. Yates was employed as a brakeman August 16th, 1910, and is always on the lookout for the Company's interest.



W. S. YATES

Engineer R. B. Donovan, on train No. 95, between Harrisonburg and Staunton, is commended for his prompt action on July 23rd in stopping his train when he noticed smoke issuing from one of the cars; investigation showed that one of them was on fire. It was cut loose, buckets and water were borrowed from a farm house nearby and the fire was put out. The following are the names of the crew involved: W. H. Winkley, conductor; W. S. Yates, brakeman; T. A. Riley, fireman; W. W. Peery, brakeman.

Fireman T. A. Riley is commended for his watchfulness in discovering a defect at Verona,

of train No. 94, July 23rd. Fireman Riley entered the service as freight fireman, September 1st, 1910.

MONONGAH DIVISION

On the morning of July 7th, Parkersburg Branch conductor R. H. Lambert, while going home at Clarksburg, heard rock falling on M. R. main track, west of "J" Tower. He investigated further and found main track blocked. About the same time he met flagman C. A. Hildreth reporting for duty and instructed him to flag west on M. R. Lambert returned to "J" Tower and notified all concerned. It was necessary to detour No. 3 via the Short Line to Lumberport. A commendatory notation has been made on his record.

On June 10th, conductor R. F. Hancy was in charge of extra engines Nos. 540 and 570, out of Weston to Camden-on-Gauley. When train reached a point near mile post 33 plus 28 poles, he discovered an unsafe condition. After arranging for proper flag protection for his train he called sectionmen from Roanville to make necessary repairs.

A commendatory letter was sent to him by the superintendent and proper notation made on his record.

Bridge 98-C, four miles east of Cowen, W. Va., and P. District, was discovered on fire by Clarence Johnson, who was going across the mountain to meet his mother about 5.30 p. m. Sunday, June 28th. His mother told him she thought the trestle was on fire and to take a short cut to the bridge and ascertain its condition. This he did and found the trestle on fire.

He went home, about one-half mile west of the trestle, got his younger brother, and started him toward Camden-on-Gauley, with instructions to stop any trains, and notify them of the fire. He himself started to Cowen, and met conductor Green, who was in charge of extra east engine No. 1343, just starting from Cowen, and informed him of the trouble. Conductor Green stated that the boy was wringing wet with perspiration, showing that he had run most of the way.

Conductor Green took an engine and crew, immediately went to bridge and fought the fire. They found, however, that they could not cope with the situation, and they returned to Cowen and reported the conditions to the operator. The news was conveyed to Camden-on-Gauley.

after which they returned to the bridge, and fought the fire until it was out.

Section foreman J. E. Warner, at Camden-on-Gauley, met assistant chief clerk J. D. Anthony, who was at that point, and they immediately got engine out and collected as many men as they could, some volunteers and others under salary, went to bridge and fought the fire.

Bridge 98-C is 587 feet long, and 51 feet high, making it difficult to reach a fire, especially at night, as it crosses a deep, rough ditch. The fire was extinguished at 3.30 a. m., June 29th.

The names of those who fought so diligently in order to protect the Company's property, follow:

Employees: E. H. Pettigrew, clerk; G. H. Turner, agent; J. E. Warner, track foreman; Milton Woods, hostler; J. S. Scarbrough, hostler; W. F. Morgan, engineer; McC. Mitchell, pumper; John Welsh, P. B. Martin, J. W. Martin, Herbert Shaffer, L. L. Martin, trackmen; J. D. Anthony, assistant chief clerk.

In addition to these, the following citizens were of great assistance: H. J. Wentz, of the R. R. station, Camden-on-Gauley; J. T. Norman, O. S. Law, Geo. Bowyers, L. Q. Morton, John Brown, C. Clay, Ben Goff, Shirley James, Ralph McLaughlin, Clyde Herbert, Roy Brannon, L. R. Riddle, Burr James, E. P. Gainer, Greeley Shaffer, Charles Welsh, all of Lanes Bottom.

Great credit is due conductor G. B. Green, engineer J. H. Stalnaker and J. D. Anthony, assistant chief clerk, and the rest of the train crew.

Clarence Johnson, the young man who discovered the fire, is twenty years of age, and his brother S. Johnson, who assisted him, is seventeen years of age, both living at Cowen, W. Va.

Master carpenter W. T. Hopke was called from his home at 8.30, June 28, and was notified of the disaster. In a short time he was in touch with every one of his foremen over the wire. They in turn called their men and had lumber loaded ready to start to the scene of the fire by midnight. A special train was made up at Clarksburg, with the master carpenter in charge, and was given the right of way to the fire. When he arrived he gave superintendent Scott an estimate of the time at which he would be able to pass trains over the bridge. He missed his estimate by only twenty minutes.

Each and every one who took part and lent a hand at the time of the trouble deserves

great credit, especially W. T. Hopke, J. D. Anthony, J. H. Stalnaker and G. B. Green.

WHEELING DIVISION



S. TEFFT

Car inspector Sam Tefft of Benwood is to be commended for meritorious service performed at Benwood on June 10th. Mr. Tefft entered the service as car repairman in 1906, and was promoted to car inspector in 1907.

J. B. Mackey, section foreman at Littleton, deserves credit for meritorious service performed on June 27th. Mr. Mackey has been in the service for a number of years, during which he was promoted to his present position from that of laborer.

I. N. Matheny, section foreman at Mannington, is to be commended for meritorious service performed on July 14th. Mr. Matheny has performed several such services during his employment. He entered the service several years ago as track laborer, and has been foreman for some time.

Telegraph operators W. F. Hawkins and Davis Hawkins are to be commended for meritorious service performed July 6th. They are both young in the service, but alert and efficient employes.

OHIO RIVER DIVISION

The following meritorious service was performed on July 13th, 1914, by crew of No. 703, consisting of conductor A. Mace, baggageman C. R. Lancaster and brakeman C. B. Barker.

The train had a meet order with No. 2-702, at Willow Island, and as No. 2-702 was pulling by, crew of No. 703 was on the ground, and discovered an unsafe condition on one of its cars. They gave stop signal to crew, who applied air from rear of train, stopped and repaired the defect.

CLEVELAND DIVISION

On July 7th, patrolman R. R. Rothermel discovered a trestle at Howard Street, Akron, on

fire at 5.30 and again at 7.00 p. m. He put out the blaze each time before serious damage was done to the bridge.

On June 17th, yard clerk E. G. Rohr, while checking yard at Columbia, discovered a fire in the dry grass, which was burning toward a pile of new ties. He called on some of the men at Massillon Rolling Mill for assistance, and extinguished the blaze, thus saving the pile of ties.



HAROLD MEESE
(See page 78, July issue)

Conductor Moore was employed as freight brakeman in July, 1906, and was promoted to freight conductor in February, 1910. He has served in the latter capacity since that time.

On the night of June 25th, conductor P. Crowley discovered switchman's shanty on fire at Cleveland roundhouse, and with the assistance of night engine dispatcher J. Nickols, succeeded in putting fire out without much damage to building.

Messrs. Crowley and Nickols are to be commended for their action.

NEWARK DIVISION

Car inspector E. B. Jarrett of Mt. Vernon, Ohio, Newark Division, is to be commended for his meritorious act of June 23rd, in flagging train No. 3 at that point on account of a large separator fouling main track. A number of men were unloading the separator and in doing so caused it to project over main track. Mr. Jarrett, knowing train No. 3 was about due, lost no time in getting back against her with a flag. He has



EDW. B. JARRETT

been written a letter of commendation by the superintendent, and a proper entry has been made on his record.

The following is from the June 16th edition of a Newark, Ohio, paper:

Patrick McGinley, the Baltimore & Ohio Railroad crossing watchman at First Street, Newark, Ohio, had a thrilling experience Monday noon on the crossing.

Train No. 104 was coming in, drawn by engineer Chris Cummings. He had it completely under control and was within perhaps three hundred yards of his stop. That fact will partially explain why Miss Florence Strong of No. 375 Eastern Avenue is alive and well.

McGinley was at his post and saw the woman coming towards the crossing in First Street. He recognized her as a person who frequently crosses the railway at that point in coming into the business sections of the city. He saw No. 104 coming, and next that the lady had stepped from the Pan Handle tracks directly in



ARTHUR F. STONE
(See page 77, July issue)



PATRICK MCGINLEY

front of the Baltimore & Ohio train. He jumped, seized her and pulled her from the track with only inches, not many of them, between himself and serious injury. McGinley did not ask her name, but Pan Handle guard William Neff, whose sentry box is about a hundred yards west of the First Street crossing, saw the incident and interviewed the lady.

She said that she mistook the Baltimore & Ohio train for a Pan Handle one and thought she was safe in stepping from the Pan Handle to the Baltimore & Ohio tracks.

CONNELLSVILLE DIVISION



WILLIAM PEER

During a severe rain storm on the night of June 24th, our tracks were badly washed out between Johnstown and Ferndale. Three employes of the Union Radiator Co., whose works are on the opposite side of the river from our tracks, Mr. Chas. H. Lindsey,

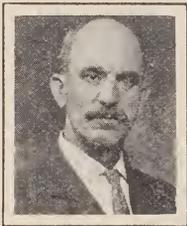
foreman, Mr. W. C. Peer and Mr. Cyrus Noon, discovered the bad condition of the tracks caused by the water running down over the hill. They rushed across the bridge, and flagged engines Nos. 2884 and 2788 of coal train, conductor Christner in charge,



CYRUS NOON

thereby probably preventing a bad accident.

An old French philosopher—de Rochefoucauld by name—once gave expression to the following famous aphorism: "There is always something in the misfortune of our friends that pleases us." Perhaps



CHAS. H. LINDSEY

some of us sometimes feel that this is true. When we do, it is refreshing to read of such unselfish spirit as prompted these men to perform this commendable act. They have our thanks.

PITTSBURGH DIVISION

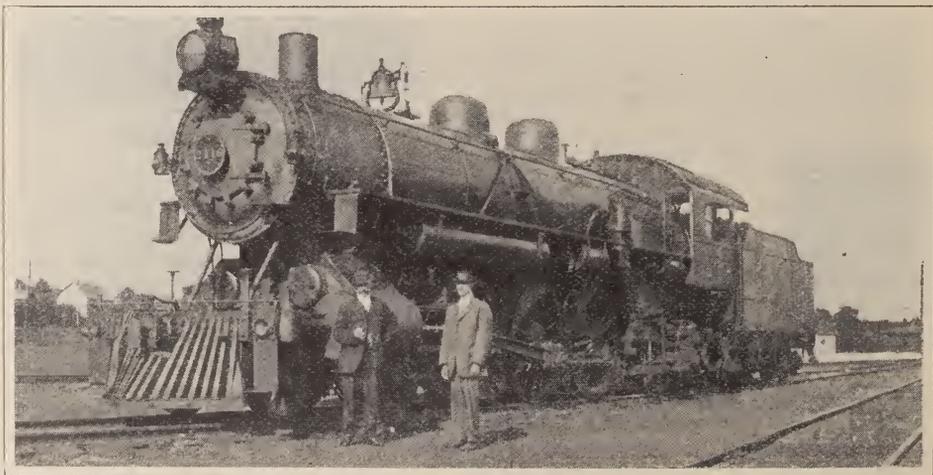
Brakeman L. R. Raymond is to be commended for a meritorious act on June 12th. He has been written a letter of commendation by the superintendent, and a proper entry has been made on his record.

Brakeman W. A. Target is to be commended for a meritorious act on June 20th while acting in the capacity of switch-tender in Pittsburgh yard. He has been written a letter of commendation by the superintendent and a proper entry has been made on his record.

On July 5th, passenger brakeman C. R. Cunningham, while in service on train No. 41, found a hand bag on his train, and after diligent inquiry found the owner to be Mrs. J. H. Dillon, of Swissvale, Pa., and delivered it to her. It is very pleasing to note the following acknowledgment received by Mr. Cunningham, which reflects great credit on our service:

Dear Sir:

On last Sunday evening I was unfortunate enough to leave my hand bag on the train leaving McKeesport at 6.58, and I was also fortunate in having it found by an honest person, and I take this way of thanking you for the return of it. Had it not been returned it would have meant a great shortage in my household during the coming month.



C. L. WELTY, ENGINEER; R. HENRY, FIREMAN

I was positive I had the bag when I got off at Rankin, but I had my baby in my arms and of course my thoughts were mostly of him. My husband said he would start the search at the beginning of our trip, but thanks to you we did not have much worry or searching.

It surely makes one feel glad that there are some honest people in the world, when one reads of so many dishonest persons.

Again I thank you and wish you luck and prosperity.

NEW CASTLE DIVISION

The accompanying picture of engineer C. L. Welty, better known to all as "Dad," fireman R. Henry and engine No. 2116, was taken at Chicago Junction just prior to their record run with the president's special over the New Castle Division, June 21st, 1914.

This train consisted of five private cars; left Chicago Junction at 7.30 a. m., arriving at New Castle Junction 10.53 a. m., making the run without a stop, consuming 6500 gallons of water and two tons of coal, an average consumption of .571 pounds of coal per gallon of water, 27.21 pounds of coal per mile run, or an average of 5.44 pounds of coal per car mile.

There are seven railroad crossings between Chicago Junction and New Castle Junction; a sixteen mile run over the C. A. & C. joint track; a six mile run through the city limits of Akron, Ohio. Thus "Dad" made a mighty fine run over this 147 mile division, with the above conditions to contend with. On arrival at New Castle Junction,

he said that "Old Sue" (engine No. 2116) was not even thirsty.

On the night of June 14th, as H. R. Brainard and his wife were returning to their home at Burton, Ohio, from a party, they discovered that our bridge No. 328 was on fire.

Mr. Brainard, who is employed as pumper for this Company at Burton, and who owns a general store at that point as well, went on to Burton to flag in that direction and get in touch with the dispatchers, while Mrs. Brainard, notwithstanding the dark night and the lateness of the hour, went down the track in the opposite

direction to flag any train that might be approaching.

After getting in touch with the dispatchers and finding that there were no trains in that section at the time, Mr. and Mrs. Brainard endeavored to put out the fire, carrying water and doing everything possible, but it had gained so much headway that they were unable to accomplish much. Mrs. Brainard's party gown was ruined in her endeavors to extinguish the fire, and the Company has reimbursed her for the loss. The men of the New Castle Division are proud to show her picture with her family in the Magazine, and in this way to give evidence of their



H. R. BRAINARD, WIFE AND CHILD

appreciation of the efforts of husband and wife.

We feel that Mr. Brainard is to be congratulated on having a helpmate who is so much interested in the welfare of his employers.



D. R. PETERSON

On the night of July 11th, yard conductor D. R. Peterson, in charge of yard engine No. 1295, while switching at Gardner Avenue yard, New Castle, Pa., discovered bridge No. 502 on fire. Mr. Peterson immediately extinguished the fire and prevented any damage to the bridge. His action is greatly appreciated.

CHICAGO DIVISION

G. E. Flint, brakeman, was commended by the superintendent, June 11th, for watchfulness and prompt action at Wellsboro, where he eliminated a dangerous condition.

F. G. Moore, brakeman in the Chicago Junction yard, discovered and took proper steps to remove a dangerous condition, June 11th, for which he has been given a letter of commendation.

Conductor A. P. Miller, in charge of train No. 9S, on June 9th, performed a meritorious act by which he probably prevented a derailment. His watchfulness and prompt action have been recognized by the superintendent in a letter of commendation.

Operator F. B. Magill, on third trick at Keltar Tower June 12th, observed a dangerous condition in a passing stock train. He promptly notified the next station in advance, the train was stopped, and the defect remedied. Mr. Magill has been given a letter of commendation for his watchfulness and prompt action.

OHIO DIVISION

Brakeman B. H. Smith recently discovered an unsafe condition on the track at Athens, while he was braking on train No. 67. He called it to the attention of the conductor and car repairer, thus permitting the car to be set out before a serious accident occurred. A credit entry has been made on his record, and he has the hearty thanks of the Company for his interest.

Operator F. H. Smith, first trick at "DA" Tower, has been commended for a meritorious act performed on May 14th in connection with extra east engine No. 2887, which probably prevented an accident.

Operator R. A. Moore has been commended for a meritorious act on June 15th in connection with train extra east No. 2694 at New Vienna.

Operator F. A. Grate has been commended for a meritorious act in connection with train No. 13, at New Marshfield on June 16th.

Operator F. F. Maloney has been commended for a meritorious act in connection with train No. 3, at Dundas on June 5th.

Operator F. F. Maloney has been commended for finding a fill washed out from under track near Dundas, due to the effects of a storm on June 7th. He called section foreman, who made temporary repairs for train No. 4 to pass over at slow speed.

At New Marshfield, on the afternoon of June 16th, when No. 13 made the stop at the station, second trick operator F. A. Grate was out attending the train. Mr. Grate observed an unsafe condition which if not discovered might have caused trouble. A credit entry has been placed on his record.

Operator F. F. Maloney found an unsafe condition in transfer track at Dundas, June 5th, just before transfer was to be used by our train No. 3 being detoured over the Hocking Valley.

This same man, on June 7th, found the fill washed out from under four or five ties just east of westward home signal at Dundas, making it dangerous for trains to use or pass over. A credit entry has been placed on his record.

On the night of June 26th, engine No. 673 was cut out at Athens on train No. 10 on account of boiler check not seating. Engine No. 581 was substituted and put on train No. 10. Engineer C. C. Smith, who is assigned to the Athens yard engine, tried to locate the trouble with engine No. 673's check valve. With the assistance of the hostler, he blew the steam off engine, took valve out, found that it was broken and wired Chillicothe to send a new one. Smith was not on duty when he performed this work, and for his action in this a credit entry has been placed on his record.

ILLINOIS DIVISION



L. L. MCGUIRE

While working at Caseyville, June 2nd, signal maintainer L. L. McGuire found trestle 329-47 on fire, and with the assistance of crew on an extra west extinguished same, preventing serious damage to the trestle. His interest and prompt action are heartily commended.

J. A. Entrekin, agent at Caseyville, Ill., is to be commended for a meritorious act performed July 6th. He entered the service in 1885, and advises the correspondent that this is the third time he has noticed and reported unsafe conditions.



J. A. ENTREKIN

Mr. B. Ashby, of 1156 Third Street, Springfield, Ill., while waiting for train at Flora noticed small fire on the coal chute, and promptly notified Company employes, who extinguished it. Mr. Ashby's quick action probably saved considerable damage to the structure, and it is much appreciated.



B. ASHBY

Jules Richards, mail carrier, Rochester, Ill., is to be commended for a recent meritorious act. Mr. Richards entered service as assistant agent at Rochester in 1910, but was recently laid off on account of reduction in force. Mr. Richards has a letter of appreciation from superintendent Scheer.



JULES RICHARDS

Conrad Grasshof, formerly section foreman at Altamont, Ill., now pensioned, while standing on his front porch on May 31st, noticed the section house on fire. Although Mr. Grasshof

is badly crippled by rheumatism, he carried water and extinguished the fire, and forced the lock in order to tear the remaining burning shingles from the roof. Mr. Grasshof has been written a letter of appreciation by the division engineer.



CONRAD GRASSHOF

The editor received the following letter on July 13th last:

"In order to give our patrons a ride of uniform speed we must lay great stress on the running time up hill as well as down hill.

"Some time ago a speed limit of sixty miles per hour was placed on the entire main line of the Illinois Division. This division has considerable up and down grade, and in order to maintain the schedule of train No. 11, which is our fastest train, it is necessary to make fast time going up hill. The equipment of train No. 11 is ordinarily five cars.

"On July 2nd, engineer J. B. Downey made the run from Washington to Flora on time. On account of repairs to engine at Flora, however, he stayed there thirty minutes, leaving Flora twenty-five minutes late. This train arrived at St. Louis on time.

"Considering the very fast time of No. 11, superintendent Scheer was interested to get the speed tape of the engine at once and see whether or not the speed limit had been exceeded. The tape shows a maximum excess of only one mile per hour, which is very close, and allows engineer Downey credit for an excellent performance. The speed tape shows a very uniform run, with slight variations from the maximum speed.

"On July 4th, engineer Downey duplicated this performance, taking the train from the Indiana Division at Washington twenty-five minutes late, arriving at St. Louis on time. The maximum speed indicated by the tape at any point was sixty-two miles per hour. While this is slightly in excess of the speed limit, it was not enough so to call for comment, as the excess was maintained for only a short time.

"On July 4th train No. 11 had one additional steel Pullman car beyond its regular equipment. It also made an additional stop at Bridgeport, Ill., at the beginning of a five-tenths of one per cent. up grade. The stop was equivalent to losing five minutes' time.



J. B. DOWNEY

"I am enclosing engineer Downey's picture, believing that it will interest our employes to note a performance of this kind. As a uniform runner, I put engineer Downey in the class with engineer Krimmelbein, who runs between Cumberland and Baltimore, and whose performance has been previously noted in the *Employes Magazine*.

Yours truly,
R. N. BEGIEN,
General Superintendent."

TOLEDO DIVISION

The following employes have been written a personal letter by the superintendent for their meritorious acts:

J. C. Gard, operator "GR" Cabin, for his observance on June 20th. Mr. Gard entered service December 5th, 1913.

W. J. Simmons, conductor, Lima, Ohio, his observance July 5th, 1914. Mr. Simmons entered service January 5th, 1892, as freight brakeman.

J. A. Able, brakeman, Lima, Ohio, his act June 29th, 1914. Mr. Able entered service as brakeman May 5th, 1911.

I. L. Kersey, brakeman, Lima, Ohio, his act June 28th, 1914. Mr. Kersey entered service May 8th, 1912, as freight brakeman.

Operator Edward Brown was written a letter of commendation by the superintendent for his meritorious act June 27th and proper entry made on his record.

Mr. Brown entered the service as operator February 14, 1907.

INDIANAPOLIS DIVISION

Mr. John Bets, a resident of New Palestine, is to be commended for a meritorious act on July 2nd.

J. H. Stark, agent at Hume, Ill., deserves special mention for his watchfulness. Mr. Stark entered the service as night operator at Hume, September 1, 1896, and was made agent at that point in June, 1898. He is an excellent agent, and this act is but one of many which he has voluntarily performed during his long years of service.

SANDY VALLEY & ELKHORN RAILWAY

Brakeman J. T. Faulkner is to be commended for meritorious service performed on June 7th, while a member of crew of extra west No. 2353. Mr. Faulkner entered the service of this Company last November. Commendatory entry has been made on his record.

On May 31st, Mrs. Ned Little, wife of one of our trackmen, who lives near the West End of the East Yard at Jenkins, noticed an unsafe condition in the center of train leaving this place. She promptly notified crew, who reined the defect. Mrs. Little is to be commended for her watchfulness of the Company's interests.

We Want Your Picture

The divisional correspondents have been asked to secure and send to the editor for reproduction in the *Employes Magazine*, the photographs of all persons who get credit in this department for special merit acts. Our men will assist their correspondents and help make the *Magazine* more attractive if they will cooperate to this end. Excessive modesty is not a virtue.



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

J. G. PANGBORN, *Chairman*

E. R. SCOVILLE, Transportation Department
 JOHN HAIR, Motive Power Department
 W. McC. BOND, Maintenance of Way Dep't

J. T. CAMPBELL, Stations and Traffic
 DR. E. M. PARLETT, Relief Dep't, Sanitation
 B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department
 DR. J. F. TEARNEY, Relief Department

J. W. COON, Operating Department

GENERAL OFFICES, BALTIMORE

A baseball team composed of the stars from the freight tariff department journeyed to Catonsville, Saturday afternoon, July 11th, and trimmed the Catonsville Yanigans 9 to 7. The features were the masterly pitching of "Head" Hohman, Jr., and the all round work of the winners, some of whom acted as if they had never played baseball before.

"Head" struck out three men, gave five bases on balls, allowed ten hits and made one hit out of five times at bat; outside of that he played excellent ball. He was caught at the plate, for he wouldn't slide, because he didn't want to soil his uniform. Since then his hat has been much too small for him.

The balance of the lineup was as follows: Reindollar, l. f.; Hornick, r. f.; Willingham, third base; Rappe, s. s.; Furlong, second base; Godfrey, first base; Buckley, c. f.; and Kernan, catcher. "Head," as manager, is thinking

seriously of asking manager Knabe of the Terrapins for a game. He would like to hear from any strong baseball team in the city at his residence, 1837 North Caroline Street.

NEW YORK DIVISION

F. W. NELSON, Correspondent
 DIVISIONAL SAFETY COMMITTEE

Station Service.

J. J. BAYER	Agent, 26th Street
A. L. MICKELSEN	Agent, Pier 7
J. T. GOIMAN	Agent, Pier 21, East River
E. W. EVANS	Agent, St. George
ALBERT OSWALD	Foreman, Pier 22

Marine Power.

EDW. SALISBURY	Assistant Terminal Agent
EDW. SPAIKS	Marine Engineer
E. G. CLARK	Master of Marine

Barges.

NIEL GADEBERG	Barge Captain
HENRY BULL	Barge Captain

Repairs in General.

JOHN JOHNS	Master Carpenter
NICHOLAS JOHNSON	



CENTRAL BUILDING BEAUTIES BEGUILING MERE MAN

- | | | |
|-----------------|--------------------|----------------------------|
| W. B. BIGGS | Sanitation. | Agent, Pier 22 |
| E. W. EVANS | Personal Injury. | Agent, St. George |
| J. T. GORMAN | | Agent, Pier 21, East River |
| EDW. SALISBURY | | Assistant Terminal Agent |
| A. L. MICKELSEN | Loss and Damage. | Agent, Pier 7 |
| ALBERT OSWALD | | Foreman, Pier 22 |
| MICHAEL DEGNON | | Foreman, 26th Street |
| J. J. BAYER | Safety Appliances. | Agent, 26th Street |
| EDW. SHEEHY | | Foreman, Pier 7 |
| ALBERT OSWALD | | Foreman, Pier 22 |

Miss Catherine Fox and Miss Margaret Considine, the charming telephone operators at St. George, recently made their first trip to Washington, and are still talking about the beautiful sights in the capital city.



NIGHT FORCE—ST. GEORGE YARD

Top row—Left to right: Clerk J. MAHONEY; Car Inspector G. CUMMSKY; Assistant Yardmaster JOHN G. GIBB; Yardmaster EDWARD MCKINLEY; Conductor A. C. DRCKER.
Bottom row—Left to right: Clerk B. BOTHWELL; Conductor FRANK WILSON; Ex-conductor ALBERT ROMMNEY.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

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

Secretary, C. M. DAVIS, *Chief Clerk*, St. George, S. I.

DIVISIONAL SAFETY COMMITTEE

- | | |
|-------------------------|----------------------------------------------|
| F. C. SYZE | Trainmaster, Chairman |
| B. F. KELLY | Assistant Trainmaster, Vice-Chairman |
| W. B. REDGRAVE | Engineer Maintenance of Way |
| J. S. SHEAFE | Master Mechanic |
| A. CONLEY | Road Foreman of Engines |
| J. B. SHARP | Coal Agent |
| DR. F. DE REVERE | Physician and Surgeon |
| CAPTAIN J. H. LAMBERSON | Captain of Police |
| CAPTAIN C. H. KOHLER | Superintendent of Ferries |
| W. J. KENNY | Legal Department |
| W. L. DRYDEN | Supervisor of Signals |
| E. ALLEY | Supervisor of Track |
| J. JOHNS | Master Carpenter, M. of W. Department |
| H. E. SMITH | General Foreman, Passenger Department |
| H. W. MILLER | General Foreman Freight Car Department |
| P. HELT | Assistant Freight Car Foreman |
| F. PETERSON | Supervisor of Station Service |
| M. OHEARN | General Yardmaster |
| S. G. EILENBERGER | Division Operator and Chief Train Dispatcher |
| H. LAWRENCE | Draughtsman, Marine Department |
| T. C. GAMBRALL | Agent-Yardmaster, Arlington |
| D. A. McLAUGHLIN | Agent-Yardmaster, Cranford Junct. |
| M. HEFTNER | Shop Foreman |
| R. H. TAXTER | Freight Conductor |
| R. E. COLLINS | Passenger Conductor |
| F. E. HORAN | Locomotive Engineer |
| A. ROMING | Yard Brakeman |
| L. MAGEE | Yard Brakeman |

TRANSPORTATION DEPARTMENT

Trainman Leslie J. Magee and wife are visiting relatives in Sydney, Nova Scotia. Leslie usually spends the greater part of the summer at Sydney.

Conductor Harry Williams and family have been at Pine Hill, N. Y., enjoying the pleasures of a mountain resort.

Conductor William J. Reeves is being congratulated upon the arrival of a baby girl.

Engineer L. Achilles, with his wife and three daughters, spent a pleasant vacation at Bellhaven, N. C.

Engineer D. Buckley and wife went to the principal summer resort for all local engineers, Port Jervis, N. J.

Engineer R. Saunders and wife spent their vacation at Glens Falls, N. Y.

Fireman Thos. Whitty and mother had a very pleasant vacation at Sonyea, N. Y.

H. C. Beyer, chief clerk to car accountant, spent his vacation seeing the sights of Staten Island.

Bryce A. Campbell, assistant car accountant, had a very pleasant trip to Montreal.

A. J. Volpi, chief clerk in St. George yard office, and his wife spent a very enjoyable vacation at Montauk Point, L. I.

MECHANICAL DEPARTMENT

Frank Dolan, timekeeper, spent a pleasant vacation in the Catskill Mountains.

Wm. Cogle, machinist, with his wife and daughter, recently visited Washington, D. C.



The above picture is of our storeroom, showing J. Woodburn, storeroom tender, and Charles Wood, storeroom helper. "Johnnie," in one of his usual poses, is one of our old stand-bys.

Harry Lawrence, draughtsman, with his family, visited with his own folks at Newport, R. I. Harry expects to make several trips in his auto later in the season.

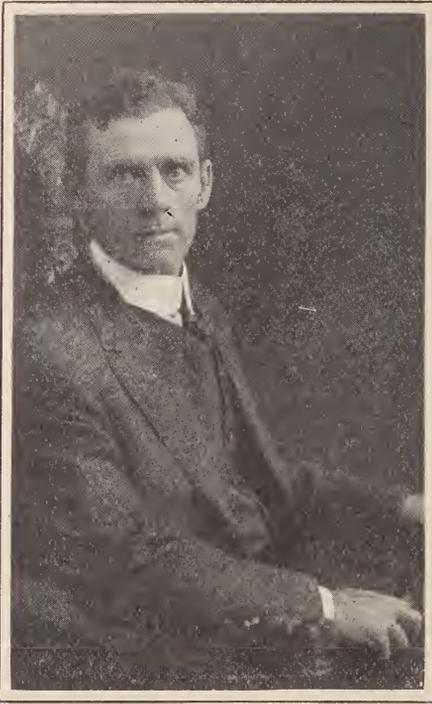
P. Helt, assistant freight car foreman, had a splendid trip to Montreal.

Wm. Donofrio, gang foreman, took a trip over the main line to Chicago.



GOLF AT THE ATLANTIC CITY COUNTRY CLUB DURING M. M. & M. C. B. CONVENTION

Left to right: J. S. SHEAFFE, MR. GRAY, W. H. AVERELL, M. K. BARNUM



D. A. McLAUGHLIN
Agent and yardmaster at Cranford, N. J.
(See page 85 July issue)

The family of J. Rider visited with relatives at Wilmington, Del.

Harry Woods, chief clerk to the general freight car foreman, is seriously ill at his home. Harry is well liked and his many friends showed their loyalty by their visits.

Wm. Bruns, car inspector, recently took a trip to Chicago.



ROAD FREIGHT ENGINE No. 1636

Top row: Fireman P. CAHILL; Engineer P. BOYLAN; Trainman L. HILLS; Engineer J. EICKELBERG; Trainman B. BARDES; Trainman C. MAYHEW.

Bottom row: Engineer J. McVEIGH; Fire cleaner G. TERZO; Fireman V. STILL; Trainman F. WATSON; Trainman M. WHELHAN.

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

P. C. ALLEN	Superintendent, Chairman
W. T. R. HODDINOTT	Trainmaster, Vice-Chairman
E. D. JACKSON	Division Engineer
T. B. FRANKLIN	Terminal Agent
WM. SINNOTT	Master Mechanic
H. K. HARTMAN	Chief Train Dispatcher
F. H. LAMB	Division Claim Agent
DR. C. W. PENCE	Medical Examiner
S. M. HOY	Assistant Yardmaster
T. E. THOMAS	Master Carpenter
S. B. KELLER	Signal Supervisor
W. F. GATCHELL	Relief Agent
WM. CHAPMAN	Truck Packer
O. I. DALEY	Car Inspector
GEORGE GENNER	Machinist
I. N. LUCAS	Road Engineer
W. S. CHAMBERS	Yard Engineer
W. M. GABLER	Road Fireman
W. T. CHURCH	Yard Fireman
G. A. GOSLIN	Yard Conductor
O. R. MOUNT	Yard Conductor
J. M. CHRISTIE	Road Conductor
R. W. DILL	Operator
H. H. CARVER	Freight Agent
J. C. BASFORD	Assistant Road Foreman of Engines
R. C. ACTON	Secretary
J. R. MALONE	Supervisor, Havre de Grace, Md.

On July 1st, W. T. R. Hoddinott was appointed trainmaster of the Philadelphia Division, with headquarters at Philadelphia, Pa. Mr. Hoddinott has been acting trainmaster since February 1st, previous to which he was assistant trainmaster for several years. His permanent appointment is noted with pleasure.

Born June 30th to C. M. Machin, time clerk in the superintendent's office, a fine boy.

We are pleased to note that at the convention of relief department delegates held in Cincinnati, June 25th, James Mason, plumber, maintenance of way department, Philadelphia Division, was elected a member of the advisory committee. G. G. James, Philadelphia Division trainman, is also a member of the advisory committee and Z. T. Green, locomotive engineer, Philadelphia Division, is a member of the operating committee.

At the last meeting of the general and division Safety Committees, a buffet luncheon was eaten. The members were in their shirt sleeves, the thermometer being somewhere near ninety. Sandwiches, coffee, buttermilk, etc., were served.

Married at Philadelphia, July 3rd, Harry Cress, clerk, Pier 12, Philadelphia, to Miss Mable Gildenmeyer. Congratulations.

J. E. Lee, blue line passenger conductor, on June 1st, rounded out his fifty years in the service of the Company.

Captain Lee has been granted a leave of absence and he and Mrs. Lee will make an extended trip to points of interest in California.

Hugh O'Neill, stationmaster at Philadelphia, Pa., has been on the sick list for nearly a month past. When last heard from he was at Pen Mar, Md., and was improving slowly.

There follow the names of the employes at the East Side yard and freight office as shown in the accompanying picture, reading from left to right:

Bottom row: T. McGarvey, way-bill and rate clerk; S. M. Hoy, day yardmaster; Geo. Barks, day general yardmaster; D. G. Bitting, night general yardmaster; W. T. R. Hoddinott, trainmaster; R. A. Grammes, terminal trainmaster; C. C. Lonkart, night yardmaster; J. E. Wilson, chief clerk; E. T. Seibret, agent; W. R. Van Dyke, foreman East Side transfer.

Second row: C. E. Mahoney, telegraph operator; P. Freeburger, demurrage clerk; H. W. Krouse, night eastbound checker; G. M. Beyers, chief crew dispatcher; H. C. Neibel, night crew dispatcher; G. M. Till, night eastbound clerk; Leo Pickel, night westbound checker; H. D.

T. E. STACEY Secretary, Y. M. C. A., Riverside
 E. K. SMITH Secretary, Y. M. C. A., Brunswick
 G. H. WINNSLOW Secretary, Y. M. C. A., Wash. Term.
 Dr. E. H. MATHERS Medical Examiner, Camden
 Dr. J. A. ROBB Medical Examiner, Washington
 R. B. BANKS Division Claim Agent, B. & O. Building
 J. P. KAVANAGH Assistant Superintendent, Camden
 E. C. SHIPLEY Road Foreman, Riverside
 E. E. HURLOCK Division Operator, Camden
 H. S. WILSON Relief Agent, Hanover
 J. B. PARKS Yard Conductor, Curtis Bay
 J. E. RIDER Yard Conductor, Locust Point
 H. T. STEINFELT Yard Conductor, Camden
 W. T. MOORE Agent, Locust Point
 D. M. FISHER Agent, Washington
 W. E. SHANNON Transfer Agent, Brunswick
 A. M. KINSTENDORFF Agent, Camden
 J. T. A. DECK Engineer, Riverside
 J. M. SCHMIDTMAN Brakeman, Bay View
 J. W. SIMMONS Fireman, Riverside
 J. G. KAIDEL Yard Conductor, Mt. Clare Junction
 W. I. TRENCH Division Engineer, Camden
 A. G. ZEPP Supervisor, Camden
 T. A. SIGAFOOSE Track Foreman, Brunswick



EMPLOYEES AT EAST SIDE YARD AND FREIGHT OFFICE

Livingstone, day westbound clerk; L. A. McDonald, foreign index clerk; E. L. Peters, night caller; L. E. Rosen, stenographer.

Third row: Max Cornfield, day westbound checker; Sam'l McCracken, day caller; E. H. Moyer, day westbound clerk; A. M. Gagneux, yard checker; Jos. Shannahan, day eastbound checker; E. K. Crossan, foreman's clerk; H. K. Neilsen, index clerk; Jos. Myers, messenger.

S. C. TANNER Master Carpenter, Camden
 J. KIRKPATRICK Master Mechanic, Riverside
 Wm. A. KEYS Material Man, Washington
 C. G. EDMONDS Painter Foreman, Riverside
 R. H. WILLIAMS, JR. Clerk, Bailey's
 W. H. LEHNER Car Inspector, Camden
 G. KERMIG Car Inspector, Camden
 A. L. HIRSHAUER Car Inspector, Curtis Bay
 R. J. DOLL Car Inspector, Locust Point
 C. E. DAVIS Car Inspector, Locust Point
 Ed. KEENE Car Inspector, Locust Point
 S. G. SEYMOUR Clerk, Bay View
 C. W. C. SMITH Machinist, Brunswick
 J. G. PAFFENBERGER Work Checker, Brunswick

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS Chairman
 C. A. MEWSHAW Vice-Chairman

For sometime operator W. F. Nichols at "QN" tower, Washington, has been trying to decide which one of two things he should buy, a motor boat or a marriage license. A few days ago he decided in favor of the boat, and after



EMPLOYEES OF THE LOCOMOTIVE ERECTING SHOP AT MT. CLARE

equipping it with all the things necessary for a full fledged yachtsman, he made his trial trip on the Potomac. Things went along very nicely for only a short time when the boat, like some autos, stopped and refused to start. Just imagine poor "Dick" out there in the Potomac with his best girl, stuck. After doing everything he could without success, he remembered that operator W. D. Robertson, also located at "QN" tower had told him to carry plenty of sand along to put on the rudder when it slipped. So after he sanded it well, Dick says that he had no trouble to start the engine. He has since put in a longer sand box for fear of more trouble of this kind. He has also told us the kind of flowers he likes best.

Jess Holmes and wife are contemplating a trip to Atlantic City. Jess says he don't care how high the waves roll. Jess is our inbound revision clerk at Camden freight station.

J. R. Hudson, clerk in cashier's department, local freight office, Camden Station, is spending his vacation at Kinsale, Va. The boys are under the impression that Mr. Hudson's trip is not wholly for pleasure, but that he has gone there on a more important mission. The boys "down home" do not thank John for coming there and taking one of the girls from Kinsale.

G. H. Pryor, Jr., stenographer in Camden freight office, has returned from a visit to Marion, S. C. This is George's second visit to Marion. Some attraction down there, the boys think, but George says "No."

Clare Wolfe, clerk (newly wed), has just returned from his honeymoon on which he took a trip up the Hudson, and also saw New York city, Philadelphia and Atlantic City. Clarence says he has gained one pound. That's going some!

Howard Wright, employed in the electrical department at Mt. Clare, under J. D. Brown, electrical engineer, has been granted a leave of absence. He will spend his vacation at Hudson, Maine.

R. B. Everhart, stationary fireman, has visited friends in Kansas City, Mo.

J. H. Letzer, machinist apprentice, at Riverside, recently enjoyed the cool breezes at Atlantic City.

W. M. Kavanagh, yardmaster at Mt. Clare, and family spent a few days at Niagara Falls. Mr. Kavanagh has an abundant supply of souvenir cards. E. S. Carney is holding down the trick in day light.

E. R. Jones, ticket agent at Camden, recently made a short trip to New York.

J. Noll, clerk in the ticket office at Camden, went to St. Michael's for a brief stay. We understand that "Jake" had a good time, fishing and boating.

Frank J. Ellwood left recently for an extended trip to Chicago and St. Louis. It is not often that Frank takes such long jaunts. Frank is ticket clerk at Camden.

W. F. Julian, assistant ticket agent at Camden, will spend a few days at Atlantic City. Mr. Julian will be accompanied by his wife.

Charles Porter, assistant ticket agent at Mt. Royal Station, is now married. He has not made up his mind where he will spend his honeymoon, but congratulations are in order.

On June 30th, C. W. Mumford, assistant time-keeper in the superintendent's office, Camden Station, was united in marriage to Miss Ethel Heath, of 1922 Harlem Avenue, Baltimore, Md. Charles and his bride spent their honeymoon at Atlantic City and Chicago. Their friends wish them many years of happiness.

Walter Sinn, time clerk in the superintendent's office, spent his vacation with his parents at Frederick, Md.

H. Schide, H. Constantine and B. Moriarty of the superintendent's office spent a night and day fishing off the yacht "Winifred" about the middle of July. They journeyed to "Old Bodkin Lighthouse," and from the statement made



ABOARD THE YACHT "WINIFRED"

by L. T. Feeser, who is also a clerk in the superintendent's office, and who was deputized to check the catch when the boat arrived at Ferry Bar, the task of counting the fish was too laborious. He would only say that the water line of the "Winifred" was far below the surface of the water.

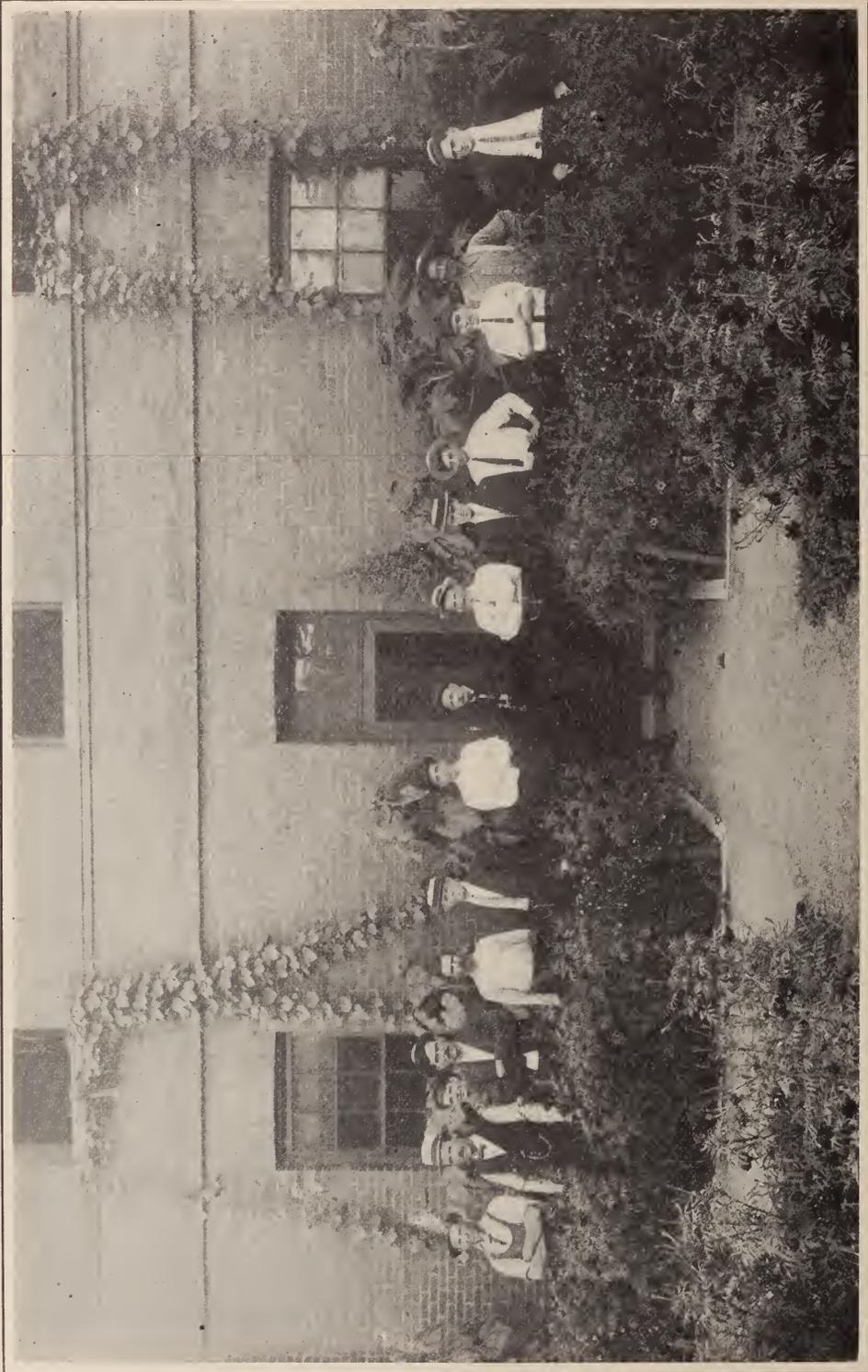
On July 5th, the good stork visited the home of C. A. Bailey, air brake inspector at Curtis Bay, and presented a bouncing baby boy. Congratulations.

F. M. Jeffers, assistant foreman, has been on the sick list for the past several months; all are glad to learn that he is improving, and hope he will soon be back with the boys.

S. N. Stiekels, piece work inspector, and F. E. Lewis, car repairman at Curtis Bay, spent the 4th of July with Mr. Lewis' brother at Cumberland, Md., where they had a very good time.

R. W. Upton, M. C. B. clerk at Curtis Bay, and family, went to Philadelphia, July 7th by boat and returned by rail. A very enjoyable day was spent.

We feel safe in saying that one of the happiest men on the System is W. A. Keys, better known as "Doctor Keys," car foreman O'Leary's clerk at



EMPLOYEES IN THE WASHINGTON, D. C., FREIGHT YARD (see Note.)

Washington, who is now serving his third term on the Safety Committee. "Doctor" is a Safety Man with all his heart and is glad to know that there are no objections to third terms on this committee.

G. H. Miller, conductor on the coal dump engine at Washington, D. C., better known among the employes at the New York Avenue freight yard as the "Movey Man," was presented with two hats and a rain coat a few days ago. "Gussy" has been wondering ever since who was so kind to him.

From left to right in the picture on the opposite page, are D. Rudy, brakeman; W. A. Keys, clerk to car foreman O'Leary; Arthur Carlton, air inspector; G. H. Miller, conductor; Patrick Deenihan, car inspector; D. M. Fisher, agent; F. S. White, night yardmaster; Captain "Buddy" Johnson, janitor; W. A. McCleary, general yardmaster; A. H. Glenn, clerk; F. O. White, chief clerk and assistant yardmaster; F. Wahl, yard clerk; D. Waters, conductor; H. D. Stifler, yard clerk.

Mr. Waters has been in the employ of the Company since 1879. In a large measure he is responsible for the beautiful flower garden which graces the Washington yards for, in addition to furnishing a great many seeds and plants from the choice garden at his home in University, he spends all his spare time during the lunch hour at work among his floral friends.

Captain "Buddy" Johnson looks quite formidable in the center of the picture with the old musket which he carried through the Civil War poised at "get ready." But we are assured that the captain only uses his firearms to frighten marauders off the flower beds. Captain Johnson served as a drummer boy from 1861 to 1865 in Captain Beaugard's division of the Confederate army, and his work-a-day comrades have great fun in reminding him of the stories that are told about the running ability he developed during the war. When asked to tell his age, the captain says that it varies according to his humor. He admits that he has seen a great many summers come and go, but claims that the spirit of youth thrills him even today, when he recalls the record breaking performances he made before a band of approaching Yankees.

The latest addition to the beautiful garden in front of the yard office, New York Avenue freight yard, Washington, D. C., are four young ladies with shaker salt boxes. If any one gets "fresk" in the garden, these ladies salt them down. This handsome garden is now ready for inspection and all are invited to visit it. It is beyond doubt the finest on the System. Go and see for yourself, but take warning, do not touch the flowers.

Some of the employes at New York Avenue freight yard have a mania for taking things. Here are some of the things yard conductor J. W. Rives took recently: First, a vacation, his first move being to Brentwood, there meeting his lady love; then he took her to the preacher and they both took that solemn oath

that made them one for life. Next was a trip to the Northern cities where they took in all the sights there were to be seen. When they became tired of sight seeing away from the capital city, they returned and took congratulations from their many friends. Then after "J. W." had dug out some of the long green he has saved, they decided to take a house at 232 Randolph Street, and on the morning of July 11th, Mr. Rives took his old position as conductor of yard engine No. 1703. His many friends are pleased to see him back on the job and wish him and Mrs. Rives a long, prosperous and happy life together.

MT. CLARE SHOPS

Correspondent, S. E. Forwood

Secretary to Superintendent

DIVISIONAL SAFETY COMMITTEE

P. CONNIF	Superintendent of Shops, Chairman
H. A. BEAUMONT	Gen'l Foreman, Car Dept., Sub-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	Boilermaker, Boiler Shop
R. W. CHESNEY	Brass Moulder, Brass Foundry
H. E. FOUNTAIN	Iron Moulder, Iron Foundry
J. L. WARD	Machinist, No. 1 Machine Shop
J. O. PERIN	Machinist, No. 2 Machine Shop
H. E. HAESLOOP	Tinner, Pipe, Tin and Tender Shops
Geo. R. LEILICH	Manager, Printing Department
H. H. BURNS	Car Repairman, Mt. Clare
T. H. BACKENDORF	Gang Foreman, Mt. Clare Middle Yard
A. F. BECKER	Painter, Paint Shop
Jos. W. SMITH	Car Builder, Passenger Car Erecting Shop
L. BEAUMONT	Shop Carpenter, Cabinet Shop

We now have on our force a very prominent singer in the person of J. Crockett. You should hear him.

Clifton Lowe, of the general foreman's office (locomotive department), is taking lessons in seamanship and navigation. He has become the gallant commander of a canoe.

On these warm days, boiler inspector King is giving reminiscences of his yacht racing days.

The office of the superintendent of shops extends congratulations to J. A. Renehan, who has recently married, and wishes him and Mrs. Renehan many happy years together.

The stork visited the home of J. W. B. Steltz, on July 16th, and left another bouncing boy. He is now the father of two.

E. S. Roney, piecework inspector, and J. E. Frey, machinist, both of No. 2 machine shop, and their respective families, recently went to Niagara Falls for a short sightseeing trip.

The stork recently thought well of G. J. Keunert, machine hand in No. 2 machine shop, and brought him a lusty boy. George is mighty proud of the newcomer.

The apprentices at Mount Clare have formed an Apprentice Club and elected the following officers: R. J. Cline, president; Fred Michel vice-president; Chas. Spence, secretary; Edw. Galloway, treasurer; L. T. Lacy, sergeant-at-arms.

Practically all of the 140 apprentices at Mt. Clare have joined. They hold meetings once a month for the purpose of conducting necessary business and to get together in a social way. It is the intention to make these meetings a source of help and information as well as to provide amusement, and superintendent Conniff has promised his assistance in supplying speakers for some of the meetings.

The apprentices' baseball team is out to win and is promising a good average for the season.

We have heard of an unexpected catastrophe that is about to happen to our highly esteemed friend, E. Arthur Hurd, who is a member of the clerical force under the supervision of Mr. Gordon, chief shop clerk.

Ever since his illness of about a year ago, when he was ordered away for his health, Arthur has been looking better. He is time-keeper in No. 2 machine shop and we all wish him a lengthy and happy journey on the sea of matrimony.

WASHINGTON TERMINAL

G. H. WINSLOW, Correspondent

G. N. Nutwell, one of our favorite basket ball players, has recently located in Fresno, California. While we will miss him in our gymnasium work we congratulate the western coast on being able to secure his services.

The vacation period is being taken advantage of by the men, who are scattering to all points of the compass for recreation and rest.

F. F. Cline of the battery plant is rapidly recovering from an operation recently performed for appendicitis.

The recent change in the water system has improved the shower baths, there being no trouble now in obtaining water of any desired temperature for the bath. The shower baths are unusually busy and are helping to make the hot days comfortable.

We are glad to see that M. Backes, foreman boilermaker, has recovered from a strain received while at work and is in his accustomed place again. Mr. Backes is an enthusiastic member of the Terminal R. R. Y. M. C. A. orchestra and has rendered valuable assistance in that organization.

Our tall friend, M. H. Krieder, has added to his height since the arrival of a fine boy in his home.

Death has been busy among the members of the Terminal R. R. Y. M. C. A. lately, and has claimed S. H. Knick, C. Kruger and H. S. Boxley. We sincerely sympathize with the relatives and friends of the deceased.

A number of secretaries of the Railroad Departments of the Young Men's Christian Association on the lines running into Washington have been in attendance at the Southern Summer School for the two weeks' course in

R. R. Y. M. C. A. work. Mr. Winslow, our secretary, was associate dean of the school and conducted the sessions of the "round table" during the term. These courses were given both in the first and the second year grades.

The billiard table recently added to the Terminal R. R. Y. M. C. A. equipment is proving a valuable addition to the social life of the men. Conductor George Wright is one of the consistent players and likes to meet skillful opponents. There are all grades of players, however, and one can find a partner or opponent in whatever class he belongs.

CUMBERLAND DIVISION

Correspondents

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

H. H. SUMMERS, South Cumberland

T. F. SHAFFER, North Cumberland

W. L. STEPHENS, Martinsburg

E. H. RAVENSRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

J. W. KELLY, JR.	Superintendent, Chairman
E. J. LAMPERT	Assistant Superintendent, Vice-Chairman
J. W. DENEEN	Trainmaster, Vice-Chairman
H. C. McADAMS	Terminal Trainmaster
T. F. SHAFFER	Secretary to Superintendent, Secretary
W. C. MONTIGNANI	Secretary Y. M. C. A.
O. S. W. FAZENBAKER	Chief Clerk, Trainmaster, Secretary
I. S. SPONSELLER	Supervisor
F. A. TAYLOR	Master Carpenter
E. P. WELSHONCE	Trainmaster
M. A. CARNEY	Road Foreman of Engines
L. J. WILMOTH	Road Foreman of Engines
T. R. STEWART	Master Mechanic
D. H. WATSON	Assistant Master Mechanic
W. W. CALDER	General Car Foreman
P. PETRI	Division Engineer
J. G. LESTER	Signal Supervisor
W. H. LINN	General Yardmaster
V. P. DRUGAN	Assistant Division Engineer
G. R. BRAMBLE	Agent
W. D. STROUSE	Agent
A. ERDMAN	Coal Billing Agent
J. M. DAVIS	Agent
H. P. STUCK	Agent
C. A. FLEEGLER	Agent
W. V. FARRELL	Agent
J. Z. TERRELL	Agent
H. R. COOLE	Agent
Z. D. HENSELL	Agent
J. C. TONRY	Agent
W. S. HARGIS	Division Claim Agent
J. W. MARTIN	Relief Agent
E. C. DRAWBAUGH	Division Operator
DR. J. A. DOERNER	Medical Examiner
DR. E. A. RAPHEL	Medical Examiner
DR. F. H. D. BISER	Medical Examiner
H. E. NORRIS	Conductor
A. Y. WILSON	Machinist
H. RUPENTHAL	Engineer
G. W. MERCER	Conductor
J. M. PHILLIPS	Conductor
W. B. TANSILL	Car Inspector
O. E. SPOTTS	Machinist
L. A. RIZER	Brakeman
A. N. JEFFRIES	Operator
E. LOWERY	Conductor
W. H. BROOM	Wreckmaster

Two old employes, L. M. Kemp and J. H. Martin, who were recently retired after having been in the Company's service more than half a century, Mr. Kemp as carpenter foreman and Mr. Martin as agent, have removed with their families to Bolivar, W. Va., a suburb of Har-



J. H. MARTIN

When he started to work for the Company fifty years ago.

per's Ferry, where they will live among the friends and scenes of their early endeavor, their service records having commenced at Harper's Ferry more than fifty years ago, when that point was one of the principal junctions of the road.

The Baltimore & Ohio Railroad Company, through one of its officials, has donated to the Baltimore & Ohio Y. M. C. A. a very handsome Columbia graphophone of the newest type and also over \$100.00 worth of fine records. The members of the association are very much pleased with the donation and anticipate spending many pleasant evenings during the coming winter. This makes two musical instruments for the entertainment of the men, an organ having been installed several years ago.

MARTINSBURG

W. R. Parkinson, blacksmith in the local shop, met with a painful accident at his home recently. While repairing a roof he fell from a ladder and crushed his left heel. The injury has incapacitated him from work for quite a while. Mr. Parkinson is now improving and the boys hope to see him back at his forge in a short time.

John A. Bird of No. 411 West Martin Street, the widely known retired Baltimore & Ohio engineer, died July 7th. He was born on July 4th, 1843, and had just passed the seventy-first milestone of his life, forty-four years of which were spent in the faithful service of the Company from which he retired several years ago. He served in Company H, 13th Maryland

Regiment, during the Civil War, and was also a member of the local Veterans' Association.

The funeral was held from the late home on Friday, July 10th, at 2.30 p. m., Rev. B. W. Meeks and Rev. Z. T. Brantner conducting the funeral service. A large number from the Veterans' Association and many of his comrades of the rail were present to pay a last tribute to the deceased.

The Martinsburg association of veteran employes held their semi-annual meeting and banquet in the Y. M. C. A. gymnasium on Tuesday night, July 7. The meeting was well attended. The members and invited guests gathered in the lobby of the "Y" and spent the time socially until 8.30, when all assembled in the gymnasium to enjoy the banquet which had been prepared by the ladies.

After singing the Doxology, Dr. W. F. Gruver invoked divine blessings. After the men had been seated a quartet composed of A. D. Darby, John Zirkle, Edward Reynolds, and Stewart Kilmer sang "Drink to Me Only with Thine Eyes," and as an encore "Lucky James."

R. S. Bouie, chairman of the committee on constitution and by-laws, read the report, which was adopted. W. C. Montignani was the first speaker, and during his address told a number of anecdotes, which kept the banqueters in constant laughter. He also sang some dialect songs.

Z. T. Brantner, as toastmaster, introduced G. W. Andrews, inspector of maintenance, as the speaker of the evening.



SECRETARY W. C. MONTIGNANI
Cumberland Y. M. C. A., his wife and children

Mr. Andrews caught the attention of his audience by telling of the first veterans' association on the Philadelphia Division, of which he was one of the organizers, and of its growth and development. He also spoke of the loyalty of the members, how far-reaching it is and what it has accomplished among the employes of the Company. In conclusion he expressed gratification in being able to attend the banquet, and assured all of his loyalty to the organization.

Harold Keedy, who has been working for the Howe Scale Co., Philadelphia, Pa., has returned to the shop and is holding down his former job.

J. C. Toucey, our general freight agent, is all smiles these warm July days. A bouncing baby boy appeared at his home in Rosemont, on July 15th.

Miss Mina Katherine Westrater, daughter of Mr. and Mrs. W. M. Westrater, and Cluster



SOME OF THE HUSTLING BOYS IN THE MARTINSBURG FROG SHOP

Other addresses were delivered by A. D. Darby, Rev. B. W. Meeks, H. W. Fauver, engineman, and C. W. Allen, traveling passenger agent. The secretary, Mr. Edwards, then read a letter from J. S. Murray, assistant to the president, in which he sent regrets that he could not attend, and assured the members of his deep interest in the welfare of all the veterans' associations.

The out of town guests were G. W. Andrews, inspector of maintenance; J. O. Potts, inspector of maintenance; Robert M. Van Sant, editor of *Employes Magazine*, C. W. Allen, traveling passenger agent; W. H. C. House, Thomas Martin, and James Clark, of Magnolia, and S. W. Thomas, of Kearneysville.

Born to Mr. and Mrs. W. H. Rudy, a son. Mr. Rudy is the popular storekeeper of motive power supplies and oil at this station.

Raymond Russler has returned from Somerset, Ky., where he has been temporarily employed. Ray seems well pleased to get home to the Baltimore & Ohio again.

Viards, a well-known young railroad man, were married in this city several weeks ago. The bride's father is a retired Baltimore & Ohio conductor. The young couple will make their home with the bride's parents on North Queen Street.

Miss Daisy Smith, daughter of Sebastian and Louisa Smith of South Water Street, and Wm. F. Turner, an employe of the Company, were married on Wednesday, July 8th, at seven forty-five o'clock at the Second U. B. parsonage on Boyd Avenue, by Rev. C. W. Hutzler. The bride's father is a retired Baltimore & Ohio conductor and known to every railroad man on the Cumberland Division. The bride is a charming young lady with many accomplishments. We wish the young couple a long and happy wedded life.

Miss Jessie Lovings and Arthur Franklin Mills, a Baltimore & Ohio brakeman, were married at eight o'clock Saturday evening, July 11th, by Rev. Dr. C. S. Trump at the Lutheran parsonage.

Miss Ethel Belle Kimmel, daughter of flagman and Mrs. Blake Kimmel of No. 300 West Race Street, and Charles Welton Collins of Clarksburg, W. Va., were married on June 23rd. The wedding took place at the Hotel Raleigh, in Washington, D. C., Rev. Mr. Montgomery of the Methodist Episcopal Church officiating. The couple, accompanied by a small party of friends, left this city on train No. 10, in the early morning, the wedding taking place at 10.30. After spending several days in Washington, Mr. and Mrs. Collins returned to this city, and after a short stay with relatives left for their future home in Clarksburg, where the groom has a responsible position with the Haymaker Wells Drug Company. Mr. Collins is a drug clerk and is well known both in this city, where he has held several positions, and in Clarksburg. The bride is a popular young lady with a wide circle of friends in Martinsburg.

H. T. Murphy, telegraph operator at Sir John's Run, and Miss Cora Bartles, of Dry Run, this county, eluding their many friends, slipped quietly away to Washington on July 9th and were married at one-thirty in the afternoon. After a honeymoon spent in Balti-

and Mrs. William Wilger. He left this city at the time of the removal of the divisional terminal to Brunswick, but frequently visited his old home. He is survived by a widow and two sons. The remains were brought to Martinsburg for interment.

John Shea of No. 222 Boyd Street, a veteran Baltimore & Ohio employe, retired, died at seven-thirty o'clock, July 14th, at the advanced age of eighty-four years. He had been in poor health for a number of years and recently suffered a stroke of paralysis. Gangrene had also affected one of his feet and the complication finally caused his death.

Mr. Shea was born in County Kerry, Ireland, and came to this country when a boy, settling with his family at Martinsburg. He served throughout the Civil War in Company B, Wise's Artillery, of the Confederate army. After the war he entered the employ of the Baltimore & Ohio as a hostler, and served this Company faithfully until retired in 1896. He was a well-known and familiar figure around the shop where he would come to repair his tools. The funeral was held from St. Joseph's Catholic Church at 9.30 Thursday morning, July 16th, Rev. Father McKeefry officiating.



MANN DIRT SPREADING MACHINE

more and New York, the newlyweds returned to Hedgesville, where they will make their future home. The bride is the daughter of Mr. and Mrs. D. O. Bartles and has been connected with educational work in this county for several years. The groom is a native of Hedgesville and has been an operator for the Company for some time.

Freight conductor Benjamin Wilger, a former resident of Martinsburg, died at a Baltimore hospital on June 28th, after a long illness. He was the son of the late engineer

The accompanying photograph is that of a Mann dirt spreader. Four of these machines have been placed in complete repair at the Martinsburg shop by the bridge gang. The work was done under the supervision of J. O. Potts, inspector of maintenance. O. C. Mann, the patentee, spent several days here while the work and alterations were taking place on the first car. As shown in the picture it is quite a formidable looking machine. The long wings sweep the surplus dirt over the bank, the back wings build the outer edge of the bank and shape the ballast along the ties.

Compressed air is used in lifting the wings up out of the way. Motive power is furnished by a locomotive, as shown in the picture. A number of these machines were used in the construction of the Panama Canal.

Miss Marion E. Spengler, daughter of L. J. Spengler, dispatcher, Pittsburgh Division, recently visited her cousin, C. C. Hite, agent at Lexington, Va., and will also visit friends and relatives at Strasburg, Va.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

- S. A. JORDAN Superintendent, Chairman
- DR. J. F. WARD Medical Examiner
- H. F. HOUSER Road Foreman of Engines
- E. D. CALVERT Supervisor
- S. J. LICHLITER Supervisor
- J. A. ROEDER Engineer
- C. R. DONOVAN Brakeman

The accompanying photo is of engine No. 1406, and crew of trains No. 35 and 18, running between Brunswick and Strasburg, Va. Reading from right to left the names of the men are as follows: W. F. Edwards, conductor; S. E. Harmer, brakeman; R. B. Russel, baggageman; M. W. Phalen, engineer; T. A. Riley, fireman.

This crew takes great pride in keeping their engine in fine shape.

Fireman R. J. Menife is on the sick list on account of an injured eye. A cinder got into it.

Brakeman R. E. Johnson is again on the sick list. His friends hope that he will soon be able to resume duty.

A. C. Hawpe has been appointed agent and operator at Greenville, Va., vice E. E. Baker, transferred.

MONONGAH DIVISION

Correspondent, C. L. FORD, *Assistant Shop Clerk, Grafton*

DIVISIONAL SAFETY COMMITTEE

- J. M. SCOTT Superintendent, Chairman, Grafton
- E. T. BROWN Division Engineer, Grafton
- M. H. OAKES Master Mechanic, Grafton
- E. D. GRIFFIN Trainmaster, Grafton
- T. K. FAHERTY Road Foreman, Grafton
- M. F. GREEN Division Operator, Grafton
- DR. C. A. SINSELE Medical Examiner, Grafton
- W. T. HOPKE Master Carpenter, Grafton
- J. D. ANTHONY Division Agent, Grafton
- W. H. WELSH Signal Supervisor, Grafton
- M. B. NUZUM General Yardmaster, Grafton
- W. O. BOLIN General Car Foreman, Grafton
- W. N. MALONE Supervisor, Grafton
- J. O. MARTIN Claim Agent, Clarksburg
- A. E. MALONE Machinist, Weston
- C. F. ZIMMER Night Foreman, W. Va. & P. Jct.
- P. B. PHINNEY Agent, Grafton
- S. H. WELLS Agent, Clarksburg
- B. THOMPSON Agent, Fairmont
- R. R. HALE Agent, Weston
- M. M. MORRISON Section Foreman, Bridgeport
- W. P. CLARK Machinist, Grafton
- R. G. BURNUP Machinist, Fairmont
- F. PRICE Assistant Car Foreman, Fairmont
- G. M. SHAW Engineer, Fairmont
- C. E. HARDMAN Engineer, Weston
- J. E. BENNETT Fireman, Grafton
- C. A. MICHAEL Yard Fireman, Grafton
- W. R. WILLIAMS Yard Conductor, Grafton
- N. D. RICE Brakeman, Grafton
- C. R. HUGHES Warehouse Foreman, Clarksburg
- E. E. NEWLON Carpenter, Grafton
- W. C. BARNES Assistant Shop Clerk, Secretary, Grafton



ENGINE 1406 AND CREW OF TRAINS 35 AND 18 (see Note)



JOHN HERBERT DURBY, Jr.
Son of Foreman of Pipe Shop

WHEELING DIVISION

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

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN	Superintendent, Chairman, Wheeling
C. H. BONNESEN	Trainmaster
G. F. EBERLY	Division Engineer
J. BLEASDALE	Master Mechanic
M. B. RICKEY	Division Operator
W. F. ROSS	Road Foreman of Engines
M. C. SMITH	Claim Agent, Wheeling
C. M. CRISWELL	Agent, Wheeling
J. H. KELLAR	Relief Agent, Wheeling
DR. C. E. PRATT	Medical Examiner, Wheeling
DR. J. E. HURLEY	Medical Examiner, Benwood
E. L. PARKER	Conductor
F. A. HAGGERTY	Operator
O. A. VAN FOSSEN	Car Inspector, Holloway
E. S. WILLIAMS	Machinist, Holloway
W. GANDY	Car Repairman, Benwood
S. SLOAN	Shopman, Cameron
A. DIXON	Engineer, Benwood (Yard)
T. H. BREWSTER	Conductor, Benwood (Yard)
P. McCANN	Fireman, Benwood
E. WILKINSON	Agent
E. M. POMEROY	Agent
G. ADLESBERGER	Car Foreman
L. M. COLLINS	Car Foreman
L. B. KENN	Master Carpenter
J. T. COYNE	Section Foreman
L. D. MCCOLLOUGH	Track Supervisor
H. HAGGERTY	Track Supervisor
P. MURTAUGH	Track Supervisor
T. C. STONECIPHER	Track Supervisor
D. PIERCE	Signal Supervisor

Enginemen John Cummins, J. E. Wayman and John Lemon are back on the job after a pleasant time spent at Parkersburg during the Elks Carnival.

G. F. Sellers, ticket agent at Connellsville, recently paid his parents at Glover Gap a brief visit.

A. M. Carringer, agent at Bannock, Ohio, has returned from New York, where he spent his annual vacation.

Henry Mize, agent at Reader, W. Va., who has been on the sick list for sometime, is improving.

H. L. Stidger, agent at Underwood, W. Va., has been granted a six months' furlough on account of ill health. He is relieved by W. C. Nesbit.

Mrs. Mary K. Henry, agent at St. Clairsville, Ohio, has been granted a thirty days' leave of absence on account of ill health.

P. Lough, agent at Glover Gap, has tendered his resignation with the expectation of going on the road as a fireman.

J. H. Keller, relief agent, is paying all the agents on this division a visit, inspecting tariffs, O. S. and D. and other reports, and giving instructions as to the proper method of handling explosives, inflammable matter, etc.

Section foreman, W. H. Hayhurst, on section No. 3 has been granted a furlough on account of poor health. This is his first vacation since he entered the Company's service over forty years ago. H. L. Nichols, section foreman at Barrackville, is relieving him. Mr. Nichols is being relieved by G. Morris, who has been promoted from laborer on the Glover Gap section.

Theoretically speaking, West Virginia went dry July 1st. No more liquor can be manufactured or sold in this state, as a ninety thousand majority of our citizens decreed by their votes. As the Baltimore & Ohio traverses the state from Wheeling to Harpers Ferry on the main line, and as its branches extend throughout almost the entire state, liquor and its toll of unfortunate victims will not be so prominent a factor in the record of accidents and deaths as heretofore.

We hope to see the fatalities greatly diminish and the number of useful and efficient men increase in a like proportion. This will mean better service in all classes of labor, in itself one of the greatest aids to the Safety Movement ever instituted, more especially among those connected with the railroads.

Our division is still enjoying its season of prosperity, all idle men having returned to work and a great many others having been brought in from divisions not so prosperous.

On account of the heavy traffic it was necessary to put on an extra package local, which does the work between Benwood and Cameron, thus leaving the other two locals to look after the business between Cameron and Fairmont. One train does the work between Fairmont and Grafton, making the round trip daily.

OHIO RIVER DIVISION

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

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN	Superintendent, Chairman
S. P. RIFFLE	Yardman, Parkersburg
R. T. EVERETT	Yardman, Huntington
J. W. MATHESY	Engineer
C. C. MADER	Fireman

J. P. DUVAL	Conductor
C. F. BRIANHAM	Brakeman
W. A. BUTCHER	Shopman, Car Department
J. W. BOHN	Machinist
J. K. CROMLEY	Agent, Ravenswood
J. G. UMPLEY	Agent, Sistersville
H. M. McPHERSON	Platform Foreman, Parkersburg
J. J. FLAHERTY	Platform Foreman, Huntington
H. G. BAILEY	Yard Track Foreman
GRANT HAVEN	Tin and Pipe Shop Foreman
P. J. MORAN	Yardman, Parkersburg
L. W. STRAYER	Maintenance of Way
W. E. KENNEDY	Claim Department
A. J. BOSSYNS	Relief Department
J. H. OATEY	Y. M. C. A.
C. F. CASPER	Chief Train Dispatcher and Division Operator
S. S. JOHNSON	Supervisor
G. M. BRYAN	Supervisor
JNO. LANDERS	Supervisor
F. P. COE	Master Carpenter
J. S. ECHOLS	Chief Clerk to Agent, Parkersburg
R. E. BARNHART	Agent-Yardmaster, Huntington
F. H. MAGALLIS	Yardmaster
F. A. CARPENTER	General Yardmaster
F. C. MORAN	Trammaster
L. M. SORRELL	Road Foreman of Engines
L. E. HAISLIP	Division Engineer
J. T. LUSOMBE	Division Master Mechanic
H. E. PURSELL	Relief Agent

J. McC. Martin, local traveling passenger agent, has let a contract for a very fine frame house on the corner of Washington Avenue and Oak Street.

The preliminary work of laying the track and grading the ground for the monster transfer warehouse and freight depot between Third and Fourth Streets has begun and it is understood that it will be pushed as rapidly as possible during the remainder of the summer season. Three squares will be used in the new improvement.

President W. A. Hersch of the local United Woolen Mills Co. has completed arrangements for the big Labor Day excursion of his employes. The employes will leave here on a special train on Saturday night, September 5th, going to Cedar Point to spend all day Sunday and Monday morning, and on the afternoon of Labor Day to Zanesville, to participate in the big Labor Day celebration. They will return that night. Passenger agent Martin and Mr. Hersch have just returned from Cedar Point, where they made final arrangements.

The plan recently inaugurated by the Baltimore & Ohio Railroad of putting its division officers through a course of employment in the general offices to equip them for promotions to positions of greater responsibility, has received much favorable comment here. This effort to broaden the knowledge of officials and to give them thorough training in the affairs of the Company, is an attempt at greater efficiency and should have the very commendable result of having men ready for promotion when the chance comes along. It is many, many times true that men are not prepared for promotion when it comes their way.

Freight business at present is rather light but is expected to show an increase as soon as the grain begins to move. Box cars are being rushed west for this traffic.

B. W. Kinkaid, third trick operator at "SY," has returned to work after a two weeks'

lay off on account of the serious illness of his father.

P. J. Moran, yard conductor, has returned to work after a brief lay off.

In the opinion of many railroad men, the wrecking of through express train No. 48 three miles east of the city Sunday afternoon, July 13th, was due to the intensely hot weather, which caused such an expansion of the rails that they spread when the train was passing over.

As soon as the accident was reported the wreck train, with the wrecking gang, track layers and line repairers was rushed to the spot, but it was late in the evening before the track was cleared and repaired.

On account of the wreck, No. 12, the fast passenger train east, was detoured over the O. R. and the Short Line from this city and No. 4, in the evening, was held here until the wreck was cleared about nine o'clock, the afternoon accommodations east and west being held on each side of the wreck.

Manager Rose of the local Wells Fargo Express Co. hurried out to the scene and arranged for the protection of the express goods in the wrecked cars. He found that some of the goods in the car which went over the bank were more or less damaged.

The night of July 3rd was the occasion of the first regular meeting of the Veterans' Association of our division. It was held at the Terrapin Park casino and was both a social and business session, the same officers named at the temporary organization some weeks ago being with but one exception elected to permanent office. A banquet was given, followed by several splendid speeches by local men.

The members of the veterans who, with their families, attended the affair, made an assembly of about 200. Addresses were delivered by J. W. Vandervort, Dr. Arthur Hank and Dr. H. B. Stout. Superintendent C. E. Bryan, president of the association, acted as toastmaster.

The High School quartet rendered several pleasing selections, as did an orchestra. Within the period of July 3rd and the time of the temporary organization, fifty to sixty new members were enrolled. This made 100 charter members. As it is required that each shall have been in the service of the road for at least twenty years, this is taken by some as one of the best showings of any division, considering the age of the organization.

Men were present from all points on the division. The sessions are to be held quarterly, the next to come in October. The enrollment fee of the association is small, the main object of it being the good fellowship the assembly of men encourages.

The officers of the association are as follows: C. E. Bryan, president; W. E. Kennedy, vice-president; James Scullen, secretary; W. T. Vincent, treasurer. Mr. Scullen was the only new officer to be named. All were elected by acclamation.

CLEVELAND DIVISION

Correspondents, **W. T. LECHLIDER**, *Superintendent, Cleveland*

E. LEDERER, *Secretary, Cleveland*

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER	Superintendent, Chairman
M. H. BROUGHTON	Ass't Superintendent, Vice-Chairman
E. LEDERER	Secretary
J. E. FAHY	Trainmaster
J. A. ANDERSON	Master Mechanic
H. H. HARSII	Division Engineer
P. C. LOUX	Road Foreman of Engines
W. J. HEAD	A. R. F. E. & A. T. M.
E. G. LOWERY	Assistant Road Foreman of Engines
G. W. RISTINE	Assistant Road Foreman of Engines
E. M. HEATON	Division Operator
J. FITZGERALD	Assistant Trainmaster
C. H. LEE	A. T. M. & G. Y. M.
F. J. HESS	Chief Dispatcher
C. H. RICHARDS	Night Chief Dispatcher
R. D. SYKES	Medical Examiner
DR. J. J. MCGARRELL	Medical Examiner
G. J. MAISCH	Claim Agent
A. J. BELL	Terminal Agent, Cleveland, O.
C. E. PIERCE	Terminal Agent, Lorain, O.
J. J. HERLIHY	General Foreman, Cleveland, O.
J. A. SUBJECK	General Foreman, Lorain, O.
O. BENDER	Foreman, Steel Car Dep't, Lorain, O.
B. J. WATERSON	Yard Foreman, Canton, O.
J. T. MCLLWAIN	Master Carpenter
M. B. GARRELL	Locomotive Foreman, Akron Jet., O.
R. W. BAIR	Engineer, Lorain, O.
H. H. BEARD	Assistant Yardmaster, Lorain, O.
J. H. MILLER	Agent, Strasburg, O.
J. CLINE	Assistant Yardmaster, Cleveland, O.
O. P. EICHELBERGER	Assistant Yardmaster, Akron Jet., O.
F. H. GARRETT	Foreman, Akron Freight Station
G. A. ARGANBRIGHT	Supervisor, Massillon, O.
O. F. MURRAY	Relief Agent
C. H. ROTHGERY	Assistant Storekeeper, Cleveland, O.
H. LYNCH	Engineer, Cleveland, O.
S. L. MCCUTCHIN	Conductor, Cleveland, O.
S. L. ALLEN	Car Inspector, Canal Dover, O.
C. H. JAMES	Brakeman, Canton, O.
A. C. GALEAZ	Fireman, Lorain, O.

On June 18th, engineer C. A. Konard and fireman M. R. Chalfant, Akron Junction yard, were presented with copper oil can and torch, with their names engraved thereon, by superintendent Lechluder. They were well pleased with their gifts. Mr. Thompson, our third vice-president while passing through Akron, on a special train noticed these men shining their engine bell during the time they were lying there. The appearance of the balance of their engine is in keeping with the spirit shown in this instance.

Ticket agent A. M. Dietz, of Cleveland station, accompanied the ticket agents on a recent trip through Yellowstone Park. There must have been an automobile salesman among them or many aristocrats, for since his return, Dietz has been riding around in his new "Buzz Buggy."

That the Baltimore & Ohio holds Safety First above everything else, was emphasized in the fact that on July 9th, there arrived at Cleveland, going to Lorain, O., two small children, six and four years old, from the Old Country with no one accompanying them. It seems that the only identification they needed, while traveling on the Baltimore & Ohio, was their tickets tied in a handkerchief. They were well taken care of while at Cleveland by our matron, Mrs. Grayell.

The Baltimore & Ohio baseball club of Massillon, O., has beaten every team in that territory, and is now ready to "stack up against" anything on the division. This photograph of the boys will give the other teams a line on our champions.



BALTIMORE & OHIO BASEBALL TEAM—MASSILLON, OHIO

Top row—left to right: ROHR, 1. f.; WACKER, 2nd b.; ANDREGG, p.; RODENBERGER, Mgr.; HAWKINS, 1. f.; MOORE, 3rd b.
 Bottom row—left to right: CHIFFS, 1st b.; FENTON, c. f.; JACK, mascot; DRAKE, s. s.; SHOEMAKER, c.

The maintenance of way department has added G. W. Gordon to its payroll as stenographer, vice Rodgers, resigned. Gordon hails from Zanesville, and came to Cleveland to escape the floods that seem to have a habit of visiting the southern part of Ohio.

An added attraction at our last monthly Safety Meeting, was the presentation of a bronzed lantern by superintendent Lechluder, to train baggageman G. W. Nicklas, in appreciation of the manner in which he cleaned his baggage car while lying at Valley Junction, and other efforts along the line of efficiency that he has put forth. To say that Nicklas was pleased, is putting it lightly.

The following appeared in the July 15th issue, of the Lorain *Times Herald* under the heading:

FISH-HOUNDS WILL BE INTRODUCED TO OYSTER COUNTY ENTHUSIAST.

Middle Westerners have customs and institutions strange to Easterners. The truth of this little bromide is being demonstrated almost daily to young Mr. Andrew Reid, whose home is in Baltimore, Md., and who as one of the six efficiency students enrolled in the Baltimore & Ohio Railroad Company's railroad school, is just now engaged in a six-months' study of railroading methods and other things in Lorain.

For instance, Reid has just had an introduction to the subject of fish-hounds, a variety of the canine family peculiar to the Great Lakes.

To the inlanders a fish-hound is so common a thing that they scarcely turn their heads when one passes by. To Reid, however, first hearing about fish-hounds yesterday from Capt. F. B. Cody, of the freighter Eugene Zimmerman, the subject was one of engrossing interest.

Capt. Cody undoubtedly is the foremost fish-hound breeder in the Great Lakes region. To him fish-hounds and their care and training has become a hobby. His fame in the art has spread and from Quebec to Duluth he is known as "Capt. Cody of fish-hound fame."

Great as his fame has been, however, Capt. Cody is yet a modest man, always ready to explain the secrets of his success. And for an hour or so yesterday while his boat loaded coal at No. 2 coal dump, he sat in the Great Lakes tug office below the Erie Avenue bridge and talked about fish-hounds to young Mr. Reid. Graphically, the noted lake master and dog breeder, described the training of the dogs—how he has raised hundreds of them at his home in Windsor, Ontario, and trained them along the banks of the blue, swift running Detroit River; how the young fish-hounds are cradled in fish-nets in order that they may be accustomed to the scent and how, as they grow older they are taught to trail the furtive white fish and the frisky carp.

Fortunately, Capt. Cody brought two of his best fish-hounds along with him on this trip down the lakes. The dogs, Capt. Cody explained to young Mr. Reid, are on board his boat at No. 2 coal dump, securely chained to the main-mast to keep them from diving overboard for fish.

Today Mr. Reid was to accept Capt. Cody's

invitation to board his boat at No. 2 and see the dogs for himself. If Mr. Reid likes the dogs, Capt. Cody has agreed to sell him a pair.

The Cleveland Division is continuing its campaign of economy and efficiency. In the bulletin issued July 21st, the names of J. A. Moore, engineer; C. Cammarn, section foreman; A. R. Singletary, engineer; P. English, fireman; C. Adams, crossing watchman, and the Uhrichsville station forces, were mentioned as having made material returns, resulting in the saving of considerable money.

The crossing watchman at Seville was mentioned for the neatness of his station, and crossing watchman Adams of Medina for his efforts to promote economy. Fireman A. C. Galeaz was commended for efficiency exhibited in firing stoker engine partly by hand and working controller lever by hand, when they were inoperative on June 24th, on engine No. 4254, while the article on Tom L. McGee, in the June issue of the Magazine was called to the attention of all Cleveland employes.

Effective July 10th, T. L. Terrant was promoted to terminal trainmaster at Lorain, O. Mr. Terrant is thirty-two years of age, was born in Virginia and educated in Baltimore, being a graduate of Newton Academy and also of Sadler's College.

His entire railroad experience has been with the Baltimore & Ohio. He began as a messenger to the agent at Mt. Clare station on his eighteenth birthday, May 7th, 1900. After spending little more than a year in this department filling the various desks, he was transferred to Mt. Clare Junction yard, under yardmaster Allmut, and later to Camden yard, under yardmaster W. E. Banks. He went to the superintendent's office at Camden station as a clerk in 1904, where he studied shorthand and later filled a stenographic position, was promoted to car distributor in 1907, and filled this position under superintendents C. W. Galloway and O. H. Hobbs.

He was promoted to assistant yardmaster at Camden in 1909, was transferred to the Monongah Division in 1910, and promoted to yardmaster at Parkersburg, W. Va., under superintendent Laughlin, and was later transferred to the Ohio River Division under superintendent Bryan.

In 1911 he was transferred to Washington, D. C., as yardmaster under superintendent Olhausen, and during the same year was sent to Mt. Clare Junction as yardmaster.

He went to the C. H. & D. in 1912, and filled the position of yardmaster at Toledo, under superintendent Corcoran. He was transferred to the Cleveland Division in August of the same year, and assigned as yardmaster at Lorain, where he is now general yardmaster.

Mr. Terrant has made many friends on the C. L. & W. and is generally known over the entire division as "T. L."

When he was put in charge of the Lorain yard in 1913, the greatest lake traffic ever known presented itself, and it was found necessary to reorganize the entire working force, as well as

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change most of the switching methods, in order to take care of the business. With close co-operation with superintendent Lechluder, and a harmonious feeling existing between the yard and dispatching forces, as well as between the yard and road trainmen, it was possible to exceed all expectations in the way of dumping lake coal, as well as increasing materially the number of trains handled over the division from Holloway to Lorain.

Four million four hundred thousand tons of coal were dumped into lake carriers between April and December, an increase of over a million tons over any previous year. This is a splendid record for Mr. Terrant, and the loyal men working with him.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

- | | |
|-------------------|-------------------|
| C. C. GRIMM | Trainmaster |
| J. H. JACKSON | Superintendent |
| G. R. KIMBALL | Division Operator |
| O. J. KELLY | Master Mechanic |
| J. S. LITTLE | Road Foreman |
| E. C. ZINSMEISTER | Master Carpenter |
| DR. A. A. CHURCH | Medical Examiner |
| DR. W. A. FUNK | Medical Examiner |
| J. VANDIVORT | Conductor |
| A. N. GLENNAN | Road Brakeman |
| C. G. MILLER | Shopman |
| C. R. POTTER | Agent |

- | | |
|----------------|----------------------------------|
| N. O. NEITZELT | Section Foreman |
| R. C. SAWYER | Yard Brakeman |
| F. O. PECK | Assistant Road Foreman |
| H. W. ROBERTS | Yard Brakeman |
| E. D. BANCROFT | Secretary, Y. M. C. A., Columbus |
| S. FREAS | Supervisor |
| D. P. LUBY | Shopman |
| C. L. JOHNSON | Agent |
| R. E. MCKEE | Agent |
| D. L. HOST | Agent |
| J. H. THOMPSON | T. M. & C. T. D. |
| F. L. JOHNSON | Assistant Yardmaster |
| J. M. WORSTALL | Secretary, Y. M. C. A., Newark |
| E. V. SMITH | Traveling Freight Agent |
| A. R. CLAYTOR | Division Engineer |
| J. E. BUSHAW | Claim Agent |
| A. D. PIERSON | Section Foreman |
| W. T. HOWARD | Assistant Car Foreman |
| | Conductor |

C. G. Miller, the hustling material inspector, has returned to Newark shop for a few days after visiting the other shops on the Wheeling System, where he made a check of material. Charley's hobby is the movies and he can tell you any morning who starred on the screens the night before.

Lester Lucas, the good natured assistant timekeeper in the master mechanic's office, visits Washington C. H. every Sunday and his many friends are busy guessing "why." When questioned, Luke simply smiles and glibly answers "Just for the ride." His friends are inclined to think there is a hidden meaning in this answer and that he refers to a buggy ride with some sweet young thing along the much

Please mention this magazine

travelled Lovers' Lane. If Luke doesn't return in double harness some fine Sunday in the near future, an investigation will be made.

It is with much regret that we announce to our fellow workers the passing away of our worthy brother W. H. Tyhurst, who was born in Newark, Ohio, September 13th, 1850. He had been declining in health for the last three years but the end came suddenly and unexpectedly and without prolonged suffering. Brother Tyhurst had been employed in the telegraph department of the Company for the past forty-one years and leaves behind him a clear and most creditable record. He was ever prompt, faithful and kind. Always the agreeable companion in the loyal discharge of his



W. H. TYHURST

daily duty, he endeared himself to his associates. We deplore the loss of a sincere and valued friend, whose character taught in noble precepts and example and whose personality leaves for us only pleasant memories. The writer of these lines can but express his sympathy to the family and friends of brother Tyhurst as one who profoundly regrets the loss of a most valued friend and co-worker.

"Not now, but in the coming years,

It may be in the better land,

We'll read the meaning of all tears,

And then sometime we'll understand."

Engineer John O. Hart has resumed duty in Mansfield yard, after an absence of three months on account of illness.

On June 27th the summer excursion train began running between Mansfield and Sandusky, Ohio, with conductor Wm. Savey in charge.

Conductor F. A. Frost spent a few days over the glorious fourth at Akron, Ohio.

L. J. Murphy, ex-yard engineer, is spending his time enjoying the new automobile he recently purchased. It is generally understood that "Murph" has become quite a ladies' man since he has had the new machine.

F. A. Frost, C. K. Kaufman, O. J. Vesper and Glenn Gerhart, all Company employes, comprised a fishing party to Sandusky, Sunday, June 28th. Great stories are told of the fine catch that they brought back, but no one was able to get a glance at the string and the report is accepted, as all good fish stories are.

B. A. Oatman, clerk in the master mechanic's office, has returned to work after spending his vacation with relatives in Columbus, Ohio.

Fuller Taylor, clerk to road foreman, will enjoy his vacation motoring to Cleveland and other cities in the northern part of the state. Fuller says that, although he may have some engine troubles, he knows that he will not have to make a form 1004 for any engine failure that may occur on his trip.

Edward Gilbert, clerk to car foreman, was winner of first prize in the one hundred yard dash at the recent K. of C. outing. Eddie is some sprinter and keeps in trim by dashing down the repair track to get car foreman Quinn when the latter is wanted by the master mechanic.

John McDonagh, supervisor of piece work, from Baltimore, recently visited the shops checking piece work prices.

E. H. Watkins, assistant shop clerk, utilizes all his spare time in studying agriculture, preparatory to acting as business manager of the 104-acre tract of land that he recently came into possession of and which is located in a rich farming district a few miles north of Newark. Enoch says he wants his farming done scientifically, the same as his railroad clerical duties are handled.

Newark shop equalled the best previous monthly record for locomotive output in the month of June, turning out thirty-two class repair engines in twenty-six working days. Master mechanic Kelly is wearing a smile that won't come off and hoping for a record breaker in July.

Charles H. Culver, shop draughtsman, is preparing to visit the folks at Baltimore. We understand that a fair maid also anxiously awaits Charles' return home, and from the number of perfumed letters he receives we believe that she is not his sister.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

O. L. EATON	Superintendent, Chairman
S. C. WOLFENBERGER	Assistant Superintendent
F. G. HOSKINS	Division Engineer
T. E. MILLER	Master Mechanic
T. E. JAMISON	Trainmaster
G. N. CAGE	Road Foreman of Engines
H. B. FIGMAN	Division Operator
DR. M. H. KOEHLER	Medical Examiner
J. M. CONNORS	Car Foreman
H. D. WHIP	Relief Agent
T. F. MURPHY	Car Inspector
F. FAGAN	Conductor (F. M. & P.)
J. BAINE	Conductor (S. & C.)
H. F. LIVINGSTON	Fireman
R. W. HOOVER	Train Dispatcher
J. R. KAUFFMAN	Acting Master Carpenter
F. BRYNE	Claim Agent
E. B. SMALL	Machinist
S. W. HUDDLESTON	Conductor
W. SEATON	Conductor
M. E. MARTZ	Foreman (M. P. Dept.)
P. J. ADAMS	Inspector (M. of W.)
M. P. HEANEY	Supervisor
J. A. FLEMING	Agent
J. WARDLEY	Locomotive Engineer
J. T. GRIFFIN	Agent
C. A. ALBRIGHT	Agent
J. RUSSELL ANDERSON	Secretary

The photograph on page 104 is of the local mechanical department clerical force. Reading from left to right, front row: R. B. Spackman; J. A. Davis, assistant chief clerk; H. T. Beck, chief clerk; H. G. Copper, Hugh Fox. Rear row: H. G. Fisher, P. S. Miller, E. W. Mitchell. C. V. Payne, Alex. Mosley, J. E. Younkin, A. C. Munk, W. E. Finn, D. P. Patterson.

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Address.....

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PITTSBURGH DIVISION

Correspondent, T. M. JONES, *Chief Clerk,*
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

- G. B. GORSUCH Superintendent, Chairman
- T. W. BARRETT Vice-Chairman, Trainmaster
- W. J. KENNEDY Secretary
- M. C. THOMPSON Road Foreman of Engines
- C. C. COOK Division Engineer
- W. A. DEEMS Master Mechanic
- T. J. BRADY Trainmaster
- L. FINEGAN Superintendent Shops
- G. W. C. DAY Division Operator
- W. BATTENHOUSE General Car Foreman
- H. N. LANDYMORE Operator
- E. L. HOPKINS Machinist
- H. G. WALTOWER Yard Conductor
- H. J. SPANGLER Yard Brakeman
- C. C. AINSWORTH Yard Brakeman
- W. E. BURTOFT Car Foreman
- W. M. CLARK Master Carpenter
- H. L. GORDON Assistant Division Engineer
- J. W. CLAWSON Supervisor of Signals
- JOHN HAGGERTY Passenger Engineer
- F. M. COCKRELL Road Engineer
- C. F. HARVEY Passenger Fireman
- FRANK BRYNE Claim Agent
- DR. J. P. LAWLOR Medical Examiner
- W. DAVIS Yard Conductor
- T. F. DONAHUE General Supervisor
- R. J. SMITH Agent, Junction Transfer
- W. F. DENEKE Agent, Pittsburgh
- P. COLLIGAN Agent, Allegheny
- W. B. PETERS Agent, McKeesport
- H. M. GRANTHAM Agent, Braddock

- W. I. MCKEE Agent, Butler
- H. B. JEFFRIES Agent, Washington
- J. A. MCKIE Agent, Ellwood City
- W. M. SNIDER Car Foreman
- C. E. MCDUGALL Assistant Trainmaster
- J. S. CUMMINGS Passenger Brakeman
- J. H. BASH Road Conductor
- WM. ROSS Yardmaster
- E. W. ROLLINS Road Conductor
- E. H. FENSTEMAUCHER Road Conductor

Miss Nora Park, third trick operator at Liberty Avenue, and Miss Martha Millbach, late third trick operator at Goehring, have returned to duty after spending their vacation visiting friends at Seattle, San Francisco and Denver. They also spent one week at Salt Lake City, studying the Mormon situation, and after due deliberation, concluded to return to work and take chances with the Pennsylvania Dutch. Ask Miss Martha to show you her collection of Moon Stones.

T. O. Swift of the office of the commercial freight agent, has returned to duty after spending his vacation in Denver and Salt Lake City.

Conductor D. C. Henshaw, wife and daughter, spent a few days' vacation at Atlantic City.

Assistant trainmaster J. D. Beltz has returned to duty after a vacation trip through the west.



MECHANICAL, DEPARTMENT CLERICAL FORCE, CONNELLSVILLE

F. W. WIANT..... Yard Conductor, Garrett, Ind.
 A. WEBER..... Yard Conductor, South Chicago, Ill.
 F. A. VAN HEYDE..... Conductor, Garrett, Ind.
 O. C. ROBINSON..... Car Dep't Committeeman, Chicago Jct., O.
 H. W. ROSS..... Car Dep't Committeeman, Garrett, Ind.
 C. H. MARTIN..... Engineer, Garrett, Ind.
 A. L. BILGER..... Fireman, Garrett, Ind.
 F. M. CHALFONT..... Brakeman, Garrett, Ind.
 N. E. BAILEY..... Operator, Walkerton, Ind.
 C. C. GREER..... Transfer Agent, Chicago Jct., Ohio
 JOHN DRAPER..... Agent, Chicago, Ill.
 H. S. GARDNER..... Agent, Defiance, Ohio

Monday, June 20th, being the birthday of master mechanic F. W. Rhuark, the shop foremen decided to give him a little surprise party. Accordingly they met at 8.00 p. m., and marched to his residence in a body, headed by general foreman F. K. Moses. He was found ensconced on the front porch, waiting a lighted stick of punk to and fro, trying to keep the "skeeters" off. He was very much surprised when the "boys" walked in on him. His good wife, however, knew all about it and was prepared to give the guests a very good time. Mr. Rhuark was presented with a beautiful smoking set and a nice lot of cigars, besides one large cigar, labeled "Safety First," which had been made for his special benefit. Those present were: F. K. Moses, general foreman; E. H. Mattingley, car foreman; E. J. Weise, general car foreman; J. P. Coats, roundhouse foreman; L. W. Eberle, boiler shop foreman; F. W. Fouch, erecting shop foreman; J. T. McSweeney, blacksmith foreman; O. M. Rankin, carpenter foreman; A. B. Gallo-way, pipe shop foreman; B. H. Grove, planing mill foreman; Chas. Tuck, assistant round-house foreman; John Biedrzycki, labor foreman; E. R. Zunbrunner, engineer in charge; M. J. Driscoll, special mechanic; Chas. Hopper, boiler inspector; Jos. Metzler, leading boiler-maker, and H. L. Cordrey, shop clerk.

R. W. Harper, night general yardmaster at Garrett, was married at Clarksburg, W. Va., June 22nd, to Miss Bessie Riggins of that city.

The young couple are now at home at Garrett, Ind.

Harry R. Haulin was appointed assistant superintendent of the Chicago Division on June 1st, and on July 3rd was appointed general manager of the Dayton Union Railroad Company, with headquarters at Dayton, Ohio.

Through the courtesy of Mayor Clevenger and the city council of Garrett, Ind., the July meeting of the General Safety Committee was held in the council chamber of the new city hall. The favor was appreciated by all concerned.

Agent E. J. Crampton and chief clerk C. E. Fackler, of Chicago Junction, called upon Shelby friends Sunday, June 26th. These trips are becoming numerous, and judging from accumulating evidence, the two adherents of Professor "Batch" are about to desert the ranks and join the benedicts.

Chief dispatcher H. S. Carroll returned from his vacation spent at Lake Wawasee on July 10th. Mrs. Carroll and son George, the latter of whom had just returned from Virginia Uni-

versity, were with Mr. Carroll. There were no more fish in the lake after Mr. Carroll returned.

J. C. Brookmyer, night chief, spent his vacation at his old home in Pennsylvania, accompanied by Mrs. Brookmyer and the twins.

SOUTH CHICAGO

The Third of a Century Anniversary number of the *Daily Calumet*, the newspaper which is circulated largely in South Chicago, contained a handsome four colored supplement, with bird's eye-view of the great local manufacturing and transportation centers, and a map which showed clearly the advantageous situation of the city as the great interchange depot for western and eastern freight. This issue was got up in a number of sections and was really in the nature of a booster number, through which it is hoped, by wide distribution, to place before the public the great importance of this comparatively little known section of Chicago. It is claimed that South Chicago offers almost perfect service to manufacturers, in that every railway entering Chicago also passes through South Chicago. Numerous views presenting in part Baltimore & Ohio property were also given, one in particular being the bridge over our tracks entering Chicago, on which the 12,000 employes of the Illinois Steel Company take their two-time daily walk to and from work, in safety. Among the industrial developments mentioned as being the most important in that section, are the Baltimore & Ohio bridge and the Baltimore & Ohio elevator, both now in process of construction.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS..... Superintendent Chairman, Chicago
 J. W. DACY..... Trainmaster, Chicago
 C. P. PALMER..... Division Engineer, Chicago
 F. E. LAMPHERE..... Assistant Engineer, Chicago
 ALEX CRAW..... Division Claim Agent, Chicago
 J. F. RYAN..... Captain of Police, Chicago
 C. L. HEGLEY..... Examiner and Recorder, Chicago
 H. McDONALD..... Supervisor, Chicago (Chicago District)
 WM. HOGAN..... Supervisor, Chicago (Calumet District)
 J. W. FOGG..... Master Mechanic, East Chicago
 F. S. DEVENY..... Assistant R. F. of E., Chicago
 CHAS. ESPING..... Master Carpenter, Chicago
 DR. E. J. HUGHES..... Medical Examiner, Chicago
 MORRIS ALTHERR..... Assistant Agent, Forest Hill
 C. O. SEIFERT..... Signal Supervisor, Chicago
 DUNCAN McDUGAL..... Engineer, Robey St.
 EMIL DOMROSE..... Fireman, Robey St.
 CHAS. BEAN..... Conductor, Robey St.
 WM. HARTWIG..... Car Inspector, Robey St.
 WM. WINTERS..... Engineer, Blue Island
 JOHN NEFF..... Conductor, Blue Island
 HENRY MINDEMAN..... Car Inspector, Blue Island
 HARRY JOHNSON..... Engineer, East Chicago
 HOWARD C. BLAKE..... Fireman, East Chicago
 ROY FREEMAN..... Conductor, East Chicago
 GEO. ROSENBERG..... Machinist on Floor, East Chicago
 A. A. McLENE..... Machinist in Shop, East Chicago
 WM. DAVIS..... Boilermaker, East Chicago
 JOHN LEWIS..... Blacksmith, East Chicago
 ALBERT ROSE..... Car Inspector, East Chicago

Thos. H. McNamara, material clerk in the district engineer's office, recently underwent a very unusual and serious operation at St. Anthony's Hospital. A strip of his shin bone was removed and placed in his spinal column to serve in place of a part which had softened. The operation was entirely successful, and Mac is back at his desk, looking better than ever. He says that his trouble was "Osteomyelitis of the Vertebrae." We will have to take his word for it.

To the fellow workers and friends of Mr. Reinke, Mr. and Mrs. L. H. Reinke desire to express their sincere gratitude and appreciation of the great interest and sympathy shown them in the death of their beloved son Robert, two and one-half years of age.

Chicago has one of the best safety commissions in the country. Its membership is particularly representative and includes men from every vocation and class of life, whose association would add strength to the work of the commission.

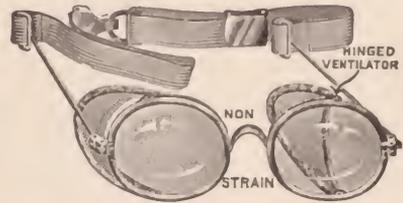


ALEX CROW

Instructions are issued in various languages to the school children and their parents as to how they best can help in the conservation of life. "Safety First Day" was observed last year in Chicago, and everything possible is done to promote the good results which this organization is striving for.

In addition to the numerous printed safety instructions issued by the Public Safety Commission, meetings were held in theatres and the doors were opened free to the public. At these meetings moving pictures were exhibited which

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showed the public how numerous accidents occur on the public highways. Then it is explained to them how easily the accidents could have been avoided had the motto of the Public Safety Commission been kept in mind—"STOP, LOOK and THINK." These meetings are conducted practically on the same lines as our General Safety Committee, who go from one division to another instructing the employes, their families and the general public along the Baltimore & Ohio Railroad in the principles of Safety First.

There are but one or two railroad officials who are members of this commission, and the writer takes great pleasure in announcing that on June 22nd, 1914, Alex Craw, division claim agent at Chicago, Ill., was made a member of the commission.

Mr. Craw commenced his railroad career as a messenger and then call boy at the general freight yards of the Erie Railroad Company at Jersey City, N. J., and as such he improved his spare moments by learning telegraphy. His next promotion was as operator at the roundhouse of the C. R. R. of N. J., at Elizabethport, N. J., where he remained a short time. He then accepted a position as operator for the Western Union Telegraph Company at 195 Broadway, New York, where he remained a few years and resigned to accept a position as operator with the United Telegraph & Cable Company at New York. Later he accepted a position with the Associated Press as operator and reporter. He longed to return to his first love, "railroading," and was next found with the Peoria & Pekin Union R. R. Co. at Peoria, Illinois, as train dispatcher, where he remained a short time and resigned to accept a position as train dispatcher, first at

Syracuse, N. Y., then at Weehawken, N. J., for the West Shore Railroad Company (now part of the New York Central Lines). In a short time he was made manager of the general telegraph office of the West Shore Railroad at New York City, where our present first vice-president, General George F. Randolph, was then general freight agent.

When the Claim Department of the New York Central & Hudson River R. R. Co. was first started, Mr. Craw was selected among one of the first from the General Attorney's office to become a division claim agent (so states the *Railroad Reporter & Travelers News*), and he remained with the New York Central Lines until 1907, when he came with the Baltimore & Ohio Railroad as claim agent at Pittsburgh, Pa. In a short time he was transferred to Youngstown, Ohio, as claim agent, and on August 1st, 1910, was appointed Joint Division Claim Agent of the Baltimore & Ohio and the Baltimore & Ohio Chicago Terminal Railroad Company, with headquarters in the Grand Central Station, which position he still holds.

Since he has been located in Chicago, Mr. Craw has made many friends in business and social circles. He is a member of the Old Time Telegraphers & Historical Association, a member of the Advisory Board of the Chicago Information Bureau and a charter member of the Chesterfield Country Club, which is composed largely of Chicago's best business men. Those who know Mr. Craw (those who do not are few in number) know the business ability which he possesses and the interest he has taken in the Safety First movement. He is commonly known as a Safety First man. On the other hand, he is more amusing than the average vaudeville actor when he goes through



STATION AND OFFICE FORCE AT LOVELAND, OHIO

Left to right: Operator F. A. OHNEWHR; Agent H. E. COFFEY; Clerks J. H. McMAHON and K. J. KELLY

his contortionist performance or makes an Irish political speech.

Mr. Craw's associates extend to him their hearty congratulations for the honor which has been bestowed upon him and wish him all possible success during his term as committeeman on the Chicago and Cook County Safety Commission.

G. W. HESSLAU.

OHIO DIVISION

Correspondent, H. M. COLE, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

- | | |
|--------------------|--------------------------|
| G. D. BROOKE | Superintendent, Chairman |
| E. N. BROWN | Assistant Superintendent |
| R. R. SCHWARZELL | Trainmaster |
| T. E. BANKS | Trainmaster |
| R. MALLEN | Road Foreman of Engines |
| Wm. GRAF | Road Foreman of Engines |
| G. W. PLUMLY | Division Operator |
| P. H. REEVES | Master Mechanic |
| G. F. POTTER | Supervisor |
| E. COLE | Section Foreman |
| C. DULLMEYER | Foreman Car Shop |
| S. W. CAIN | Road Brakeman |
| J. I. BOTKIN | Warehouse Foreman |
| W. A. BURNS | Road Conductor |
| E. J. ALLEE | Signal Supervisor |
| E. J. CORRELL | Division Engineer |
| DAN O'LEARY | Yard Conductor |
| J. E. SUNNAFRANK | Wreck Master |
| D. C. THOMAS | Road Engineer |
| TRUMAN MURPHY | Operator |
| THOS. TULL | Shop Inspector |
| C. W. LEWIS | Machinist |
| G. E. WHARFF | Agent, Portsmouth, O. |
| C. H. R. HOWE | Master Carpenter |
| L. H. SIMONDS | Claim Agent |
| J. B. VANCE | Relief Agent |
| J. W. STARKEY | Road Fireman |
| F. S. BEAN | Agent, Athens, O. |
| DR. P. S. LANSDALE | Medical Examiner |

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- | | |
|-------------------|--------------------------------------|
| J. C. HAGERTY | Superintendent, Seymour |
| G. S. CAMERON | Assistant Superintendent, Cincinnati |
| C. A. PLUMLY | Trainmaster, Seymour |
| S. U. HOOPER | Trainmaster, Seymour |
| S. A. ROGERS | Road Foreman of Engines, Seymour |
| JOHN PAGE | Division Operator, Seymour |
| T. J. EWING | Relief Agent, Seymour |
| DR. G. R. GAVER | Medical Examiner, Cincinnati |
| DR. J. P. SELLMAN | Medical Examiner, Washington |
| J. E. O'DOM | Special Agent, Cincinnati |
| P. T. HORAN | General Foreman, Seymour |
| C. B. COLEMAN | Foreman C. R., Seymour |
| G. F. CRAIG | Inspector, Cincinnati |
| W. J. RUSSELL | Boilermaker, Cincinnati |
| H. A. CASSIL | Division Engineer, Seymour |
| W. H. HOWE | Master Carpenter, Seymour |
| D. CASSIN | Supervisor, North Vernon |
| T. L. CANNON | Signal Supervisor, Milan |
| FRED HEIDECCKER | Track Foreman, Nebraska |
| O. E. HENDERSON | Conductor, Seymour |
| G. B. CRAIG | Engineer, Youngstown |
| E. C. BARNETT | Fireman, Seymour |
| CHAS. FOX | Passenger Brakeman, Cincinnati |
| W. E. HYATT | Yardmaster, Seymour |
| J. M. MCKENNA | Yar 1 Conductor, Cincinnati |
| C. H. LONG | Yard Conductor, North Vernon |
| C. E. MARKLE | Yard Engineer, Cincinnati |
| C. E. FISH | Agent, Cincinnati |
| J. E. SANDS | Agent, Louisville |
| E. MASSMAN | Agent, Seymour |

On June 25th, H. W. Gaither was appointed agent at Blocher, Ind., vice R. P. Stanton, transferred.



The TRAINED Man Has Money

But it's different with the *untrained* man. He often finds the pocketbook empty with the landlord, grocer, butcher, and baker clamoring for their money.

It's a serious problem—this *big* spending and *little* earning. But if you go about it right you can easily learn how to earn far more than you spend.

The only difference between YOU and the man who earns a big salary is training—SPECIAL TRAINING—and this you can easily acquire through the practical home-study courses of the International Correspondence Schools

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Explain, without any obligation on my part, how I can qualify for the position before which I mark X.

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Air-Brake Inspector	Mechanical Draftsman
Air-Brake Repairman	Civil Engineer
General Foreman	Surveyor
R. R. Shop Foreman	Concrete Construction
R. R. Traveling Eng.	Automobile Running
R. R. Travel'g Fireman	Plumbing & Steam Fitt'g
R. R. Construction Eng.	Mining Engineer
Agency Accounting	Bridge Engineer
Gen. Office Accounting	Assayer
Electrician	Bookkeeper
Electrical Engineer	Stenographer

Name _____
 St. and No. _____
 City _____ State _____
 Present Occupation _____
 Employed by _____ R.R.

CINCINNATI TERMINAL

Correspondent, H. ECKERLE

DIVISIONAL SAFETY COMMITTEE

C. L. BREVOORT	Supt. Cincinnati Term. Div., Chairman
HENRY ECKERLE	Chief Clerk, Secretary
R. B. FITZPATRICK	Trainmaster, Cincinnati, O.
W. D. JOHNSTON	Master Mechanic, Cincinnati, O.
H. W. BRANT	Division Operator, Cincinnati, O.
M. P. HOBAN	Road Foreman of Engines, Cincinnati, O.
C. M. HITCH	General Inspector, Cincinnati, O.
F. S. DeCAMP	Claim Agent, Cincinnati, O.
E. C. SKINNER	Agent, Cincinnati, O.
R. ARCHER	Supervisor, Cincinnati, O.
G. W. KYDD	Supervisor of Signals, Cincinnati, O.
A. W. KOPP	Engineer, Ivorydale, O.
R. E. McKENNA	Yard Foreman, Ivorydale, O.
A. GRONBACH	Yard Foreman, Hamilton, O.
H. STANSBURY	Car Foreman, Cincinnati, O.
J. FOGT	Section Foreman, Cincinnati, O.
J. REISTER	Agent, Hamilton, O.
S. O. MYGATT	Depot Master, Cincinnati, O.
WM. ROESCHE	Machinist, Ivorydale, O.
F. ZURICH	Boiler Inspector, Gest St., Cincinnati, O.
ED. CASE	General Foreman, Ivorydale, O.

The director of Public Safety of the city of Hamilton, Ohio, C. E. Deneen, recently publicly complimented the C. H. & D. R'y for the fine appearance presented by their properties in Hamilton. He stated that if all corporations would keep their grounds in as clean condition as does the C. H. & D., the problem of the city cleaning authorities would be solved to a large extent.

ILLINOIS DIVISION

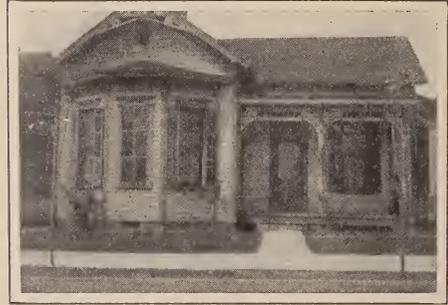
Correspondent, C. F. WHITE, *Dispatcher*
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

E. W. SCHEER	Superintendent, Chairman
C. G. STAVENS	Trainmaster, Flora, Ills.
C. W. POTTER	Trainmaster, Flora, Ills.
H. R. GIBSON	Division Engineer, Flora, Ills.
J. A. TSCHTOR	Master Mechanic, Shops, Ind.
E. A. HUNT	Shop Inspector, Shops, Ind.
R. C. MITCHELL	Relief Agent, Flora, Ills.
G. H. SINGER	Agent, East St. Louis, Ills.
C. S. MITCHELL	Agent, Flora, Ills.
T. T. LONG	Agent, Springfield, Ills.
M. A. RUSH	Agent, Beardstown, Ills.
W. C. KELLY	Agent, Vincennes, Ind.
C. B. KELLAR	Agent, Washington, Ind.
H. H. BRYAN	Conductor, Washington, Ind.
H. T. CLARK	Engineer, Washington, Ind.
JOHN PRICE	Engineer, Flora, Ills.
C. R. BRADFORD	Claim Agent, Springfield, Ills.
DR. W. D. STEVENSON	Medical Examiner, East St. Louis, Ills.
H. O. PIPHER	Yard Foreman, Shops, Ind.
D. COSTELLO	Yard Foreman, Vincennes, Ind.
J. C. LAWS	General Yardmaster, Flora, Ills.
W. W. McNALLY	Yard Fireman, Cone, Ills.
A. MILLER	Yard Foreman, Springfield, Ills.
W. C. DIETZ	General Foreman, Flora, Ills.
H. E. ORR	Master Carpenter, Flora, Ills.
C. D. RUSSELL	Division Operator, Flora, Ills.
C. S. WHITMORE	Signal Supervisor, Flora, Ills.
W. G. BURNS	Supervisor, Vincennes, Ind.
F. WYATT	Supervisor, Flora, Ills.
B. O'BRIEN	Supervisor, Cone, Ills.
W. COOK	Supervisor, Springfield, Ills.
R. H. MARGUART	Car Foreman, Cone, Ills.
H. C. AIKMAN	Car Foreman, Shops, Ind.
W. E. ROSS	Tool Room Foreman, Shops, Ind.
H. C. THRASHER	Machinist, Flora, Ills.
W. PLATZ	Brakeman, Washington, Ind.

Henry Alberti, an engineer on the Baltimore & Ohio Southwestern, was killed last winter in a rear end collision between passenger train No. 3 and an extra freight train at Summerfield,

Ill. A large number of friends attended the funeral service to pay their last tribute to him, who was considered an able engineer and a loyal workman, by all who knew him. The accompanying picture is of the late home of Mr. Alberti in Washington, Ind.



HOME OF LATE HENRY ALBERTI

Machinist helper Novella Colbert, who had been suffering from tuberculosis since last September, died at his home in Washington, Ind., May 9th. He was twenty-five years of age and a member of the Methodist Episcopal church. Besides his parents he leaves a sister and two brothers, who have our heartfelt sympathy in their affliction.

Dispatcher R. G. Hawthorne and Miss Helen Rogers, daughter of signal maintainer John Rogers, were quietly married at the home of the bride's parents Sunday afternoon, June 14th. They left on No. 11 the same day for Newark, Ark., the home of Mr. Hawthorne's parents, where they will spend their honeymoon. The Crabo club met them at the train with a goodly supply of rice and old shoes and incidentally touched "Happy" for a "tenner." They have our congratulations. May they always be Mr. and Mrs. "Happy."

Engineer Carl VanAllman, who recently underwent an operation for appendicitis at the Olney Sanitarium, is reported to be improving rapidly.

E. C. Sterling, general foreman at St. Louis, Mo., has written the correspondent that he has heard several comments on our new passenger equipment, and that it is equal to anything running into St. Louis. One of the many new features is the arrangement of the brake shoes, there being two shoes, whereas on the old style brake there was only one. This equalizes the load on the shoes, and lengthens their life. There are numerous other features contributing to the safety of passengers and employes. Nearly all of our engines have been equipped with electric headlights, which enable the engineer to see an obstruction at a great distance.

Felix Messig, third trick operator at Flora, has bid in first trick at Beardstown. Felix says the Flora girls do not appeal to him.

Every employe on the Illinois Division received a copy of the following letter from superintendent Scheer on July 1st:

"The following passenger and Quick Dispatch train record on the Illinois Division for the month of June is one that we may all be proud of:

	Trips made.	Made time or better.	Lost time.	Percent or better.
Through passenger trains.....	240	235	5	97.9%
Local passenger trains.....	512	509	3	99.4%
Total.....	752	744	8	98.9%
Quick Dispatch trains.....	90	88	2	97.7%

The excellent record which was made during this period is the result of the efficient work of employes in all classes of service, and I take this means of expressing to you my appreciation of your good cooperation."

M. B. Judy, agent Sumner, Ills., is spending his vacation in Southern California. Mr. Judy has been agent at Sumner since 1877, having entered the service in 1875.

Operator John Chassells of Salem, Ills., has been on the sick list for some time. The dust from the oil-sprinkled roads at Salem has affected his eyes.

Daniel Cupid, Esq., seems to be possessed of a desire to shoot his darts towards the Xenia boys. Deab and Bert have been doing some tall dodging.

Our messenger, John Cole, has discovered a new use for his annual pass. He walked up to the main entrance of a tent show recently, flashed his annual, asked if they recognized a railroad man, and was told to walk in. We are convinced that John failed to keep the secret as the show people had to walk out.

TOLEDO DIVISION

Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL..... Superintendent, Chairman, Dayton, O.
- F. J. FARRISH..... Division Engineer, Dayton, O.
- M. S. KOOP..... Trainmaster, Dayton, O.
- G. E. REEL..... Trainmaster, Lima, O.
- C. W. HAVENS..... Assistant Trainmaster, Dayton, O.
- H. W. BRANT..... Division Operator, Dayton, O.
- M. P. HOBAN..... Road Foreman of Engines, Dayton, O.
- W. B. KILGORE..... Road Foreman of Engines, Lima, O.
- W. D. JOHNSON..... Master Mechanic, Ivorydale, O.
- J. R. CASAD..... Claim Agent, Dayton, O.
- JOHN SULLIVAN..... Supervisor M. of W., Lima, O.
- WM. O'BRIEN..... Supervisor M. of W., Rossford, O.
- EDW. LEDGER..... Supervisor M. of W., Dayton, O.
- G. W. THOMAS..... Master Carpenter, Rossford, O.
- G. W. KYDD..... Signal Supervisor, Womring, O.
- F. S. THOMPSON, M. D..... Company Surgeon, Dayton, O.
- WM. RYAN, M. D..... Company Surgeon, Dayton, O.
- R. B. MANN..... Toledo, O.
- L. F. HOCKETT..... Agent, Dayton, O.
- E. F. MALEY..... Agent, Piqua, O.
- W. J. KROGER..... Relief Agent, Piqua, O.
- J. C. MULLEN..... Agent, Toledo, O.
- J. C. STIPP..... Agent, Lima, O.
- W. A. IRELAND..... Depot Master, Dayton, O.
- W. H. SITES..... Road Engineer, Lima, O.
- F. E. MOORE..... Road Engineer, Lima, O.



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Your Old "Leaky"-"Smeary" Fountain Pen

To relieve you of its discomforts, we will allow you 50 cents for it, in exchange. Send it to us by ordinary mail *at our risk*, and under separate cover, bank draft or money order for \$2.00 and we will send you the \$2.50 pen described below, a pen that will be a source of never ending usefulness and pleasure to you, that will do your bidding if you but guide it aright over the writing sheet.

LAUGHLIN

AUTOMATIC—NON-LEAKABLE

SELF STARTING

FILLING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*it's a Self-Starter.*

You don't have to fill the Laughlin, *it's a Self-Filler.*

You don't have to clean the Laughlin, *it's a Self-Cleaner.*

You don't have to monkey with dangerous, awkward, or unsightly locks, extensions, or so-called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.* These features are peculiar only to this patented construction.

\$2.50 **By Insured mail,**
Prepaid to any address

If you have no old back number dropper filler pen to send us in exchange, just enclose \$2.50 with this coupon containing your name and address, we will send the pen by return mail. *Delivery guaranteed.*

FILL OUT AND MAIL TODAY.

Laughlin Mfg. Co.,
188 Wayne St., DETROIT, MICH.

GENTLEMEN—Here is \$2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....

City.....State.....

Please mention this magazine

H. B. SMITH	Road Conductor, Lima, O.
W. J. SIMMONS	Road Conductor, Lima, O.
ED. RICE	Yard Conductor, Dayton, O.
CARL KOCH	Shopman, Lima, O.
JOHN RILEY	Shopman, Dayton, O.
H. B. COOK	Shopman, Rossford, O.
JOHN RYAN	Track Foreman, Middletown, O.
FRANK OLSEN	Track Foreman, Dayton, O.
J. R. EILERS	Track Foreman, Sidney, O.
A. L. KELLY	Assistant Yardmaster, Rossford, O.
E. C. BUSHAW	Clerk, Secretary, Dayton, O.

We recently observed conductor W. J. Simmons, attired in his Palm Beach outfit, admiring the tangoites at Toledo Beach. He and his family spent a delightful vacation there.

Missed two live ones at the last "Safety Meeting," Bohannon and Hennessy. You did good work while on the job; better tell your method of handling to your successors, that they may do equally well.

That man Koch is a "doer of things;" watch his smoke, "Doc" Holmes.

Deacon Bavis, Ike Blauvelt and the "father of the telegraph" are summering at Monroe pier.

Harry Fritsch and Bruce Starry are watering via D. & C. to Buffalo, we understand, to take in the "Pan-American." Bruce works at "DJ."

Some of the boys had the nerve to request their money in lieu of vacation; just think of it, fifteen days vacation! Kroger told one of the men on the third district (from the top of a box car on local), that he climbed enough ladders that day to enable him to shake hands with the Statue of Liberty, and was figuring how he could get one day's vacation.

John Shearon and some of the boys in the timekeeper's office were figuring on a house party out at "Bushaws," but the ward workers were a little lax and the deal failed to go through. They say, "you can do better in Toledo."

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *Chief Clerk*
Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES	Superintendent, Chairman
A. A. LAMS	Trainmaster
H. G. SNYDER	Division Engineer
C. GREISHEIMER	Master Carpenter
G. A. RUGMAN	Supervisor
S. J. PINKERTON	Supervisor
S. M. BAKER	Supervisor
E. F. McCAFFERTY	Division Foreman
R. O'NEIL	General Car Foreman
F. M. DRAKE	Relief Agent
C. H. RAUCK	Agent
E. M. JONES	Yard Conductor
J. M. GINAN	Conductor
B. F. SHELTON	Fireman
T. G. HOBAN	Engineer
L. H. SIMMONS	Claim Agent
F. S. THOMPSON	Company Surgeon
J. J. FITZMARTIN	Division Operator
E. B. CHILDS	Stationery Engineer
I. N. LONG	Section Foreman
E. BLAKE	Section Foreman
H. D. SPOHN	Brakeman

INDIANAPOLIS DIVISION

Correspondent, ROY POWELL, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

R. B. WHITE	Chairman
F. M. CONNER	Trainmaster
E. C. SAPPENFIELD	Trainmaster
H. F. PASSEL	Division Engineer
J. T. CLEMMONS	Supervisor
E. BOAS	Master Mechanic
E. I. PARTLOW	Road Foreman of Engines
D. J. CURRAN	Agent, Indianapolis
E. A. MCGUIRE	Claim Agent
J. B. FISHER	Engineer
S. I. BICKERTON	Fireman
V. P. TAGUE	General Car Foreman
J. L. GRAEF	Agent, Connorsville
WM. MORGAN	Conductor
T. L. HADDEN	Yard Conductor
J. A. MERCER	Brakeman
R. S. POWERS	Machinist
H. G. HOGAN	Machinist

Operator B. L. Hite, of Reedville, is on the sick list.

Operator T. Boggs is working second trick at McGonigle, in place of R. L. Hussey.

Second trick dispatcher C. C. Wells is taking his annual vacation, and extra dispatcher W. S. Shotwell is relieving him.

Operator C. E. Robinson has accepted the agency at Lintner, Ill.

Trainmaster F. M. Conner is again at work after having enjoyed two weeks' vacation at Bay View, Mich.

SANDY VALLEY & ELKHORN RAILWAY

Correspondent, GEORGE DIXON, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

H. R. LAUGHLIN	Chairman
A. W. WHITE	Engineer Maintenance of Way Department
D. W. BLANKENSHIP	Section Foreman
C. C. LOUGH	General Foreman
S. H. JOHNSON	Engineer
E. CASSIDY	Fireman
J. M. MOORE	Conductor

C. C. Lough has been appointed general foreman at Jenkins, vice W. B. Quinn, resigned. Mr. Lough was formerly employed as machinist at Chillicothe.

R. W. Brown, supervisor of locomotive operation, spent several days in June on this line looking into the question of fuel consumption and locomotive operation.

W. A. Faherty, formerly employed in the shops at Mill Street, Cincinnati, has been transferred to Jenkins.

Agent Waters, of Jenkins, has been given a thirty-day leave of absence. J. E. Kelly, until recently employed on the Hampshire Southern, has relieved Mr. Waters.

J. H. Bell, of the car service department, spent several days this month checking up C. & O. demurrage at Shelby.

Brakeman Jesse Moore is confined to his home on account of a very badly sprained ankle.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

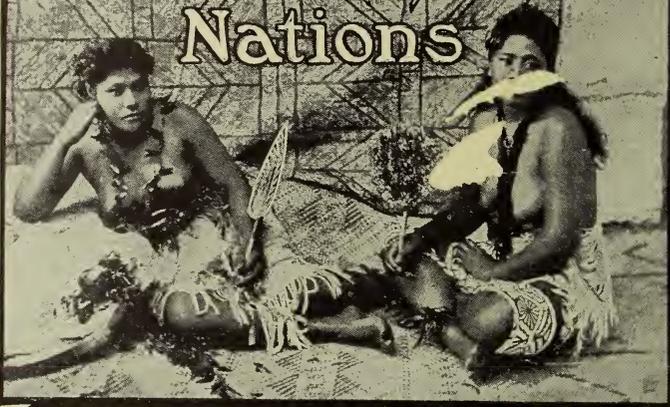


SEPTEMBER

U. S. S. CONSTELLATION
Oldest Vessel in Active Service in U. S. Navy

1914

Women of All Nations



WOMEN OF ALL NATIONS



EDITED BY T.A. JOYCE M.A. & N.W. THOMAS M.A.

VOL. I.



WOMEN OF ALL NATIONS



EDITED BY T.A. JOYCE M.A. & N.W. THOMAS M.A.

VOL. III.



The only Work of Its Kind In the History of Literature

HERE'S an interesting and splendidly illustrated set of books that should be owned by every man or woman who likes to study human nature. It is the only standard work that describes the women of all races and nations. In its pages you may read how the women of China, or Samoa, or India, or Sweden live—how they keep house—how they marry—how they treat their husbands—and the vast collection of photographs reproduced in these volumes will show you how they look.

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This is a standard, authoritative work, written by such men as Prof. O. T. Mason, of the Smithsonian Institution; Dr. Grunberg, of the Berlin Museum; Mr. Archibald Colquhoun, the famous traveler—but it is as interesting and readable as a story book.

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Gentlemen: I enclose \$1.00. Please send me, all charges prepaid, for five days' free examination, one complete set of "Women of All Nations." If satisfactory, I agree to pay you \$1.00 per month thereafter until the price, \$15.50 has been paid. If not satisfactory, I will notify you and you are to refund my money. (B. & O. Employees Magazine.)

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Address.....

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Standard for over 75 Years



“Never too young to begin a good habit, son. Your father has worn overalls made of STIFEL INDIGO for 25 years. Your grandfather and great-grandfather have worn them from boyhood up. Strength in every fibre, they're true blue all through.

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Look for it on the back of the goods, on the inside of your overalls

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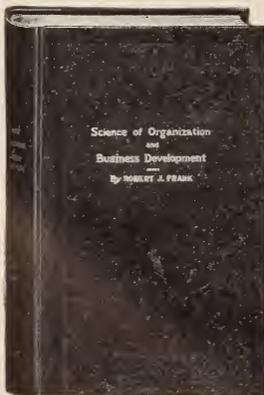
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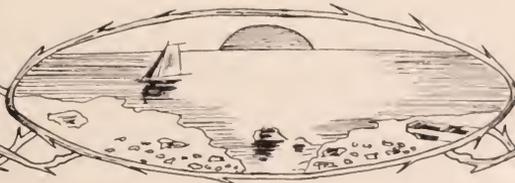
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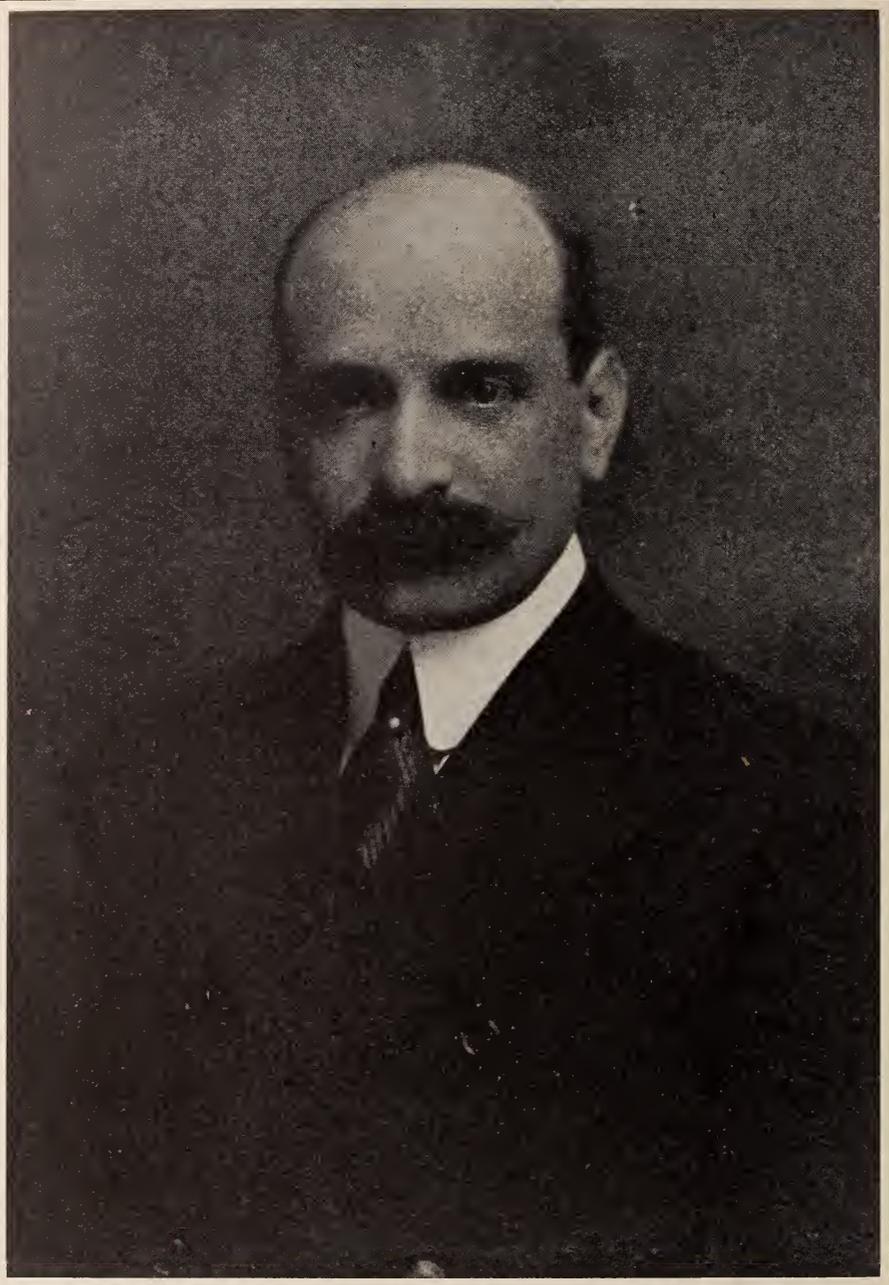
Volume 2 BALTIMORE, SEPTEMBER, 1914 Number 12

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





Laurel

Member
Federal Reserve Board

Director Baltimore and Ohio Railroad Company

Paul M. Warburg Becomes Member of Federal Reserve Board

Appointment of Director of Baltimore and Ohio
Railroad Company by President Wilson
universally approved

AS the first of a series of articles on the men who constitute the Board of Directorship of The Baltimore and Ohio Railroad Company, it seems particularly appropriate that we should tell the readers of the Magazine something about the career of Paul M. Warburg, whose name has been before the country so prominently of late in connection with his appointment to that extremely important new creation of our government, the Federal Reserve Board. In connection with Mr. Warburg's appointment it has been widely remarked by the newspapers that he has expressed his intention of divesting himself of every financial interest and connection on account of his assumption of this public office, although not required so to do by law. In Mr. Warburg's own statement in this regard to the Banking Committee of the Senate, he said in part:

"I am going to leave Kuhn, Loeb & Co. and I am going to leave my Hamburg firm. I am going to leave every single corporation with which I am connected. More than that, I am going to leave every educational and philanthropic asso-

ciation with which I have been connected, because I think a man who is on that Federal Reserve Board ought to be like Caesar's wife—he ought to be above suspicion; he ought to be without any entangling alliances."

Mr. Warburg also declared that he intended to dispose of all his interests in railroads, mentioning particularly the Baltimore and Ohio, in which he was a director, and further told the committee that his chief purpose in becoming a naturalized American citizen in 1911 was to bring about currency reform in this country.

"If you are going to sever your banking connections and break them all off," Senator Reed suggested, "it might be at a tremendous financial sacrifice?"

"A sacrifice, yes," Mr. Warburg replied. "I think it will be a bigger sacrifice than any of these gentlemen around the table has any idea of."

"When President Wilson asked me whether I would take this thing and put it up to me in a very kind way and asked whether I was willing to make the sacrifice, because he thought that I was the man for it, I felt that I had no right

to decline, and I will be glad to make the sacrifice, because I think there is a wonderful opportunity for bringing a great piece of constructive work into successful operation and it appeals to me to do that."

None of the appointments of President Wilson to the Federal Reserve Board have been reviewed and commented upon more favorably than that of Mr. Warburg. The general feeling of the financial, commercial and industrial leaders of the country toward his appointment is suggested by a sentence from the *New York Sun*, which characterized Mr. Warburg as "one of the few supremely fit men in the country to undertake the task of inaugurating the great experiment in banking to which the country is committed."

Paul M. Warburg was born August 10, 1868, at Hamburg, Germany, in which city he received his schooling, graduating in 1886. His first business training was obtained in the employ of a Hamburg commission firm, in which connection he remained two years. Beginning in 1888, he then spent a year working in his father's banking firm of M. M. Warburg and Company, and at the end of that time he went to London, where, with the object of becoming familiar with English banking methods, he worked for two years in a prominent discount firm and for a short time with a stock brokerage house. With a like purpose, in 1891 he worked in a French bank and gained a thorough knowledge of the banking methods obtaining in France. In 1892 he made an extensive tour through India, China and Japan, and in the Spring of 1893 he made his first visit to the United States. Following his return to Hamburg he entered the firm of M. M. Warburg, as a partner, in 1894. In 1901 he became a member of the Municipal Council of Hamburg and was active in bringing about the formation of the League of German Bankers, of which organization he was one of the founders. At the close of 1902 he took up his residence in New York City, and became a partner in the banking firm of Kuhn, Loeb and Company. He also acquired many other large interests and became a

director of important financial, industrial and railway corporations. From these directorates he withdrew as rapidly as practicable upon his appointment, in June, 1914, as a member of the Federal Reserve Board.

Since 1906 Mr. Warburg has been actively engaged in the campaign for a comprehensive monetary reform, and has served as a member of the Currency and Finance Committee of the Merchants Association of New York, and of a similar Committee of the Chamber of Commerce of New York, of which body he was elected vice-president in 1913. The principle for which he stood at the beginning was that of concentrating the scattered reserves and of assuring safety and liquidity for the banks by the creation of a discount market. A gradual withdrawal of the bond-secured currency and a substitution for the same of notes based on commercial paper, has always been part of the reform he has advocated. In the elucidation of his views he has published many papers and delivered a number of addresses, among which may be mentioned "The Defects and Needs of Our Banking System," "A Plan for a Modified Central Bank," "A Modified Central Bank of Issue," "American and European Banking Methods and Banking Legislation Compared," "A Central Bank System and the United States of America," "The Discount System of Europe," "A United Reserve Bank of the United States," "Principles that must underlie Monetary Reform in the United States," and "The Owen-Glass Bill."

During his residence in New York Mr. Warburg has been actively interested in various organizations and movements of a public or philanthropic character, and has given his services as vice-president of the American Association for Labor Legislation and the American Academy of Political Science; as treasurer of the Solomon and Betty Loeb Memorial Home for Convalescents, the New York Foundation, the Institute of Musical Art, the National Employment Exchange and the New York Child Labor Committee; and as a director of the Mount Sinai Hospital, the New York Knapp Memorial Eye Hospital, the Germanistic Society of

New York, the Deutsches Lehrer Seminar, the Charity Organization Society, the New York School of Philanthropy, and The Survey.

Mr. Warburg was married in October, 1895, to Miss Nina J. Loeb, daughter of the late Solomon Loeb, one of the founders of the house of Kuhn, Loeb and Company.

Mr. Warburg was elected a member of the Board of Directors of The Baltimore and Ohio Railroad on October 19th, 1911, to succeed Mr. Joseph R. Foard, deceased. On December 14th of the same year he was appointed a member of the Finance Committee and continued in that capacity ever since.

Rank of Divisions and Districts in Performance of Quick Dispatch Trains for August and July, 1914

DIVISION	RANK	
	August	July
Illinois	1	1
Indianapolis	2	3
Indiana	3	2
Philadelphia	4	10
Baltimore	5	8
Cumberland (W. E.)	6	4
Ohio	7	15
Staten Island	8	5
Pittsburgh	9	13
Newark	10	9
Cleveland	11	6
Connellsville	12	7
Monongah	13	16
Cumberland (E. E.)	14	12
New Castle	15	14
Chicago	16	17
Toledo	17	11
Wheeling	18	18
DISTRICT		
Baltimore & Ohio S. W.	1	3
C. H. & D.	2	1
Staten Island	3	2
Main Line	4	4
Pittsburgh	5	5
Wheeling	6	6

Sixty Splendid Suggestions After Seven Months' Work By Six Safety Experts

Not six, but nearly a thousand general and divisional safety committeemen—practical railroad men all—have been studying, practicing and preaching Safety on our System during the last seven months. The results of their best thought and experience are given below. No one of us can afford to ignore what these men say on this most important subject.

THE purpose of the management is to make working conditions as safe and sanitary as it may be possible to make them. Your understanding of the management's purposes, your individual and collective aid and cooperation with the management, are absolutely essential to this end.

It must be plain to every thoughtful employe that the benefits to be derived from such a step are mutually proportionate to employe and management.

Your family may be more intimately concerned in your health and safety, the Company may be better able than you or your family to weather financial losses caused from injury to employes, but the collective efficiency of the employe-body is the Company's chief asset—its earning capacity, its borrowing capacity, its heart and soul. Therefore, the health of employes and the protection of their lives and limbs become a business necessity as well as a social obligation of the management.

With mutual cooperation and understanding between management and employe, whatever selfish aspects the situation

may present to the casual observer are entirely lost in the splendid bigness and wholesomeness such a movement assumes.

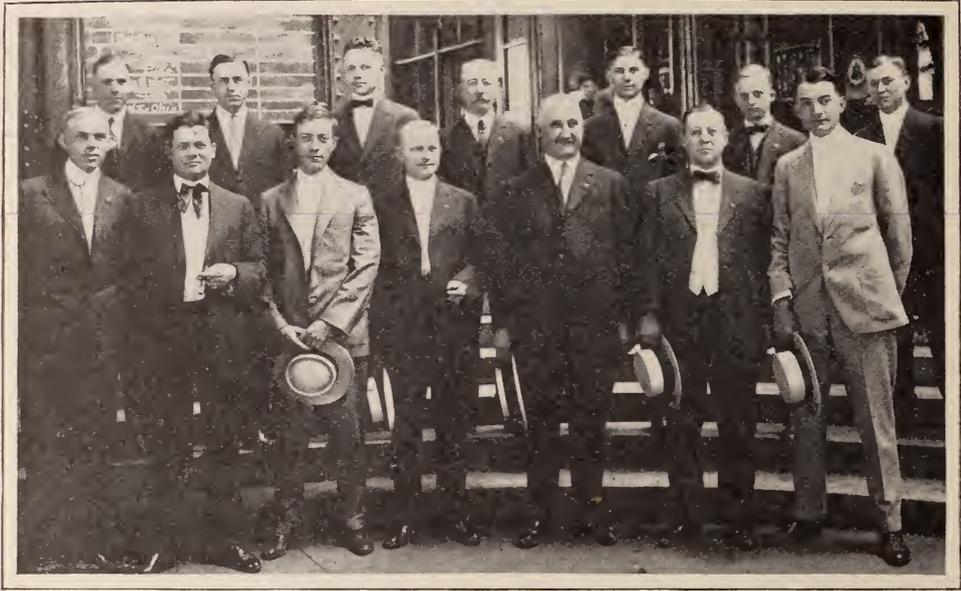
You are dependent upon the Company for your livelihood; the Company is dependent upon its trusted employes for its efficiency. The employe of today is the official of tomorrow. Therefore, let us pool our interests; let us reciprocate friendly advances and intentions, harmonize purposes and work together as one big, hustling family to the end that mutual protection and progress will be synonymous with the name "Baltimore and Ohio Railroad."

(The following hints submitted by the General Safety Committee are given with the idea of helping individual employes. Cut them out. Read them until you are thoroughly familiar with them. Carry them with you—let them help you in your work—you cannot possibly regret it.)

Transportation

By E. R. Scoville

1. "Safety First" is for the public, the employe and for those dependent upon them. Don't condemn Safety First principles until you are sure they are not beneficial to you.
2. Obey the rules! Violation of rules or instructions has caused death or serious injury to many employes.
3. Don't place your hand or foot between the couplers of moving cars or engines. Many men are crippled in that way.
4. Don't expose any part of the body to danger. The loss of a hand or foot causes a loss of salary. You have given much thought to the question of increasing your earning power. Why not give a little thought to Safety and retain the earning power you now enjoy?
5. Don't jump or ride on the leading footboard of an engine. This practice is not followed to save time, but to avoid a short walk. Many things can happen to cause death or injury to those who follow this practice. It saves time to be safe.
6. Don't step on a track until after you have looked and listened, for an approaching train, engine or car. If you don't care for yourself, think of those who are dependent upon you.
7. Don't indulge in any unsafe practice. Form safe rather than unsafe habits. Careful men are usually efficient. Careless men are not.



SUPERINTENDENT AND TRAFFIC DEPARTMENT OFFICE FORCE—BALTIMORE & OHIO
CHICAGO TERMINAL

Bottom row—right to left: P. F. FINNEGAN, General Freight and Passenger Agent; J. L. NICHOLS, Superintendent; J. W. DACY, Trainmaster; H. E. HANSEN, Chief Clerk to Superintendent; FRANK NELSON, Chief Clerk to General Freight and Passenger Agent; E. C. FOGARTY, Chief Train Dispatcher; H. N. NELSON, Special Movement Clerk.
Top row: P. F. BUSSIAN, EARL DWYER, H. J. THOMAS, DAVE O'LEARY, Timekeeper; J. J. MADIGAN, H. R. SCHROEDER, W. A. MILLER.

8. Don't let an unsafe condition continue to exist and depend upon someone else to report it. You know of its existence, you may save the life of a brother who does not. We want to notify him until we can have it corrected.

9. Don't permit anything to divert your mind from your work when on duty. Many graves are occupied by men who "forgot," while thinking of something else.

10. Don't take chances of any kind. If necessary to take a few steps to protect yourself, take the steps. They are Safety Steps, which will eventually save your life, your limb or your suffering, and also your salary. Many a man has been sorry he took the chances after the accident has occurred.

Sanitation Suggestions

By Dr. E. M. Parlett

1. Your greatest asset is health. Cleanliness is the first principle thereof.
2. Hygiene and sanitation are social as well as business propositions. Therefore, you and your family are intimately concerned and you should cooperate with your fellow employes and the Company to help prevent conditions that cause

disease. Every time you spit you become the source of infection of some poor enfeebled person, the aged and the infants. Two hundred thousand persons die every year of consumption, or one person every three minutes, all between the ages of eighteen and forty-five.

3. Disease breeds immorality, ignorance and viciousness and lowers productive and earning capacity. To transmit disease to the healthy knowingly is an unpardonable offense. Good health fosters intelligence and happiness and increases efficiency. The purpose of the Company is to protect its employes. It cannot do so without your intelligent and active cooperation.

4. Eat sparingly of soups, red meats and heavy foods, fried stuffs and pastry during hot weather. Rather eat vegetables, cereals and fruit and drink plenty of cold, but *not* ice cold water.



DISTRICT ENGINEER AND STAFF AT CHICAGO, ILL.

Left to right—Bottom row: R. M. IRISH, Chief Clerk to District Engineer; C. J. SCHWENDENER, Assistant Chief Clerk to District Engineer; H. A. LYNCH, Transitman; J. S. KNIGHT, Draftsman; H. L. HINES, Instrumentman; C. J. WEVER, Assistant Resident Engineer; W. HOGAN, Supervisor; C. O. SEIFERT, Signal Supervisor; J. J. GIBBONS, Storekeeper; H. SCHULTZ, Storekeeper Clerk; CHARLES ESPING, Master Carpenter; P. PURSIAN, Blue Print Man; M. LARNEY, Supervisor of Gates.

Middle row: L. G. CURTIS, District Engineer; R. G. LINDEMAN, Secretary to District Engineer; G. P. PALMER, Division Engineer; F. E. LAMPHERE, Assistant Engineer; H. A. FIELD, Assistant Engineer Bridges; F. S. HARVEY, Resident Engineer; W. C. BOLIN, Assistant Division Engineer; W. A. SMITH, Draftsman; R. L. FAITHORN, Resident Engineer; D. J. EVANS, Rodman; JOS. DUTTON, Chief Draftsman; C. I. BENDER, General Foreman; H. McDONALD, Supervisor; PETER HASTINGS, General Foreman.

Top row: C. W. BUTTERS, R. G. CLARK, L. BORDENAVE, M. BRENNAN, S. HELEBRANDT, T. H. McNAMARA, A. G. DUNDY, T. H. WILLIAMS, R. P. BARKER, L. H. REINKE, Joint Facility Accountant; C. C. MIMMACK, H. O. WERTENBERG, Maintenance Clerk, Division Engineer; J. E. GIFFORD, Chief Clerk to Assistant Engineer.

5. Filthy habits and practices are criminal. They spread disease to infants, the aged and the physically weak first. The robust in appearance are quite often deceptive in physical resistance against disease. The filthy individual is on a par in practice and intelligence with the barbarian.

6. One of the surest indications of good health is good teeth. If you want good health, give the teeth attention at least twice daily. Neglected teeth—bad teeth—will unquestionably cause disease.

7. Flies breed in filth; mosquitoes breed in stagnant water. Such conditions should be reported and corrected promptly. You know that flies, insects and vermin carry disease. You can prevent a vast amount of devastating disease such as typhoid, malaria, dysentery, small pox, cholera, bubonic plague, etc., etc., by destroying these pests.

8. Health and efficiency are directly dependent upon wholesome food and drink, proper clothing, a clean body, good working conditions, moderation in all indulgences, adequate rest, fresh air and optimism at home and on duty.

9. Alcohol causes seven per cent. of accidents and is directly responsible for seven per cent. of disease, and seventy per cent. of crime. Tobacco, as well as alcohol, constantly used, seriously interferes with vision. Color perception for red and green lights particularly becomes dangerously impaired among those addicted to the use of alcohol and tobacco. Sometimes the loss of sight, due to the use of tobacco, is sudden; engineers and firemen should remember this. Failure to obey color signals from tobacco blindness has resulted in serious train accidents and loss of life. A haze before the eyes is one of the earliest symptoms of this malady. The remedy is to stop the use of tobacco entirely and promptly. Men in hazardous positions should never use tobacco, except in strict moderation, and alcohol not at all.

10. Avoid uncleanly and unscreened restaurants, avoid drinking water of unknown source unless it is boiled, and avoid suspected and known cases of typhoid fever. As a cheap life insurance, become inoculated against typhoid fever, if you are in normal health and under forty-five years of age. Cleanse the hands carefully with soap and warm water before eating. Do not bathe or swim in polluted water. Do not use roller towel or common drinking cup. Make your privy fly proof, water proof and disease proof. There are 300,000 cases of typhoid in the United States each year, 38,000 of which are fatal.

Maintenance of Equipment Suggestions

By John Hair

1. Do not attempt to adjust belt when wearing loose gloves, while machinery is in motion.

2. Do not strike tempered steel with hammer. It is dangerous and a piece is liable to fly from the steel and injure you.

3. While working around machines that are in motion do not wear loose, baggy clothing or permit coat or shirt sleeves to hang loosely.

4. Do not attempt to clean, oil or repair a machine while it is in motion. It is dangerous.
5. At all times wear goggles when chipping or working brittle metal or when grinding at emery wheel.
6. When using a jack, know that it is in good condition, as many accidents are caused by jacks that are in bad condition.
7. Do not throw a board with a protruding nail in it in the pathway. Some one is liable to be injured, and nail injuries are dangerous.
8. If you know of a machine or tool that is out of order report it to the foreman.
9. If you see any one doing anything where he is liable to be injured, tell him of it. You may prevent an injury.
10. Talk to the new man about Safety. You may make a better and safer man of him.

Maintenance of Way Department

By W. McC. Bond

1. Form 909-A "Notice to Conductors and Engineers," shall be used in accordance with that portion of General Instructions No. 1, "Laying Main Track Rail," dated February 1st, 1909, relating to flagging.

This form shall be properly filled out and signed by employe under whose direction the rail is being laid, and the flagman shall be instructed to give a copy of the notice to engineer and conductor of each train passing over the track on which the rail is being laid.
2. It is most important that maintenance of way employes use extra precautions during and after severe storms to prevent loss of life or injury of patrons and employes, and loss of property.
3. Stand clear of all running tracks when trains are passing.
4. Hand cars must not be run without at least one man facing in each direction, nor without full protection by signals when necessary. Trains will be run in either direction, on any track, whenever necessary. Keep a sharp lookout for them.
5. Maintenance of way employes should take special care to see that all bridge warning ropes are in place at all times.
6. It is the duty of the foreman and also of every other employe to see that all tools with which they work are in good condition.
7. Men using tools should be careful at all times to see that men working near them are not injured on account of their carelessness.
8. When gangs of men are handling material, be sure that all of them understand what is to be done. Ignorance of this often causes injury.
9. Obey the rules covering the Installation and Maintenance of Insulated Rail Joint, and thus avoid accidents to trains, and injury to patrons.



FOREMEN AND CLERKS—86TH STREET, SOUTH CHICAGO, ILL.

Left to right—Bottom row: C. W. BURKE, General Foreman; GEO. ODUM, Engine House Foreman; GERTRUDE LINDSTROM; WM. ROSS, General Car Foreman; D. L. GIBSON.
 Second row: P. C. PAULY, J. STASZEWSKI, O. E. ANDERSON, C. C. F. KROLL, H. B. ATHERTON, A. GLON.
 Third row: R. KAZMAREK, S. N. BEATTY, R. A. KLEIST, A. GRACZYK, F. MERTON, F. KUGLEN, L. STASZEWSKI.
 Fourth row: M. A. POLCASTER, E. KLEIST, F. JANUCHOWSKI, L. NAPIERKEWSKI, GEO. MORAN.

10. Trespassers should be warned of the danger they are in and the risk they take when using Company's property, and requested not to use the railroad right of way and tracks as a public thoroughfare.

For Car Inspectors and Repairmen

By B. C. Craig

1. Do not forget Rule No. 822, which is placed in Book of Rules for your protection and the protection of your family.
2. Don't permit yourself or fellow employes to get under cars when not protected by blue flag.
3. See that all repair tracks are properly locked as well as flagged. This is for your protection.
4. Don't work under cars jacked up unless same are on horses or blocked up.
5. Do not use jacks which are defective, but call the foreman's attention to them so that they can be repaired.

6. Do not attempt to jack up steel or steel underframe cars without first placing block of wood on top of jack.
7. Do not attempt to let down a car which is jacked up when it is beyond your strength. Remember that it is the letting down of cars which injures men and not raising them.
8. Do not pass by the small defects on cars as they result in the more important defects which cause accidents, loss of life and personal injury.
9. It is not the officials who are meeting with injury, but the men of the rank and file. Talk "Safety First" to your fellow employes, then the number of injuries will soon be reduced.
10. Do not take *any* chance in doing your work. It is not expected of you.

Stations and Traffic

By J. T. Campbell

In my opinion there is no limit to what an agent can do, to help the "Safety First" movement. The subject is of mutual interest to the employes and the Company, and the public will be impressed with a stronger feeling of confidence in the Baltimore & Ohio Railroad service, if our agents will exercise more interest in many things about their stations. The following suggestions are offered:



BALTIMORE & OHIO CHICAGO TERMINAL SHOP FORCE AT EAST CHICAGO

1. Employees should be required to familiarize themselves with the Rules and Regulations, and should be examined on these rules with sufficient intensity and frequency to insure ready knowledge and efficient execution.

2. The employe should understand that efficiency is a broad term and covers all his relations to his employer: Safety, Loyalty, Courtesy, Diligence, Economy. Efficiency and Safety are synonymous. Teach one and the other is established.

3. Stations and platforms should be kept neat, clean and free from any obstructions. Disease and fire have a common cause—dirt and carelessness.

4. Start right by learning and obeying the Official Classification Rules. Doing so will prevent loss and damage.

5. Strict observance of Official Classification Rule 3 will decrease the number of shipments to be sent to the Over Warehouse. It will also decrease complaints and correspondence.

6. General Notice Circular No. 143 on explosives, inflammables and acids, understood and obeyed, will prevent loss of life and limb, protect property and decrease loss and damage claims.

7. Live Stock Rules and Regulations should be understood and obeyed by all employes from a humane standpoint. Their observance will decrease loss and damage claims.

8. Fire Prevention Rules and Regulations should be posted in each station. Water barrels should be examined frequently and be kept full. The fire buckets should never be used except for fire purposes. At stations where fire plugs are located, valve plugs and hose should be examined weekly; also fire extinguishers and chemical engines.

9. Cars with leaky roof or sides should not be loaded with freight liable to be damaged by the weather. Floor and sides should be examined for protruding nails, which should be drawn or driven in to prevent loss and damage to lading. Holes in car floors should be covered with boards to protect your limbs and those of your fellow employes.

10. When station platforms are occupied by passengers, baggage trucks should be pulled and never pushed, and not piled too high with baggage and express that is liable to fall off and injure passengers. An effort should be made to get them in proper position before trains arrive to avoid crowding through the people. When baggage has been loaded to and from car they should be pulled away far enough to clear train. Trucks should be kept locked when not in use.



THE COMPLAINING WHEEL

By WILLIAM JOHN HOPKINS

(From Judge)

A FARMER was one day taking to market a load of vegetables. The load was heavy, and as the horses pulled the wagon up a hill, the man heard one of the wheels groaning and complaining.

"It isn't fair," said one of the spokes. "You other spokes are shirking your work. Just before I began to speak, I was carrying the whole load. Why don't you help?"

"I am carrying the whole load now," said the spoke that was just then at the bottom. "You have no more right to complain than I have. Why don't you do your work, instead of scolding at me? It's your own fault."

"Oh, dear," cried another spoke. "now it has come down on me and on that great stone, too. If you let that happen again, I shall get out of this."

"O—oh!" groaned the first spoke, when the wheel had made a few more turns. "That was a terrible blow that I got when we fell into that hole. If you other spokes keep on shirking, I shall strike."

"I believe it's the fellow's fault," said the eighth spoke. "So far as I can see, he isn't doing any work at all."

"I don't care whose fault it is," said the third spoke. "If we strike a stone again when I am at the bottom, I shall get right out and let you others take care of yourselves."

"The fellow is jealous," said the second spoke, "and the rest of you are not much better. I never thought I would have to work with such a lot."

"Nonsense!" said the fellow. "I can't help it. The tire is a loose thing. He is not helping at all."

Then the farmer heard another voice that was smooth and hard, and he knew that one of the other wheels was speaking.

"If you people don't stop your quarrelling," said the other wheel, and work together as well as you can, you will let the whole load down. Here are the rest of us doing our work without any fuss. It isn't fair for you to spoil it with your little quarrels."

At that the complaining wheel groaned more loudly than ever.

"Well," said the other wheel, "no good will come of it. It will be the worse for you. You will see."

"Ho, you people!" said the farmer to himself, "I will attend to you."

Soon the wagon came to a village and stopped before the shop of a wheelwright.

"Take off that groaning wheel," said the farmer, "and put on a new one."

So the wheelwright propped up one end of the wagon and took off the wheel that had complained. He found a new wheel that was the right size, and put it on in place of the old one.

"Now," said the wheelwright, "will you take this old wheel with you?"

"No," said the farmer. "It is a bad wheel. Break it in pieces and burn it in your fire."

Then he drove on with his load, and all the wheels worked quietly and happily together.



THE PALE, PAIN-PINCHED, CHALKY FACE, WITH ITS FEVERISH DARK EYES, GAZED APPEALINGLY AT HER

Putting One Over

By Frank A. Halverson

Illustrations by Herbert Stitt



ON the porch, shading her eyes from the bright sun, stood Mrs. Scott, peering intently down the bush-fringed path for the return of her son Dave from work. In her careless pose against the railing she appeared lithely muscular; her eyes were keen but kindly looking and the dark brown hair graying at the temples added dignity to her motherly face.

After waiting and watching for a little while she walked hurriedly into her tidy kitchen to learn the time by the open-faced clock on the shelf. Dave should be home by now. What was keeping him? Crossing to the window she looked again and was rewarded by seeing him come dejectedly up the path; his steps were lagging and he was moving slowly, something unusual for big Dave.

"Mother," he said, sinking down on the step, "It's awful!"

"What is?" Mrs. Scott questioned in alarm. "An accident?"

"Yes, the dago's boy, Italian Joe's kid. You know that little curly-headed chap who lives by the railroad in the old shack. He's been jumping on the cars; tonight he slipped and fell under my trip. Ugh!"

"Killed!" Mrs. Scott ejaculated.

"No, not quite. When we got him out he was like a bundle of bleeding rags. I helped carry him home; wish I hadn't. The dago mother!"—Dave shook his compact body, words failing to depict the scene of the Italian's shack—"Don't tell me them people ain't got a heart or feelings! Kids is kids if their parents are dagos or Americans."

Pale and touched by the unfortunate

boy's accident, Mrs. Scott turned and walked into the kitchen.

"Mother!" Dave called, "No use in going down. You can't get in. The doctor is there fixing him up."

Early on the morning, however, Mrs. Scott was a caller at the Italian's miserable home. Sympathetically she followed the wailing mother into a little low room, where Genario was lying. The pale, pain-pinched, chalky face, with its feverish dark eyes, gazed appealingly at her. Mrs. Scott sank gently to the edge of the bed and lovingly stroked the burning brow.

"My Genario no walk," moaned the hysterical Mother. "Bigga doctor taka leg off."

Encouragingly Mrs. Scott spoke of securing an artificial limb for the boy.

"No! No! Too mucha de mon," the mother interrupted despairingly. "Hundred dollars bigga doctors say to Joe—no can mak—store bill—house rent—no! no!"

Mrs. Scott knew that one hundred dollars was an overwhelming sum of money for the Italian parents to try to raise and instantly she resolved to help them. But how? One hundred dollars was a fortune in the mining village where most of the people lived from hand to mouth. By charity! Impossible! At the best charity was worked to death and then charity for an Italian boy!

In walking home Mrs. Scott followed the path in the valley where the roadbed had been graded for the new mine further up the ravine. The men were placing the rails on the ties, and she paused to listen to the hammer blows, the clank of ringing rails and the lusty shouts and

songs of the iron crew. They were big, well-built, blond-haired men, healthy, hardy and vigorous from outdoor work. Mrs. Scott watched them laboring with a strange fascination; she thought of her son Dave, the strongest man in the coal camp; of his pride in his great strength and strangely she wondered if he would not meet his match in the stocky, barrel-formed man who seemed to be the foreman of the crew. In his shoulders and massive chest was stored the fabled power of an enraged Viking Berserker. As she watched him the foreman turned and noticed Mrs. Scott. Instantly his mud-covered hand swept the cap off his head in a debonnaire salute. She acknowledged it with a pleased smile. Politeness of this nature was new to her; of its sincerity she had no doubt.

During all the long day Mrs. Scott's thoughts alternated between the cripple and the iron crew. Before her eyes was the pleading little pain drawn face, doomed to spend the summer indoors unless she could secure one hundred dollars to purchase an artificial limb.

With the sun's sinking beyond Coal Hill, and the cool of the evening sweeping up the vale, came Dave. In contrast to the evening before he was animated with genuine happiness, which glowed in his grimy face, penetrated the soot and sweat, rang in his happy, impulsive shout, arduous and boyish; it showed in his haste to unlatch the gate. This gladness was due to the fact that Mr. Fleming was giving the men, women and children a picnic at his own expense. In one week's time the event would occur.

"And Mother," Dave said, with importance, Mr. Fleming is an athletic man. We'll have all kinds of games. There's to be a tug-of-war. I am to select and captain one team, Tom Jones the other. We're to pick the strongest men. Tom and I talked it over coming home and say Mother, he wanted to bet twenty-five dollars my team would lose. Of course I took him up."

"Fifty dollars for the winning team?" Mrs. Scott questioned.

"Yes. That isn't all. Mr. Fleming is putting up fifty. What do you think of that?"

"One hundred dollars!" Mrs. Scott gasped; the sum she needed and had been thinking about all day.

"Hurry supper," Dave cried, grasping the tub and disappearing into the wash-house. In a moment he reappeared, shoes and shirt removed, running nimbly into the kitchen for a kettle of water in which to wash.

"Tell me about it," Mrs. Scott called eagerly from the other room, "about a tug-of-war; how is it done?"

"There's nine men in each team," he informed, spreading the linoleum on the floor by the tub. "A scratch is made in the ground; the men on the opposing teams face each other 'Indian file' and grasp a stout rope, then each team tries to pull the other across. That's all there is to it," he said, ducking his head into the water.

"Son," Mrs. Scott called, pausing in her preparation of supper, an expression of incredulity on her face, a quaver of uncertainty in her voice.

"Yes," he answered, raising his dripping face from the tub and fumbling for a towel.

"If your team wins"—hesitatingly—"let me have the money and use it?"

Dave's answer was a low puzzled whistle somewhat muffled by the en-folding towel.

"I'll use it rightly," Mrs. Scott insistently continued.

But Dave was purposely too busy carrying the water and tub to the drainage sewer to answer her.

"What will be done with the money?" the mother questioned, when he sat down to supper.

"Squandered," he replied promptly. "There's to be a big celebration at Klingman's saloon. That's where most of the money goes anyway."

"Oh, the shame of it," the woman sighed bitterly.

"I know, mother, but it can't be helped. Men are men and will do as they please."

"If I told the men I wanted the money for a worthy cause, do you think they would listen to me?"

"I fear not. It would raise a laugh, but that's all."

"Then I'll win it!" exclaimed Mrs. Scott, an expression of determination flashing across her face.

"You!" Dave laughed.

"Yes, why not?"

"A team of women to pull my huskies across the scratch! That's rich. What's the matter, mother? You're funny to-night."

"Am I? It won't be so funny when my team wins the money."

And as Dave was going down the path to the village to select his men, she bantered from the window with "Get the best boys there are, you'll need them."

Dave bent over in a spasm of prolonged laughter. "A team of women!" he roared hilariously. "I'll tell the boys what the winners are up against. They'll be scared stiff. You'll have Mrs. Sims and all the other heavyweights on your team, I suppose?"

"Never mind," Mrs. Scott retorted, waving him away with the dish rag, "I'll have the money, too."

Of course, the women's team became a great joke as the day drew near for the contest. Dave lost no opportunity in guying his mother, and making sport of her mysterious team of women. Who were they? The women of the village disclaimed any knowledge of it and Mrs. Scott kept her lips sealed and with knowing smiles and nods of confidence, bided her time. Dave was puzzled and perplexed, yet maintained his sallies of wit at her expense. On the day of the contest Dave's team of huskies triumphed over Jones's team in the tug-of-war. The struggle was hotly contested, but under Dave's inspiring leadership his men finally pulled their opponents across the line. The men fought not alone for the glory of winning, but also for the money to be spent in a jollification at Klingman's saloon.

Of all the spectators Mrs. Scott was the most interested. She watched every move, each tug and pull, and when her son's victorious team hauled their opponents across the scratch she got near enough to them to say, warningly, "Remember, my team next!"

The men laughed good naturedly.

"Mother, the money's ours!" Dave

enthusiastically said, coming to her side.

"Not yet," she stoutly maintained.

The crowding people forced mother and son up to the platform on which Mr. Fleming was standing. He was a short, heavy-set man with a round, genial face, and dark mischievous eyes, which beamed approvingly on big Dave.

"You won, my boy," he said, holding out the money to the captain of the winning team.

"Mr. Fleming, the contest isn't finished!"

At this exclamation from Mrs. Scott, Mr. Fleming smiled quizzically. He had been told the story of her team. The joke was a good one. She now drew him aside and explained to him her worthy determination to win the money for the suffering little Genario and his poor distracted mother. Mr. Fleming was a man of ready sympathy and he responded nobly to the call of humanity.

Turning again to the winning team, "I thought this all a joke," said he, trying to hide a knowing smile, "but I have been convinced that Mrs. Scott's team deserves consideration and is therefore included in the contest."

"My team next," Mrs. Scott announced, proudly.

Then she slowly raised her arm and pointed toward the gate. Filing in through it came a group of big, blond-haired men. They were clad in dirt-stained overalls with shirt sleeves rolled high on muscular arms, and exposed chests revealing massive strength. All were about of the same height; and as they halted and with searching glances sought someone in the gathering, they pictured the health of a vigorous outdoor life.

"The Swedish iron crew!" Dave gasped, looking at his mother.

With a confident smile, Mrs. Scott hastened over to her men. She greeted them warmly, grasping each by hand.

"Rather a surprise, eh Dave!" Mr. Fleming ejaculated.

"Well, rather," Dave agreed, dryly. The appearance of the Swedes changed the complexion of the joke he had been enjoying. His prominent jaw unhinged; perplexity and astonishment succeeded



IN HIS SHOULDERS AND MASSIVE CHEST WAS STORED THE FABLED POWER OF A VIKING

his cocksureness. He looked sheepish and confused, and scowled at the newcomers.

"Them Swedes ain't living here," a rabbit-hearted member of Dave's crew protested; "it ain't fair for us to pull them."

"Are you afraid," Dave snapped, angrily.

"It ain't that," the man replied, "we've bet money. If they win we lose it."

"True," Mr. Fleming spoke up, "but you can't get out of it. They're working on the railroad, so for the present they are eligible, according to the rules. The prize money goes to the strongest team. Of course, you can refuse—"

"Never!" Dave interrupted, clicking his jaws together determinedly. After a pause he added, "Mother put one over on me all right with that team of her's."

A little later the second tug-of-war contest was called. The men gripped the rope. Facing each other stood the Scandinavian foreman and Dave.

"Ban the rope strong?" the foreman inquired, good-naturedly.

"It will drag you across," Dave retorted.

The signal, a pistol shot, rang out. The rope tightened quickly and quivered under the power of the strain; hardy bodies, muscular and sinewy, bent willingly in a steady pull. Every move was carefully watched and guarded by both teams.

"Nu tar vi dom!" the Scandinavian foreman shouted.

Immediately Dave's team felt added weight on the rope. Despite their best efforts they were slipping nearer the scratch. Gravel spun from under their grinding feet, grit crunched and gave away, knotted fingers gripped the rope, arms swelled with bulging muscles; closer to the line Dave's men were being pulled.

Mrs. Scott watched, fascinated and highly excited; she seemed to be standing on needle points. Her eyes were riveted on Dave's flushed face; his struggle was her's.

"Hold them, Dave!" she cried, at length, being unable to restrain herself any longer. His feet were toying dangerously near the scratch. "Pull, Dave, pull!" Mrs. Scott encouraged.

Forgetting the rules, unmindful of consequences, her only thought being that her son was losing, Mrs. Scott had a wild desire to spring in and grip the rope. Hearing his mother's voice raised thus in excitement, Dave's attention was distracted for just an instant, but in that instant he was dragged forward with a kicking, squirming, cursing, staggering and swaying confusion. Slowly he dragged and pulled himself out of the mixup. His mother was coming towards him.

"Mother," he chided, reproachfully. "why did you butt in? Ain't the Swedes your team?"

"Bless me, I forgot," Mrs. Scott stammered, blushing prettily.

The men edged around mother and son, some looking at their blistered hands, others cursing with subdued voices until the Swedish foreman, crowding through to Mrs. Scott, said, brokenly, "One pull more. Ve ban win de money again for wooden leg."

"What's that!" cried the crowd. "Wooden leg; who for?"

"The little Italian boy," Mrs. Scott replied.

The men heard her words with undisguised astonishment. The human in them was touched.

"The money's yours," said Dave, smiles chasing away the sour expression on his face. "Why didn't you tell me! I wouldn't have pulled so doggone hard."

And with a cheer, lusty and good-natured, the men gave their approval as Mr. Fleming handed her five twenty dollar bills.



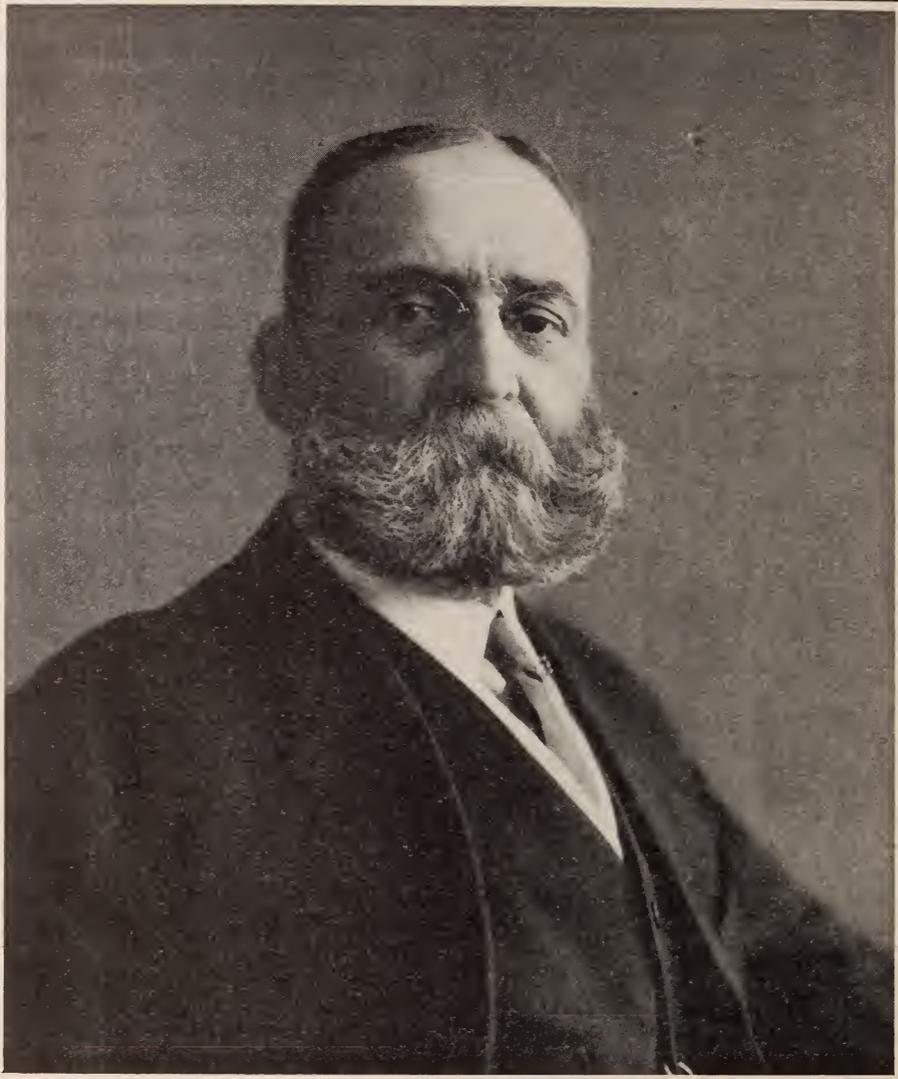
Sweet the love on flowery lea,
Sweet the sunlight on the sea,
Sweeter still your glance to me—
I love you.

Fonder than when evening dies
In the lap of summer skies
Is the language of your eyes—
I love you.

Bright the voice of ruddy morn
Answering to the bugle-horn.
Brighter still since you were born—
I love you.

Dear the love-songs of the past,
Dear the dreams of love that last.
All "Love's Litany" thou hast—
I love you.

WALLACE BRUCE.



J. G. PANGBORN

Late Chairman of the General Safety Committee
Baltimore & Ohio Railroad

Interesting Career of the Late Major J. G. Pangborn

A Pioneer in many kinds of Railroad and Newspaper Activity

MAJOR J. G. Pangborn, old newspaper man, world traveler, chairman of the General Safety Committee of the Baltimore & Ohio Railroad and one of the most interesting men in Baltimore, died at 8.30 p. m., August 15, at the Mercy Hospital of that city. Death was due to heart disease, from which Major Pangborn had been a sufferer for several years. He was 70 years old.

Major Pangborn was taken suddenly ill several months ago, shortly after his return from a tour over the Railroad System, during which he organized "Safety First" committees at various points on the Road. He was confined to his home, but, under the care of his physician, gradually improved and, within a couple of weeks, was again ready to take up his duties.

However, he suffered a sudden relapse and since then his condition had been serious. Then, later, on the advice of his physician, Major Pangborn was removed from his home to the hospital. It was believed that there, with additional facilities for treatment and with the greater rest and quiet he could get, he would improve. However, it is said that the disease had taken too firm a hold on Major Pangborn's system, and, because of its delicate nature, physicians and surgeons found difficulty in fighting it. After he had gained a little strength he was sent to the seashore, but later a relapse set in and he was hurried back to the hospital several weeks ago. His death had been expected for several days.

There is probably no man in Balti-

more—and but few in the country—whose lives have been crowded with as many interesting events as has Major Pangborn's.

Friends of the Major who were permitted to enjoy an hour or two of his company were treated with narratives of people and conditions and things on all parts of the globe, told in that interestingly original style for which he was famous. The experiences of Major Pangborn in the wild, sparsely settled sections of the West and Northwest two score years ago; on the great Siberian desert; in the bleak Alti regions and in the tropical countries of Southern Asia and Africa would probably form one of the most interesting biographies of a railroad official ever written.

When the Civil War broke out, and the call came for volunteers, Major Pangborn was only 13 years old and attending the public school in the city of Albany, in which he was born. His father was in the Forty-fourth New York Volunteer Infantry, and the boy persuaded the elder Pangborn to allow him to go to the front with this regiment as a drummer.

At the battle of Yorktown, Va., the elder Pangborn was shot and killed in the trenches. The drummer boy was standing alongside of his father at the time. In later years, when Major Pangborn referred to this incident, he would always add that the first time he ever rode on the Baltimore & Ohio Railroad was when he accompanied his father's body from Washington to New York on a cattle car.

Shortly after the close of the war

Major Pangborn joined the staff of the New York *Times*. He was the first baseball writer in the country, and was called by many "the father of baseball," a title which has also been given to Henry Chadwick. When Major Pangborn was on the *Times*, Chadwick was on the New York *Tribune*. Chadwick was an Englishman and a cricket expert. Major Pangborn knew but little about cricket. So, according to the story handed down by Major Pangborn's friends, Chadwick would write the articles for cricket for both papers and Pangborn would write on baseball. He would then exchange with Chadwick. Thus many of the baseball articles of the early days attributed to Henry Chadwick were, as a matter of fact, written by Major Pangborn.

From the New York *Times* Major Pangborn went, in 1871, to the Kansas City *Times* as city editor. Eugene Field, the poet of childhood, was at that time a member of Major Pangborn's staff, as was William Elroy Curtis, later known throughout the country as the Washington correspondent of the Chicago *Record-Herald*.

The Kansas City *Times* was then largely owned by the James boys, the Western outlaws. Their outrages in Kansas and neighboring states became so violent at one time while Major Pangborn was on the editorial staff of the *Times*, that he was practically forced to write an editorial condemning the James boys and urging the governor of the state to take steps to stop the outrages. That night, after this editorial was published, Major Pangborn was disturbed in his office by someone tapping on his window. He was met outside his office home by a masked man. "We own an interest in the *Times*," the masked visitor told Major Pangborn, significantly, "and we don't want any editorial such as you printed this morning. If such a thing should happen again it may check off your time on earth."

Some time later the famous Blue Cut, Missouri, train robbery occurred. Major Pangborn was on the train. All the passengers were compelled to stand in line while the James boys relieved

them of their valuables. When one of the James brothers' confederates came to Major Pangborn and was about to relieve the Major of his watch and money, one of the James boys shouted: "That's Pangborn. Let him alone." Major Pangborn was the only passenger on the train who was not robbed.

After leaving the Kansas City *Times*, Major Pangborn went to the Topeka *Journal*. Shortly after taking this position the Kansas legislature went into session. It proved to be a stormy one. Major Pangborn was assigned to the legislature. His articles for the *Journal* on the doings of the lawmakers, written under the *nom de plume* of "Pang," were widely read throughout the state and created no little sensation. He was barred from the statehouse, where the legislature was in session. Major Pangborn got into the legislative chamber, however, and hid beneath the benches. Here he heard himself and his articles discussed by the lawmakers in no complimentary way.

While with this paper he was sent frequently to other sections of the West and Northwest, and he became well known in what was then the New Country. He was fond of relating, in later years, many interesting experiences which he had during this time. When Wild Bill, the famous frontiersman and partner of Buffalo Bill Cody, was shot in the Black Hills, Major Pangborn was standing outside of the tent through which the bullet that ended the ranger's life was sent.

Major Pangborn left the Topeka *Journal* in 1876 to begin his railway service. He was appointed advertising agent of the land and passenger department of the Atchison, Topeka and Santa Fe Railroad—the first railroad publicity man in the country.

Shortly after becoming connected with the Baltimore & Ohio, Major Pangborn began his work of collecting data, specimens, etc., of early railroads, which afterwards resulted in his becoming known as the "railroad historian of America."

While in the advertising business here, Major Pangborn evolved the idea

of a magazine for Sunday newspapers. He founded one of those magazines and syndicated it, thus laying the foundation for the large special supplement of the Sunday newspapers of today.

This attracted the attention of Marshall Field, the Chicago millionaire. When Mr. Field later endowed the World's Transportation Commission Major Pangborn was named chairman.

While engaged in this work he rode from Vladivostok to St. Petersburg, a distance of more than 7,000 miles, on a sled in the middle of a fierce Russian winter. It was the first time that any man had ever crossed Siberia in a sled.

With a corps of engineers, Major Pangborn at this time drew up a report on the Trans-Siberian Railway, which the Czar was contemplating building. This report, made to the Czar, is an illuminating and interesting document. The road, as outlined by Major Pangborn, contained many curves, skirting hills and touching various towns. When the Czar saw the map of the proposed road he took a rule and drew a straight line across Siberia, and said that was the way he wanted the road built.

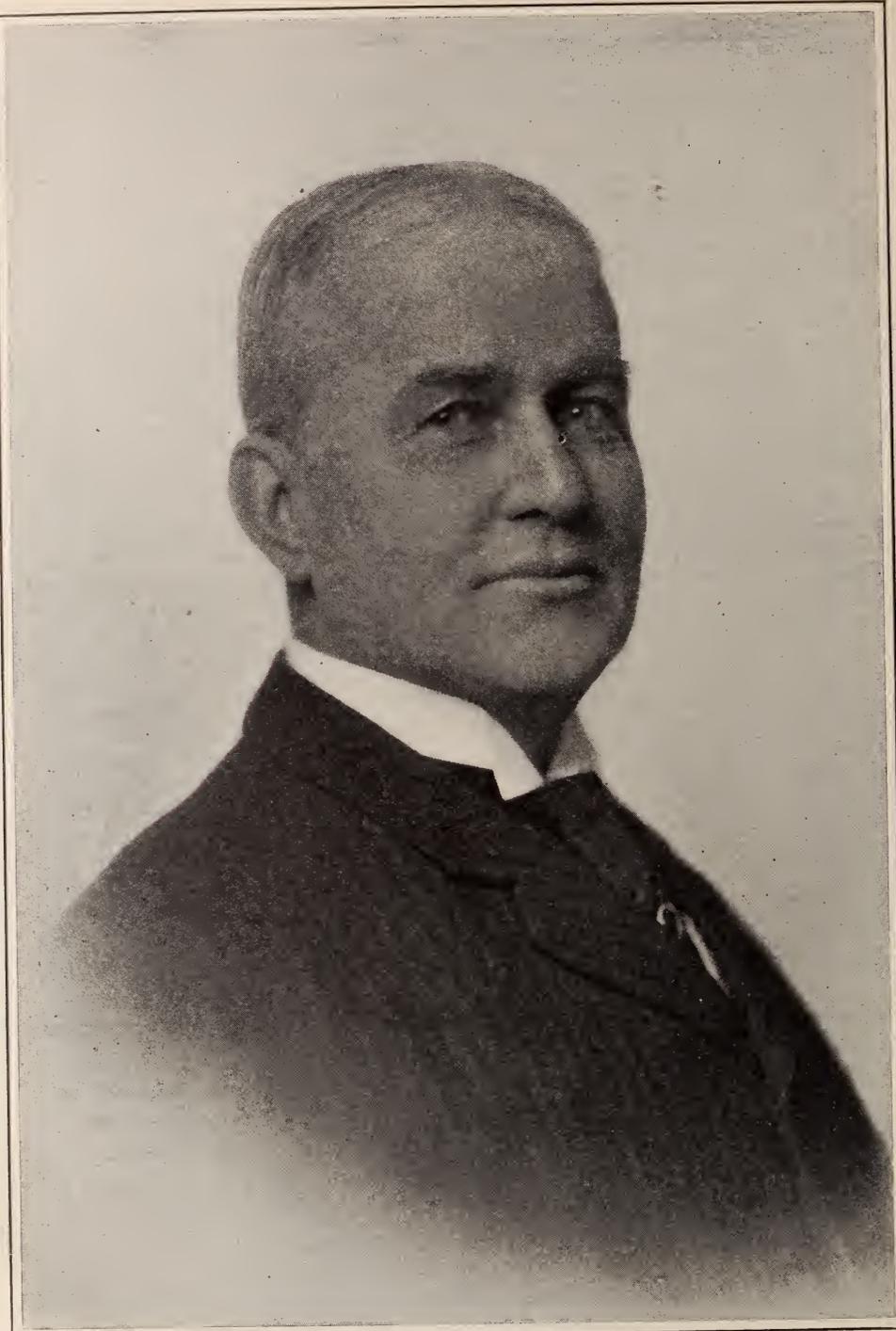
While in Russia Major Pangborn was given a pass, personally signed by the Czar, which entitled him and his heirs for all time to passage on any railroad or other mode of conveyance in Russia. It is said to be the only pass of such a kind ever granted to an American, and Major Pangborn valued it highly among his many interesting treasures.

Aside from his railroad activities and close identity with the affairs of the city Major Pangborn possessed a human side which made him popular with all classes. His favorite relaxation from business was that of helping deserving and ambitious young men and boys to succeed.

Several years ago he organized a "Help Him Help Himself Club" at the First Presbyterian Church for working boys, with meetings two evenings a week where primary school studies were taught and social features were enjoyed.

As chairman of the General Safety Committee, Major Pangborn was able to get in close personal touch with many of the men in the ranks who are operating our railroad and trying to conserve their own and the safety of their fellow employes. And all over the System one hears of the splendid impression he made upon the men of the rail. He was sincere in his convictions, earnest in his purposes and brought to his work an unusually comprehensive knowledge of railroad conditions not only in this but also in other countries. It seems fitting that at the close of his eventful and splendid career, he should have undertaken what was probably the most important work of his life, that of organized effort to conserve the lives and limbs of Baltimore & Ohio men. It was a movement in which he had always had the greatest interest and he threw himself body and soul into the spreading of the propaganda and organized a most comprehensive system for carrying the news to the men.

Be kind, be square, be busy. To do these things you must be an optimist—one who makes the BEST OF and sees the BEST IN everything. He doesn't wait for good luck to come his way. He makes it by hustling and wearing a smile in his heart. He knows that a grouch gets nothing while a smile is contagious; it ATTRACTS people, it wins friends. it keeps you well. Come boys, belong to our Be Busy Boosters League



THOMAS HENRY NOONAN

Late General Manager of the Continental Line and Central States Dispatch

THOMAS HENRY NOONAN

BORN JUNE 26, 1845

DIED AUGUST 13, 1914

THOMAS HENRY NOONAN, late general manager of the Continental Line and the Central States Dispatch, with headquarters in Cincinnati, was suddenly stricken with heart disease in his office in that city on the morning of August 13th and died soon afterward.

Mr. Noonan was born June 26th, 1845, in Lockport, New York. He was educated at the public schools and later took up in private study a number of special subjects as prerequisites to his entrance into business life.

His first railroad experience dates back to 1868 as agent for the O. and M. Railway (now part of our southwestern system) at Vincennes, Indiana, where he remained for six years. In 1876 he became traveling freight agent for the Baltimore and Ohio, with headquarters at Tiffin, Ohio, and in 1880 was made division freight agent at that point. In 1886 he was made general manager of the Kankakee Dispatch of the Baltimore and Ohio and remained in this position until 1888. Upon the dissolution of this company Mr. Noonan became general freight agent of the C. C. C. & St. L. Railroad with headquarters in Chicago. On the organization of the Central States Dispatch in 1891, Mr. Noonan was made general manager, and in 1896 he also became general manager of the Continental Line.

As can be seen from his picture on the opposite page, Mr. Noonan had a singularly engaging expression, betokening a rare personality and fine presence. He had many friends on the Baltimore and Ohio and was a man of unusually large acquaintance among other railroad and industrial officials. Everybody liked "Tom" Noonan.

By his passing the Baltimore and Ohio has lost an efficient and valuable employe. His acquaintances will miss his genial smile and the strong hand shake and cheery greeting which were peculiarly his. Those who knew him intimately will mourn him as a trustworthy adviser, a faithful comrade and a loyal and sympathetic friend.



A QUIET PATIO—SAN DIEGO EXPOSITION

Although the opening is full three months off, the grounds are already blooming with luxuriant vegetation



A STATE which has something over 155,000 square miles, with snow-capped peaks looking almost directly downward into valleys whose olive and orange orchards and vineyards never know frost, with sections of extraordinary fertility and one inland salt sea some 200 feet below sea level, with—well, anyway, such a State has a right to take itself seriously. Hence when California celebrates, it celebrates about twice as hard as any other commonwealth.

That is the program for 1915, when the formal opening of the Panama Canal is to occasion not a single exposition, but two, and two with a variety as marked as the variety of the flora of the different sections of the State. In fact the climate which marks this difference most sharply is primarily responsible for the greatest glories of the Panama-California Exposition at San Diego.

The east is not yet fully aware of what the coast is doing and is going to do. San Diego, 600 miles south of San Francisco, and about as near the Mexican border as it could get without crowding its suburbs, planned its celebration of the Canal's opening six months before San Francisco was in the field. When San Francisco finally raised the vast amount of money with which to present the Panama-Pacific International Exposition it was with the idea that the smaller, more leisurely neighbor to the south would drop out of the field. That impression was incorrect.

Convinced that San Francisco would have a big fair of the old type made famous by the Chicago World's Fair, San Diego recognized the futility of building

likewise, lest there be duplication and waste—and bitter feeling. Instead of doing anything of the sort it set about evolving a new idea. That idea is realized today in the San Diego Exposition Beautiful, with its main buildings completed and already well-covered with the amazing vines which bloom in Southern California, not for a month or a summer, but for twelve months of every year. Already the canyons of the 1,400 acre park, growing nothing but sage and cactus four years ago, are green with palm and eucalyptus and cypress and acacia, illuminated with occasional blooming shrubs, or further set off by a white-pillared pergola at the edge of the slope.

The bounteous nature which gave San Diego and the short strip of coast territory adjoining, a climate without frost in winter and without severe heat in summer—the one by reason of latitude, the other by reason of the sea breeze which drifts steadily across the city the year around—Dame Nature is responsible for this floral abundance. Likewise she is responsible for some of the extraordinary exhibit features such as the growing tea plantation, the citrus orchard, the model farm and the general utilization of the out-of-doors wherever possible in exhibit work. But there was a big amount of human endeavor necessary to bring about the other chief points of departure from the old style world's fair. The spirit of the whole affair, as to architecture, as to exhibits, as to operation, as to human appeal, is new.

Theoretically the exhibits were the principal part of every world's fair. But if you will think back a few years to your experience you will admit your recollection

tion of the exhibits is and was far less distinct than that of the amusements along the Pike or the Midway. There were some men who returned to their families and stated solemnly they had passed the amusement streets unseen, and had devoted their entire visit to a study of the exhibit halls. They were exceptional men, some of them, but most of them—to avoid the short and ugly word—were profound strategists.

The vast majority of visitors left the world's fairs of the past with a feeble recollection of the exhibits for the very good reason that the exhibits were not interesting. Except in setting they were identical with the display in the shop or the warehouse which the visitor could see in his home town without spending a cent for transportation. This is one of the most important of San Diego's discoveries, and indicates the first change made in the old type.

The farming machinery display at San Diego is not idle, housed in a great building. Instead there is a large open tract sown to different crops, and up and down that tract will move the heaviest agricultural machinery, the big tractors, the steam plows, the reapers which do the work of a hundred men. And you and I who have paid scant attention to an idle implement will be mightily interested in

seeing it at work, out-of-doors, just as on the great western ranches. It's human to like to watch the wheels go around.

And the display of oranges is not of a pyramid of fruit, but of a citrus orchard of husky young trees, on which grow orange and lemon and kumquat and grapefruit, the blooms and the fruit within reach of the hand. And in the model farm across the way are peach and apricot and pear and cherry trees, a

vineyard, a berry reserve, and every inch of ground beneath the fruit trees is thick with growing vegetables, the whole showing what can be done by modern intensive farming—making a five acre tract produce as much as a tract four times its size, and providing the owner with the other advantages of small-unit operation which are very real to the man whose family is larger than his income.

Similar is the plantation

of tea saplings which Sir Thomas Lipton has sent to San Diego as the one spot in America where tea may be grown, with Singalese gardeners to tend the plants, to strip and cure the leaves, and Singalese girls to prepare the tea and serve it to the visitors in the pavilion. It is assured that if the 1914 and 1915 experiment succeeds, Sir Thomas will go into the raising of tea in this country on a large scale, which may mean much to a country which now imports 90,000,000 pounds annually,



PATIO—SOUTHERN CALIFORNIA COUNTIES' BUILDING

but in its present relations this is only a further example of the San Diego idea in exhibits, the showing—not of finished products as in the past, but of the processes. Life, vigor, energy, human interest; that is the new idea.

In large measure this is true of all the indoor exhibits. The Japanese section of the Foreign Arts Building, for example, is not a lifeless array of Japanese goods. It includes the Japanese craftsmen, weaving the quaint hats, embroidering the silk garments, carving the appallingly intricate designs in wood and ivory. The Russian peasants are demonstrating the *Ko ust arnyi* arts. The big Indian village and the Painted Desert, contain men and women from the plains and from the pueblos, and in their natural surroundings they are shaping pottery and making rugs and blankets, even building their adobe houses and their hogans and their cliff dwellings. All is life and interest.

When the explorations of the band of scientists sent to Central and South America brought announcement of the discovery of an ancient Maya city in Guatemala, with a vast amount of ethnological matter about which the usually grave and composed scientists were turning handsprings, the unscientific members of the management were disturbed. They doubted the possibility of

presenting ethnological matter in any way that would be interesting to the lay visitor. But they found a way. They found that even this array of statues of the ancient red men, and pottery, and implements, and hieroglyphs could be arranged seriatim, so that there too the idea of processes and of progression could be carried out. Incidentally the big monuments and the little monuments and the rare pottery found in that forgotten

capitol at Quirigua contain a good deal of most absorbing interest to scientist and layman alike, for the Mayas appear to have been the Greeks of the western continent, even as the more virile Aztecs and Incas were more like the Romans, and beyond a doubt this lost red race was the peer in art of any contemporary race of the old world.

It was the realization of what this spirit would mean in the

way of arousing and retaining the interest of visitors that prompted the largest agricultural implement concern in the world to make the largest space reservation in history, 240,000 square feet, for the demonstration of its own machinery. Other important exhibitors have stated positively that they have taken two or three or five times as much space as they had intended before they grasped the idea which H. O. Davis, the director general, has built. Davis never was connected with exposi-



WEST FACADE—HOME ECONOMY BUILDING

tion work before. Possibly that explains his contempt for tradition and the success of his novel ideas.

Strikingly different is the architecture as well, no longer the conventional Greek and Roman temples, covering all the ground of the park. Instead, a new idea, so far as exposition work is concerned, but in reality a most inspiring renaissance with something of sentiment involved.

It is more than 400 years since Balboa discovered the Pacific, and within thirty years as long since stout old Cabrillo sailed into what is now San Diego Bay,

architecture had not been continued. It had been ignored until San Diego's Exposition realized that here too was a mighty opportunity for departure from type. And instead of conventional buildings, there rose from the mesa of that 1,400 acre Balboa Park, a Spanish city, a sort of dream city such as Juan Cabrillo must have dreamed of centuries ago—tiled domes and graceful towers and mission arches over the white walls, the sturdy vines furnishing nesting place for a thousand pigeons and myriad singing birds. There are somber, austere mis-



THE MODEL FARM FROM THE ALAMEDA

the first man to anchor off the Pacific coast of present American soil. But Spain sent only one more expedition which landed before Hudson or Champlain or the pilgrims had touched the east coast, and then there was a long period of quiet. It was 1769 when the real colonizing began, and permanent buildings began to rise—buildings which still stand, the famed old missions of California along El Camino Real, the King's Highway.

Those appealing vestiges of the Spanish occupation have stood for nearly a century and a half. Yet the Spanish archi-

sions, there are ornate cathedrals, there are graceful palacios with sunny plaza at one side and cool, quiet patios within, where fountains murmur and the romance of old California is incarnate. The Exposition guides and attendants are conquistadores and caballeros. The dancing-girls are Spanish girls, trained in solo and ballet for the different dances of old Spain. Outside the rose-covered walls is the hum of a modern American seaport, but within the turmoil and the rush and the nervous strain of the twentieth century is gone. One has stepped back three hundred years.

Again to revert to climate—no good Californian can help it—it is worth mentioning that without fear of frost or mid-summer heat San Diego is able to open its exposition on January 1, and keep it open until the last stroke of 1915. When the north is shivering, San Diego is romp-

ing hatless out of doors; when the interior is stifling San Diego is luxuriating in the continuous breeze from the sea—and sleeping by night under double blankets. It has the shortest thermometer in the world. Probably the all-year feature of the Exposition is the best evidence of it.

Baltimore and Ohio Riverside Y. M. C. A. Excursion A Great Success

THE thirty-third annual reunion and excursion of the Baltimore & Ohio Y. M. C. A., given for themselves and other employes of the Company, was held on Thursday, July 30th, when about 4000 people went to beautiful Island Park, near Harper's Ferry, W. Va.

The Company has always taken a great interest in this excursion, running special trains for the accommodation of the men and their friends and sending up men from the M. of W. Department to help get the Island ready for the day.

This year a committee of sixty-one, with J. W. Gardiner as chairman, and C. G. Spurrier as assistant chairman, served, assisted by a committee from the Ladies' Auxiliary. Some of them went up the day before to make sandwiches, cut meat and trim the stands. They camped out at night on the Island and had a good time together, getting up bright and early to be ready for the crowds that usually drive in from the surrounding country.

The day broke dark and cloudy, with some rain in the morning, which made it appear as if the usual success would not be with the Association. But incoming trains brought crowds, the special from Baltimore via Washington bringing the largest number that ever came, and although the day was cold and a few showers came to dampen the ardor of the excursionists, the affair was more successful financially than ever before. The com-

mittee gave their time so freely and there was so much good planning that this was possible.

A. W. Thompson, our third vice-president, fully intended coming with his entire staff, something that never had before been promised. Many came purposely to meet him and to get better acquainted with the officials, and it was unfortunate that a conference with the conductors and trainmen's committee, which had been expected to terminate on the day preceding the excursion, continued until the next day and kept him in Baltimore. A larger crowd than usual came to the pavilion to hear Mr. Thompson speak, and these added numerical strength to the people who attend the religious service each year.

Rev. B. I. McGowan, pastor of Rogers Memorial M. E. Church, was the speaker, with Miss Jennie Smith, whom so many of our men know and admire. The Bailey Quartette sang and the meeting was one of the best ever held, there being about 1000 people in attendance, many of whom had to stand during the entire service on account of a scarcity of seats.

The day was spent in visiting old friends and taking in the various amusements provided. A well organized refreshment committee served ice cream, coffee, sandwiches, pies, candy, watermelon, soft drinks, etc., and great was the hunger and thirst of the crowd, for two-hundred gallons of ice cream were sold,

ten bushels of peanuts, one hundred and fifty watermelons, one-hundred and fifty dozen soft drinks, and other items in like proportion. Enough of commendation cannot be said for the committee who made this affair so successful, and who by their good work make it possible year after year to hold this "great get to-

gether meeting" for the men and families of the eastern section of the road.

We only hope that next year Mr. Thompson, as well as many other officials, can be with us, for so many of the employes will be glad to see them, and to know at first hand of their interest in these profitable and enjoyable gatherings.

The Railroad and its Relation to Humanity

Elbert Hubbard, in "N. Y. American"



GOOD railroad is human, scientific, efficient and artistic.

What I mean by "human" is that its managers, from the "chairman of the board" to trackwalker, are actuated by a desire to serve humanity.

We are told that things sometimes break down because the human agent fails. Realizing this, the managers of a good railroad are intent on having human machines built up to a point where safety and efficiency prevail.

Sentiment plays a big part in successful business. Business is a game. Dollars are the counters. He who has eliminated sentiment from business takes no joy in the game. And "No profit is where no pleasure's ta'en," said Bobby Burns.

Laughter, love, good cheer, courtesy, friendship are all very tangible assets in making the wheels go 'round.

Science is the common knowledge of the common people, classified. Science knows the things that will not work.

Science knows the breaking strain of materials; how long wood will endure; knows that water runs down hill; also that water will destroy your roadbed if it is not drained properly. Science knows the secret of concrete, of pure water, of complete and rapid combustion. Science knows how to make steam and how to use it.

Efficiency is the ability to do the thing effectively, economically and at the very time that it should be done.

Efficiency turns on the ability to utilize to the best account the passing moments.

"I know the value of time," said Napoleon, and as long as Napoleon knew the value of time he was successful. But when he got lime in his bones and the saltiness of time went out of his system Blucher got there first, and a new page in history was written.

The artistic relates to beauty, just as efficiency relates to use. Use and beauty are twin sisters.

William Morris said, "Art is not a thing—Art is a way!" Art is the gracious, kindly, generous, beautiful way to do things.

Beauty is harmony, and harmony has a distinct influence over our lives. Flower beds, lawns, shade trees, graciously winding roadways, cleanliness, order, decency, are all essentially artistic.

The next time you ride over a first-class railroad just go into the observation car and take a seat on the rear platform, and note the artistic quality of the scene that will meet your view.

Ballast is lined up in straight lines, not scattered all over the right of way.

You will find the grass cut, the weeds removed, and never will you find verdure between the rails. Grass is beautiful, but not in the streets of the city or on a railroad that is doing business. All rubbish, wornout ties, litter of every kind and sort, is picked up religiously by the trackman and burned.

The right of way tokens art and beauty.

If you want things done you will have to call on a busy man—the other kind has no time.

History is mostly a record of fights. Business is a record of boosts.

Business builds, constructs, enlarges, bridges the rivers, tunnels the mountains. Business sets people to work and pays them what they are worth.

The big railroad man takes out the seventy pound steel and puts in one hundred; he creosotes the ties, paints the station, replaces wooden platforms with brick pavements, tears down old structures and builds better, replaces wood with steel, and steel with concrete; replaces dirt with cinders, and cinders with stone ballast.

He gives opportunity to the laborer, encourages genius, helps initiative, joins

hands with the inventor, cooperates with the farmers, works for better schools, for school gardens, for playgrounds, good roads, concrete sidewalks, removes the rubbish, plants trees, shrubbery, flowers, waters the waste places, drains the swamps, knows what the factory men and the business men are all doing along the line; gets in touch with them, laughs with them, talks with them, advises with them, knows their wants and sympathizes with them in their problems; settles contentions and settles them rightly.

The railroad is a citizen of every town, city, village or township through which it passes.

It is a taxpayer, and it is interested in everything that makes for human happiness and betterment. Nothing that is human is alien to it. Treat it well.

A Glee Club of Baltimore Employes

THERE are thousands of men employed by the Baltimore and Ohio in and about Baltimore. Probably many of them would like to sing in a glee club—just how many will be determined on October 1st, in the Committee Room on the fifth floor of the Central Building. The meeting will be open from five until six o'clock, during which hour it is thought that most of the Central Building men can attend; and between seven and eight o'clock for all other employes, shop, operating, office, etc., who are interested.

The subject of a glee club will be talked over informally at that time. All Baltimore and Ohio men who like to sing, and those who enjoy the fun of glee club association with good fellows and who would be willing to devote one night a week to rehearsals, are cordially invited to be present. We will have an experienced glee club leader to tell us something about the possibilities of a good club and outline some of the probable details of organization.

Unless sufficient men come to the first meeting the plan will be dropped. A club cannot be successful unless it has enthusiastic members. If between now and the time at which the meeting is called any employe wishes to offer suggestions or get further information, he may do so by writing the editor of the Magazine.

The Slow Speed Signal

By F. P. Patenall

Signal Engineer

THE slow board is a standard device used for the purpose of transmitting information to trainmen that it is necessary to reduce the speed of the train, or to proceed with caution beyond the point where such reduced speed requirement is indicated, and at such speed that the

train may be stopped short of any obstruction that may be found, or until reaching another point at which is indicated that such restriction is removed and that the usual speed may be resumed.

Our rules instruct that in case of doubt we must take the side of safety. This spells—caution. An old maxim says “be sure you are right, then go ahead;” another says “always look before you leap,” and there are many others that might be quoted to the same end, all of them requiring care and watchfulness.

It is my purpose to say a few words on the use of the slow speed signals used on home interlocking, manual block and automatic signal masts. Before explaining at any length the usages of these particular slow speed signals as applied in present day signaling, it is sufficient to say that before any uniform method of applying signals on a railroad was obtained, the innumerable ways of transmitting information to the runner resulted in dire conflict of instructions, with the further result that great confusion resulted in the handling of traffic. With the application of signals, we should consider and remember the ideal of our president—“Safety First,” last, and all the time.

We must not for an instant think that the mere signaling of a railroad carries with it absolute immunity against accident. It does not, for we are too dependent on the human equation. Therefore, in reading and accepting the indications and instructions transmitted by the signals we install, one step has been made towards uniformity. Furthermore, the use of signals saves time, tells plainly to the runner the conditions he may expect without the issuing of any oral or written instructions. Consequently, like the alphabet, the system is easily absorbed, if one will take the opportunity to concentrate his thoughts on the fundamentals.

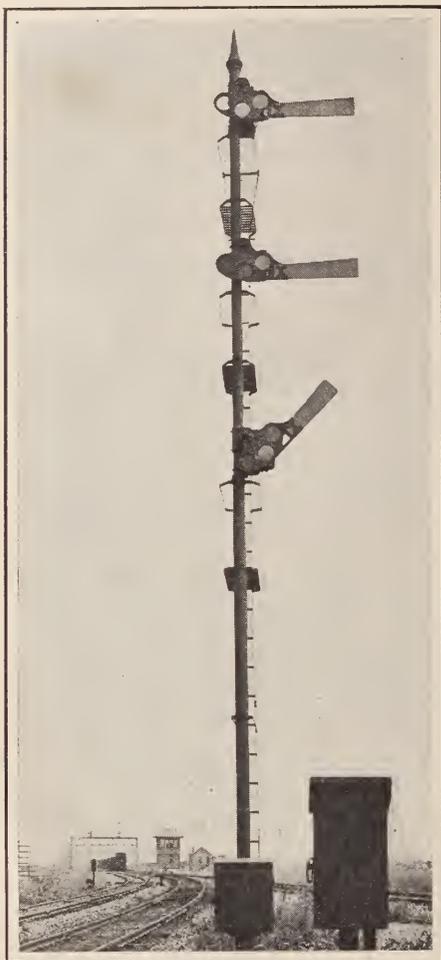


FIGURE 1



FIGURE 2

Interlocked home signal masts are equipped with two or three signals which, with all signals indicating stop, require that trains be governed accordingly. With this article are shown five figures, all of which show the slow speed proceed indication as used in connection with different types of signals.

Figure 1 is a three blade interlocked home signal.

Figure 2 is a two blade interlocked home signal.

Figure 3 is a block signal.

Figure 4 is an automatic block signal.

Figure 5 is a dwarf signal.

These signals when indicating proceed mean respectively:

Upper signal—Maximum speed route.

Middle signal—Limited speed route diverge or converge.

Lower signal—Slow speed all routes.

Dwarf signal—Slow speed all routes.

At many interlocking plants there are more than three routes to be governed. However, it is neither desirable nor practicable to provide a signal for each

route, because of the number of signals that would be applied on one mast in many cases. In the past, where more than three blades and lights have been applied, it has led to much confusion. Therefore the upper and middle signals are assigned to govern the routes over which the higher speeds are permissible. This leaves the lower slow speed signal to take care of the remaining instructions and it does this effectively. I say "effectively," because no matter what route is set up we are assured that it is safe for a train to pass over that route, when the slow speed signal indicates proceed. At interlocking plants where interlocked home signals having but two blades and lights are used, it should be remembered that the lower signal performs the same function when indicating in the 45 degree position as the lower signal on a three blade interlocked home signal, viz.—proceed at slow speed.



FIGURE 3

Now to bring out the comparison in the matter of safety, as against the use of a less flexible method, suppose we had no slow speed signal. Then it would obviously be necessary for the leverman to give hand signals when necessary to issue such instructions. We know that in the past there have resulted from the use of hand signals derailments, collisions and other troubles, due either to routes not being properly set and locked, or to misunderstandings in hand signals. In this respect, it is seen that the signal which precludes beyond a possibility any improper alignment of switches saves trouble and time. It is understood then, that this slow speed signal, while it transmits

route intended, and in the second place, after knowing that, he may continue with caution, because the signal indicated to him that he could proceed, but at slow speed.

Therefore, the instructions transmitted by the signal are very clear. There can be no misunderstanding, for when indicating proceed, it says "proceed at slow speed with caution," and nothing must be assumed further than this. There are no doubt several degrees of caution, for instance, when an automatic signal displays a 45 degree indication, a train is required to stop at the next signal, and the speed of the train is regulated accordingly. There is but one degree of caution in connection with the slow speed signal and that can never be forgotten, viz.: to run carefully and at such slow speed that a train can be stopped short of any obstruction.

We believe then, that we have fulfilled the requirement, because, without such an indication or signal, the train may have been stopped unnecessarily, whereas it might be safe at the proper speed to allow it to proceed under the restrictions imposed.

This same signal is used on automatic signal masts (Fig. 4), when by reason of slow moving heavy tonnage trains in advance in the block would of necessity without its use, stop similar tonnage trains in the rear. It is better, cheaper and as safe, with proper regard for the instructions transmitted, to keep these trains moving. A train moving earns money, trains standing lose money.

Concerning the night indications displayed in connection with Figures 1, 2, 3 and 5, a Green light is used as a night indication on the Baltimore & Ohio lines, and a Yellow light is used on the Baltimore & Ohio Southwestern and Cincinnati, Hamilton and Dayton Railway lines. In connection with Figure 4, no colored light is displayed, but instead, light is reflected on the signal blade.

It is seen that at the bottom of all this, is the thought that we want to keep traffic moving safely, we want to transmit to the runner moving the train the right kind of information, and therefore when it is impossible, impracticable, or unsafe, to



FIGURE 4

instructions when indicating proceed that one of the routes is properly set up and locked, also makes it necessary in moving a train on this indication that the runner exercise caution, until he is assured that in the first place he is moving on the

move trains at high rates of speed, the means have been provided to move them with safety at slow speed. The abuse of good things frequently leads us into

when it occurs, is usually without thought of the possible result. Therefore, in accepting the slow speed indication, there are not two ways in which



FIGURE 5

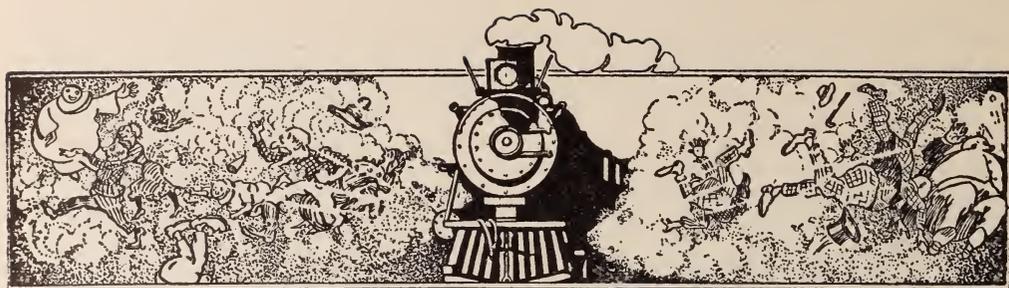
trouble; we have our standard rules and do our duty in living up to them. Signals must be classed as rules, and we must move our trains in accordance with the indications displayed. Disobeying these instructions is sure to cause trouble. We know that no man in the service wilfully disobeys a rule. Such infringement,

its meaning can be construed. It plainly says "move, but be careful" whether it authorizes a switching movement, a movement permissively to follow another freight train, or a through movement. In case of doubt, stop the train, as this carries out to the letter our motto "Safety First."

Ruskin on the Locomotive

The following description of a locomotive from Ruskin's pen is a beautiful piece of word painting:

"I cannot express the amazed awe, the crushed humility, with which I sometimes watch a locomotive take its breath at a railroad station, and think what work there is in its bars and wheels, and what manner of men they must be who dig brown ironstone out of the ground and forge it into that! What assemblage of accurate and mighty faculties in them; more than fleshly power over melting crag and coiling fire, fettered, and finessed at last into the precision of watchmaking."



EXHAUSTS

More Than A Joke

"Of course I'm open to conviction," remarked a charming lady in the course of some trivial discussion, "but I'd just like to see the person who could convince me." She was tossing off an idle pleasantry. But we have never heard any one sentence which so completely reflects the attitude of all reactionaries.—*Collier's Weekly*.



Looking For Trouble

Murphy (stopping to watch a fight between a Jew and a Negro)—"Is this a private fight, or can any one get into it?"—*Thomas N. Miranda*.



Strange Growth

"Pa, what's a feebly?"
 "There isn't any such thing, Harold."
 "Yes, there it is. It says in this book that the young man had a feebly growing down on his cheek."—*Christian Register*.

Experimenting

Mrs. Cox (handing to her husband a saucer full of white powder)—"John, taste that and tell me what you think it is."

Mr. Cox (touching his tongue to the powder)—"It tastes like soda."

Mrs. Cox—"That is what I told Bridget. She declares it is rat-poison. Taste it again to make sure."—*Thomas N. Miranda*.



Could Not Wait

A retail dealer in leather goods, doing business in Baltimore, wrote to a firm in Southern Massachusetts ordering a car-load of merchandise. The firm wired him:

"Cannot ship your order until the last consignment is paid for."

"Unable to wait so long," telegraphed the leather merchant. "Cancel the order."—*Lippincott's*.



Meaner and Meaner

Wify—"Do you recollect that once when we had a quarrel I said you were just as mean as you could be?"

Hubby—"Yes, my dear."

Wifey—"Oh, Tom, how little did I know you then."—*Boston Transcript*.



Wow!

The youth who was smoking a cigarette opposite the monkey's cage took another from his pocket.

"Would it do any harm," he asked, "if I offered him one of these?"

"Not a bit," responded the attendant, "he wouldn't touch it. A monkey isn't half as big a fool as he looks."—*Exchange*.

+

Wait Till the Boy Grows Up

While traveling through Alabama a young salesman was one day forced to dine at a farmhouse. Not being very well satisfied with his meal of cornbread and bacon, he asked if he might have a glass of milk.



"No," replied his host. "Ah don't reckon you'll find any milk around here since the dog died."

"Since the dog died!" echoed the stranger. "What's that got to do with it?"

"Why," replied the farmer, "who do you-all reckon's goin to go an' fetch the cow?"—*Everybody's*.

+

What Wonder?

The Senator and the Major were walking up the avenue. The Senator was more than middle-aged and considerably more than fat, and, dearly as the Major loved him, he also loved his joke.

The Senator turned with a pleased expression on his benign countenance and

said, "Major, did you see that pretty girl smile at me?"

"Oh, that's nothing," replied his friend. "The first time I saw you I laughed out loud!"—*Harper's Magazine*.

+

At the Summer Resort

The Serious Girl—I always work so that I will be engaged at a higher salary each year than the year before.

The Frivolous Girl—And I always try to be engaged to a higher salary than the year before.—*Puck*.

+

Silence His Hobby

"How awfully quiet young Mr. Bashley is."

"Yes. He always reminds me of the 'g' in gnat."—*Chicago Record-Herald*.

+

Putting One Over

Mrs. Henpeckke—You never did anything really clever in your life!

Mr. Henpeckke—You seem to forget, my dear, that I married you.—*Judge*.

+

The Blindness of Virtue

"We want the doctor, quick!"

"Who's sick at your house?"

"Everybody except me. I'd been naughty, so they wouldn't give me any of the nice mushrooms papa picked in the woods."—*Current Opinion*.



Progressive Penelope

Larry—Did I understand you to say Percival and Penelope are estranged?

Laura—Yes.

Larry—But I saw her buying a ham-mock to-day.

Laura—Little schemer! I'll just wager she is planning a get-together meeting!

—*Judge.*

✦

Encouraging

Sportsman (who has missed everything he has fired at)—Did I hit him?

Keeper (anxious to please)—Not 'xactly 'it 'im, sir; I can't say that. But, my word! I never see a rabbit wuss scared.

—*Exchange.*

✦

The Idea

"Would you forgive me if I kissed you?"

"How can I tell beforehand?"—*Judge.*

Light

Skids—What kind of work do you think he's suited for?

Skittles—I think he'd make a good stage hand at a moving picture theatre.

—*Puck.*

✦

Unfortunate

She—"So you are bashful?"

He—"Yep, take after my father."

She—"Was your father bashful?"

He—"Well, ma says if pa hadn't been so bashful I'd be two years older."—*Banner.*

✦

They All Have It

The farmer lad who stood at gaze

Had one ambition clear:

"Some day I'll quit this job, I bet,

An' be an engineer!"

The engineer half saw and thought,

"Some time perhaps I'll be

In luck myself. A little farm

Is what looks good to me!"—*Judge.*

U. S. S. Constellation

(The Cover Picture)

LAUNCHED at Baltimore, September 7, 1797, this frigate is the oldest vessel in active service in the United States Navy. On February 9, 1799, off Basse Terre, after a fierce fight, the "Constellation" captured the French frigate "L'Insurgente"; in 1802 she rendered valuable service during the war with Tripoli; bottled up in Norfolk harbor during the War of 1812, the vessel prevented the British from capturing the water defenses in that vicinity; during the Civil War she was stationed in the Mediterranean to protect American commerce from privateers; from 1871 to 1888 and from 1890 to 1893, the "Constellation" was used to take the midshipmen from the United States Naval Academy, Annapolis, Maryland, on their annual cruise; on May 22, 1894, she arrived at Newport, Rhode Island, where she was assigned to do duty as a receiving ship; in 1914 Congress appropriated \$50,000 to repair her and ordered that she be stationed at Baltimore during the National Star Spangled Banner Centennial Celebration. It is probable that a hundred ships like her would be helpless in a fight with a modern Dreadnaught.



Patterson Creek Valley

By J. H. Stewart

Agricultural Agent

PATTERSON CREEK empties into the Potomac River about eight miles east of Cumberland. The stopping place of the main line of the Baltimore & Ohio Railroad is Patterson Creek. From the station one can see but little of the Valley, and to anyone on the Baltimore & Ohio trains there is nothing in sight that would suggest that there is a country so interesting and so extensive in its possibilities lying just out of sight from the railroad. To employes or travelers on the Baltimore & Ohio Railroad it should be very interesting in many cases to have pointed out to them the important regions lying near the lines of the Company but on account of the topography of the country, excluded from their view, and it is with the object of bringing out some of the interesting things which may be seen in this Valley that this is written and illustrated.

This stream has its main source in Grant County, and its main branch, the North Fork, rises well within the Alleghany plateau, not far distant from Stony River and Mount Storm, one of the most beautiful and interesting regions

of West Virginia, where the elevation is over three thousand feet. This branch of the stream from its main source flows almost directly east, sawing its way through one of the important foothills of the Alleghany Mountains, and then through New Creek Mountain, where the Tuscarora sandstone is cut down for more than one thousand feet, forming an imposing gulch with many beautiful scenic aspects. From this point the stream flows northeast, paralleling New Creek and the Knobley Mountains on the one side, and Patterson Creek Mountain and the South Branch of the Potomac on the other. The whole length of the stream is about fifty-two miles. It is one of the most beautiful streams of water to be found anywhere. It is seldom muddy and very infrequently overflows its banks, but never gets dry. This is owing to the fact that the stream is constantly fed by the regular flow of immense springs which break out of the mountains on either side, thus insuring a uniform minimum flow of water at all seasons. On account of this and the lack of manufacturing or mining industries on the stream the water is very

pure and furnishes a very healthful and congenial habitat for fish. So that Patterson Creek is a well-known resort of the disciples of Isaak Walton. The finest fat black bass to be found anywhere are caught every year along this stream.

The particular limestones which are found in large quantities on both sides of this stream are the Helderberg or Lewiston. The upper portion of this deposit consists of a sandy cherty limestone, which forms a soil famous for



THIS COUNTRY WILL SUPPORT HANDSOMELY LIVE STOCK, DAIRYING
AND FRUIT GROWING

In addition to this form of sport, those who are interested may find fine pheasant and partridge shooting along the bottoms and foot-hills of the nearby mountain ranges, while in the more densely wooded hilly sections, those who prefer to hunt the turkey and deer can find unusually good sport. In this connection it might be observed that the sources of all streams and the main stream itself are from streams that flow directly out of the mountain or from woods which insure all the year round an abundant supply of the purest water.

The area drained by this stream "includes the oldest rocks in the State, namely, the Cambro-Silurian limestone, slates and sandstone." Within this area is found limestone, which may become the basis of large and profitable cement and lime development, although but slight development as yet has occurred.

peach growing, and the development of this industry has already become very significant in that region of West Virginia. The better grades of this limestone could be used for lime and flux. The cherty layers, which have already broken into almost the right size, may be used successfully for road making. The Hamilton, Chemung and Catskill formations are exposed throughout the region drained by Patterson Creek, and the erosion of these shales and the limestone, which have been mentioned, form a soil of physical and chemical condition peculiarly adapted to the cultivation of a wide range of fruits, grains and forage. The shales are very rich in potash, while the distribution of lime insures conditions favorable to the successful growing of all sorts of leguminous crops. The traveler will observe by the roadside and in the un-

cleared sections of that area numerous locusts, which are themselves members of the leguminous family. This alone is sufficient evidence that the soils are favorable to the growth of such plants as clovers, soja beans and alfalfa. It may be interesting to note that very early in the history of this country, iron ore was mined in this Valley at a point in Greenland Gap, and that an old furnace was located at a point near Greenland Gap on what was known as the Babb Farm, and the furnace was called the "Fanny Furnace." Work at this furnace has been discontinued for more than three-quarters of a century, but portions of the old furnace can yet be seen. Investigations of the Geological Survey show that iron ore of great richness is found in workable quantities at several points within the drainage of this stream, and

busy centre among the great metallurgical industries of the country. The limestone for fluxing is there. Fuel is also nearby. In addition to these, deposits of great value for the manufacture of a number of products are found in this region in superabundance, such as cement, brick, pottery, etc.

Patterson Creek Valley proper has an average width of about seven or eight miles. A portion of it is perfectly level, while the other part breaks off from the level land in gentle undulating slopes, the greater part of which have a topography suitable for grazing, dairying, poultry culture, all forms of the live stock industry and fruit culture. It is believed that from a number of small but successful experiences these parts of the valley are splendid for the production of great quantities of very fine



THREE YEAR OLD ELBERTA PEACH TREES IN ONE OF THE HUGE ORCHARDS

in the report of these investigations it is indicated that possibly the whole Valley may be underlaid with very rich and extensive deposits of iron ore. In time this will doubtless be worked out, and Patterson Creek Valley may become a

grapes. The successes already obtained by a number of citizens and companies in the successful development of both large and small orchards, many of which have for some years been up to bearing age, and which have produced the very

highest class of fruits, make it sure that the whole region drained by this stream is a fruit area probably not surpassed anywhere in the East. These orchards range in size from thirty thousand to ninety thousand trees. They have been

drained soil, in most cases there being comparatively a small part of the bottom land which has ever needed tile drainage. These lands produce enormous yields of corn, hay and wheat. It has already been demonstrated that this is the



THERE ARE THOUSANDS OF VIGOROUS APPLE TREES IN THIS WELL-KEPT ORCHARD

carefully located and well cared for, and already most of them have yielded rich returns to the investors.

Much of the land included in the slopes of the bordering mountain ranges may be used for intensified agriculture, such as the production of the small fruits, strawberries, raspberries and blackberries, and many of the vegetables, such as potatoes, tomatoes, cauliflower, cabbages, radishes, etc., etc., while the level lands lying along the stream between the mountains, in many cases a mile wide, are unsurpassed as trucking lands. Although the banks of this stream are not high, as has been previously mentioned, it seldom overflows at any point. The bottom lands, of course, are alluvial, being the results of the shales and interlying rocks, and they are of a physical character which make them a self-

natural home of alfalfa, both the climate and the soil being unusually congenial to its successful growth. All the legumes grow on this soil luxuriantly, and thus far it has not been found necessary to make extensive applications of lime, that element being well supplied from the strata of lime which has been washed down in the years of erosion during the formation of these bottoms. So that it may be set down as a certainty that every vegetable and fruit which can be grown in this latitude and longitude can be most successfully produced in this Valley. The ease with which forage and grains are produced, and the adaptability of these soils to the production of fine blue-grass pastures, render this likewise an attractive region to the live stock man and the dairy man.

It will be observed that the South

Branch and Patterson Creek Valleys parallel, with a probable average distance from Patterson Creek to the South Branch of the Potomac River of six miles. Inasmuch as the Romney Branch and the Hampshire Southern Railroad, which are branches of the Baltimore & Ohio Railroad, traverse the South Branch Valley from Petersburg, south of the source of Patterson Creek, to the Potomac River, there is no point in Patterson Creek Valley of a maximum distance of more than seven or eight miles from railroad transportation. In addition to this, a portion of the Valley can be served by main line transportation on the Baltimore & Ohio Railroad, from the region of Frankfort (Alaska), at a maximum distance of not exceeding six miles, and from that point to the mouth of the stream. The Twin Mountain & Potomac Railroad, which was constructed by the Twin Mountain Orchard Company for

it reaches its terminus at the orchards of this company. This railroad has already, and will prove a great source of convenience and profit to the owners of the lands contiguous to it in this Valley. It is understood that all shipments on this road have main line rates, both for freight and express matter. A little observation of a map of this section will show that every portion of the extensive area drained by Patterson Creek is within profitable hauling distance for all sorts of agricultural products of some one of these railroads.

Cumberland and its distributing points, Keyser and some of the nearby smaller towns, all afford a large local market for products of the soil, while the mining regions westward and the larger cities eastward, all within quick shipping distances from these points, afford markets of unlimited demands for all sorts of crops which this beautiful and fertile



DAIRY, LIVE STOCK AND TRUCKING FARM

a distance of twenty-seven miles, connects with the Baltimore & Ohio Railroad at Keyser, passing up New Creek Valley and through Knobley Gap, and thence through Burlington, crossing and traversing Patterson Creek Valley until

region can be made to produce. Consequently, this section may be regarded as unusually attractive to the large and the small farmer, fruit grower, dairy man, poultry man, trucker or general farmer.

The country roads and the turnpikes in this section are already very good, indeed. However, they are for the most part dirt roads, but for eight or nine months of the year they are in splendid condition and they are well maintained. Mention has been made of the excellent road material conveniently at hand in great quantities in this Valley which may be used here at a minimum cost for the construction of high-class hard roads. It may be noted that the famous North-western Turnpike, promoted by the Father of his Country, and engineered by one of the great engineers and road-builders of Napoleon's campaigns, passes through and across this region. In this Valley yet are two of the once celebrated turnpike taverns frequented in the days of the stage coach by the elite and distinguished of our country as they passed to and from our National Capital and Eastern cities. Already the numerous well-kept roads afford excellent motoring, and the beauty of the Valley and the

especially attractive scenic points should render it extremely inviting to the pleasure seeker.

Anyone who seeks a home in the country, who wants a peaceful, restful, healthful location, surrounded by a country of unusual beauty, retired from the distractions of mining and manufacturing and city environments, but at the same time so close to the best of transportation and markets as to insure the highest returns for the products of his land and his labor, cannot find a more inviting spot than Patterson Creek Valley.

This statement of the facts about Patterson Creek Valley is presented with the hope that it will attract the attention of employes of the System and probably of others who contemplate investment of capital in rural homes. The lands can be purchased at very reasonable prices, the titles are perfect, and all of the conditions conducive to a happy, prosperous country life obtain in this region in the highest degree.

Why Do We Print Advertising?

WE CAN help improve our Magazine by patronizing our advertisers. We print no advertisement unless it has been carefully examined and approved. Therefore we are absolutely sure that anything offered in these pages comes right up to specifications.

The Company is not trying to make the Magazine profitable through large additions of advertising. We could fill our pages if we were willing to accept certain kinds of copy, and run the Magazine at a profit instead of, as at present, a large expense.

But we do want to get as much clean, legitimate advertising as we can, provided it will appeal to our readers. Advertising is interesting; more of it in our Magazine will make the Magazine a better looking and more interesting publication. Good returns to present advertisers will induce others to advertise with us also. Therefore, by giving our advertisers the benefit of our patronage we not only get in touch with good, clean, reliable manufacturers, but also increase the interest and the value of our own Magazine to ourselves and fellow employes.

Assigning Your Salary

Reprinted from "Wells Fargo Messenger"



THE man who buys on credit by assigning his salary is taking a very hazardous step. Irreputable instalment houses are continually laying their pitfalls in the path of the worker. Such concerns may be put in the same class as the loan shark—the human leech who saps the earning power of every man or woman caught in his clutches. Both evil influences use the same weapon in compelling their victims to pay abnormal tribute—the assignment of salary.

The *Messenger* not long ago pointed out in plain language the danger of having anything at all to do with usurious money-lenders, or the loan-sharks, as they are called. It is the man who borrows money from them who fully understands what it means to be caught in their traps. Assignments of salary are filed with the employer by the party making the loan, and in the doing thereof the loan shark takes his satanic delight, though the consequences may be well nigh fatal to the future status of his victim.

The irreputable credit establishment hides under cover of one of those touchingly generous propositions we see so often, offering to sell on credit, invariably on the "instalment plan." Assignments of salaries are so readily taken by such concerns from employes of large corporations that the victim is delighted with the simplicity of the scheme, and jumps headlong into it. Then the shoe pinches, and with growing pains, when the first payment goes by default.

There is an economic explanation for this method of "doing business" by these unfair concerns. Finding competition

along legitimate lines too keen and too much hard work to meet, their proprietors are confronted by the alarming necessity to get revenue, in order to survive. Their most seductive advertisements, unsupported by legitimate dealing, failing to draw customers, they devote their energies to the art of "catching people."



THEIR VICTIMS PAY ENORMOUS TRIBUTE

They do this not by giving full value in goods, but by taking advantage of their victims' lack of ready money and by selling a poor quality of goods in exchange for assignments of salary. They know that such assignments in the long run bring them a far larger margin of profit than can be obtained by straight business principles—and hard work. And so they play the game to the limit.

The impression, however, must not be

gained from this that all credit houses are of such a low caliber. There are many reputable establishments selling their wares on the instalment plan, and undoubtedly they accomplish much good. But the evil we seek to emphasize is in those enterprises which depend solely for existence upon this salary assignment method. The average worker must be-

his own ranks inconsiderate and avaricious enough to act as an agent for such a firm, pursuing an active campaign for business, under the cover of secrecy. Some of these houses are bold enough to advertise in glowing terms the fabulous fortunes which may be gained by acting as their representative and "working among friends."



THESE DIFFICULTIES HAD BEGUN TO INVOLVE THE VICTIM

ware of any document which, though apparently simple, actually mortgages his earning capacity, until the account is settled overwhelmingly to the advantage of the unfair dealer.

And to add to the difficulty in avoiding these hidden pitfalls, the worker in a large corporation may find some employe in

It follows, of course, that such men do not work for pleasure or for their health. In fact, they receive a commission and sometimes a substantial bonus on the amount of business they bring in. It is a simple matter to see that commissions of this sort have to be paid by the victims—those they induce to purchase goods by

assigning salaries, or less suspicious employes who innocently affix their signatures as surety for the assignment of salary by some fellow worker.

The last annual report of the Legal Aid Society contains an interesting contribution on this subject: -

It appears that the law as yet affords no remedy to the unfortunate persons who do business with such companies. The policy followed by these companies seems to be that the person purchasing, or any relative or friend who may be earning a reasonable amount, is inveigled into signing his or her name as guarantor, and upon failure to pay even one instalment of the purchase price of a very poor quality of goods bought for an outrageous sum, the company immediately gives notice to the employer of the guarantor claiming an assignment of the employe's salary. In many of these cases the employe does not even know what the paper is that he signed, because he is not always told the truth when his signature is obtained, but is led to believe that it is merely a matter of form or a statement as to the good character of the purchaser. Thus the guarantor is placed in a humiliating position, and if he does not lose his position is compelled to pay the balance due immediately, and sometimes costs and attorneys' fees as well.

That explains the whole method of operation in a nutshell. Specific instances of the evil results of this system are not far to seek. Most articles may be purchased in this way, but many cases may be cited to show that the use of an assignment of a wage-earner's future salary not infrequently carries in its train all sorts of misfortunes to himself and his family.

The Husband Alone is Responsible

The purchase of housefurnishings by the wife may be considered "necessities," for which the husband is absolutely liable. To pay for them, the husband's salary may be attached or garnisheed, even if he has not signed an assignment for his salary. Such a sale might even be made without his knowledge, and yet, being classed as necessities, the responsibility for payment rests upon the husband alone.

One instance is said to have occurred in which a wife secured money, without her husband's knowledge, from a loan



THE CREDIT MAN FREQUENTLY FOLLOWS HIM TO HIS NEW POSITION

broker. The latter very accommodatingly covered up the transaction by a sale of housefurnishings. The wife spent the money, and, of course, was unable to keep up her payments. But the husband is responsible for his wife's expenditures for "necessities."

When the loan broker put his tools of the law into operation, the husband lost his position. And such was the legal status of the matter that even when permanently placed in a new job the husband was faced with the threats of the money lender to file another assignment against him. The husband knew if that happened he would be out of a position a second time—and through no fault of his own. Payment was made at a great personal sacrifice.

In a more recent case, a worker in a large corporation made a purchase from one of these concerns for the agreed price of \$25.00. He was required to give a power of attorney to assign his wages in case of default, and an agreement to pay \$1.00 a week. The employe paid \$13.00 in that number of weeks, and then was obliged to default because of other necessary expenses.

An assignment of the man's salary was immediately filed with the company for \$17.00, although he really owed but \$12.00 on his purchase. Because this assignment was not promptly honored, a further assignment was filed for \$27.00, making the total purchase price \$40.00, a fair average value of which was but \$13.00.

By the time that these complications had begun to involve the victim, the article which was causing so much trouble was worn out and practically useless.

Incidents like this are constantly arising. Such a difficulty affects a man's promotion, detracts from his efficiency and continually harasses him in his daily work. Should an employe leave his position, as is often done in the hope of avoiding complications of this sort, the assignment man, armed with a universal assignment of his salary, can and frequently does follow him to his new job. The victim cannot escape from his Nemesis, even if he goes to the extent of dropping his identity and assuming a new name in another city.

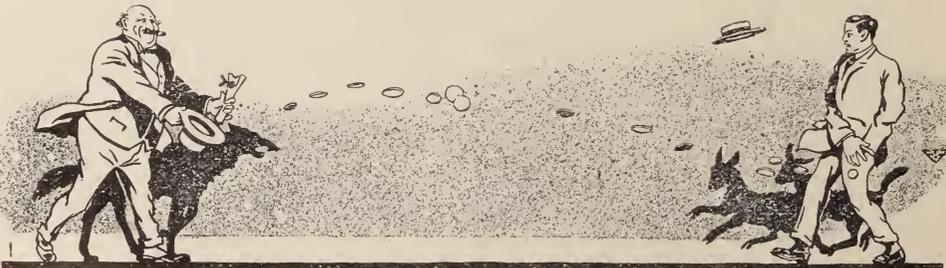
With articles of daily wear and consumption as cheap as they are now, there can be no excuse for any man to invite trouble of this kind. No honest merchant who is making a reasonable profit need resort to these methods. Those who

have investigated the situation declare that no money-lending concern which sends out agents and employs solicitors to get employes under such "salary assignment" arrangements can continue in business on their own merits, but exist only by extorting usurious sums from their victims.

In much the same classification as the discreditable credit house is the "loan shark"—beware of both! Notwithstanding the disfavor in which the law holds the practices of these usurious money lenders and the strong public sentiment against them, they are most astute in the means they employ to strip their victims of the protection of the law. Their astuteness seems to grow as legislation progresses against them, and not infrequently they succeed in turning laws passed avowedly to check their avarice, into new instruments by which they may intimidate and pester their victims.

It is clear, therefore, that the presence of a solicitor to get business in this way, or the mere suggestion by an acquaintance of a money-lender, who can aid a man in "tiding over a temporary embarrassment," is in itself a signal for him to watch out. At such a time a single endorsement of his name to a paper may result in more misery and sorrow in times of stress that can be counteracted by many months' hard work and prosperity.

It is a wise policy never to sign a paper unless the contents are fully understood and the responsibility they involve thoroughly appreciated. Therefore, never accept money under patronizing circumstances, and, better yet, never accept money except that received in return for honest toil and straightforward businesslike dealing.





What is a Vacuum Brake?

Wm. E. Hill, engineer at the C. H. & D. roundhouse at Hamilton, Ohio, writes and says:

"Please give me a description of a vacuum brake."

We are fortunate in being able to publish the following answer, which Mr. F. B. Farmer, northwestern representative of the Westinghouse Air Brake Company, prepared for us:

"A vacuum brake is one that is applied by atmospheric pressure. At the sea level this pressure is 14.7 pounds per square inch. A vacuum means absence of atmospheric air. Its action is shown by either of two simple experiments. With your hand cover the suction opening of an air compressor as thoroughly as possible when the compressor is working rapidly. This will produce a partial vacuum in the air cylinder, causing the atmospheric air to force your hand hard against the strainer. Put a small, empty bottle to your mouth, suck out as much of the air as you can, place the end of your tongue against the bottle opening and then open your mouth slightly. It is the atmospheric air trying to get into the bottle, where you have created the partial vacuum, that tries to drive your tongue into the opening.

"The brake rigging of a vacuum brake is like that of an ordinary air brake. The essential difference is that the air brake is operated by pressure above the atmos-

phere and the vacuum brake by atmospheric pressure. Where the air brake uses a cylinder the vacuum brake has a large, bowl-shaped casting with a rubber diaphragm across it. The pull rod is connected to the middle of the diaphragm. A pipe, connecting with the inside, runs to the ejector, which also has a steam connection. This ejector is similar to a lifting injector. When the steam is turned on, by moving the ejector handle, a portion of the air is drawn from the inside of the diaphragm and discharged with the steam to the atmosphere. A non-return check valve prevents the back flow of air until it is desired to release, which is accomplished by readmitting the air.

"As the vacuum is created on the inside of the diaphragm the atmospheric air forces it inward, causing the pull on the rod and thereby applying the brake. Owing to the low pressure with even a perfect vacuum, impossible with this brake, the diaphragm must be large for even moderate braking power, one reason why this form of brake has been given up in this country.

"Vacuum gauges ordinarily indicate 'inches' of vacuum. If a long, glass tube, sealed at one end, were filled with mercury, then, holding the mercury in with a finger, were inverted, the open end placed in a bowl of mercury and that in the tube allowed to settle or fall as

low as it would, it would come to rest 30 inches above the surface of the mercury in the bowl if this were done at the sea level. On a mountain the mercury column would be proportionately lower than the height of the mountain above sea level. There would be practically a perfect vacuum above the mercury in the tube, and the height of the mercury column would depend on the atmospheric pressure. This instrument is a form of barometer. One inch of mercury in the tube means 49 hundredths of a pound pressure, nearly one-half pound. Hence, 14.7 pounds of atmospheric pressure would support a 30-inch column of mercury. This explains the reading of a vacuum gauge."

✦

Railroad or Railway ?

J. E. Bauer of the car service department asks the following:
 "Please explain through the *Employes Magazine* the difference between a "Rail-

road Company" and a "Railway Company."

To which J. S. Murray, assistant to president, replies:

"There is really no difference—the words are used interchangeably. In Great Britain 'railway' is mostly used, while in the United States 'railroad' is in common use, although at times 'railway' is used in this country, as witness the 'Philadelphia & Reading Railway Company' which before its last reorganization was known as the 'Philadelphia & Reading Railroad Company.' However, as applied to urban transportation companies 'railway' is commonly employed, but as stated, as relates to steam railroads, there is absolutely no difference."

✦

Correct Answer to Problem 5

E. Aldrich, section foreman at Whiting, Indiana, sent in a correct answer to Problem 5 too late to enable us to give him credit in the August issue.

Personal Injury Reduction

Standing of Divisions, showing progress made in personal injury reduction (killed and injured) for first six months of year 1914, over same period 1913

New Castle	39%	Decrease	Monongah	14%	Decrease
Pittsburgh	29%	"	Connellsville	5.8%	"
Shenandoah	27%	"	Ohio River	4.6%	"
Chicago	25%	"	Illinois	3.9%	"
Cumberland	24%	"	Philadelphia	3%	"
Cleveland	23%	"	Wheeling	1.5%	"
Baltimore	23%	"	Indiana	17%	Increase
Newark	22%	"	Ohio	33%	"

Total for all Divisions 17% Decrease

NOTE—Connellsville Division's standing in last month's magazine should have been 8.2% Decrease instead of 82% Decrease.

The First Stone of The Baltimore and Ohio Railroad



THE publication of the article on and picture of the manuscript containing the original inscription for the first stone of the Baltimore & Ohio Railroad in the August issue of the *Employes Magazine*, has provoked a number of comments, among them the following letter:

THE BALTIMORE & OHIO RAILROAD COMPANY,
BALTIMORE, MD.

A. W. THOMPSON,
Third Vice-President.

August 15th, 1914.

To the Editor of the Employes Magazine:

The article in the August issue of the *Magazine* relative to the cornerstone of the Baltimore & Ohio Railroad calls to my mind a very interesting incident in connection with the recovery of this stone in 1898.

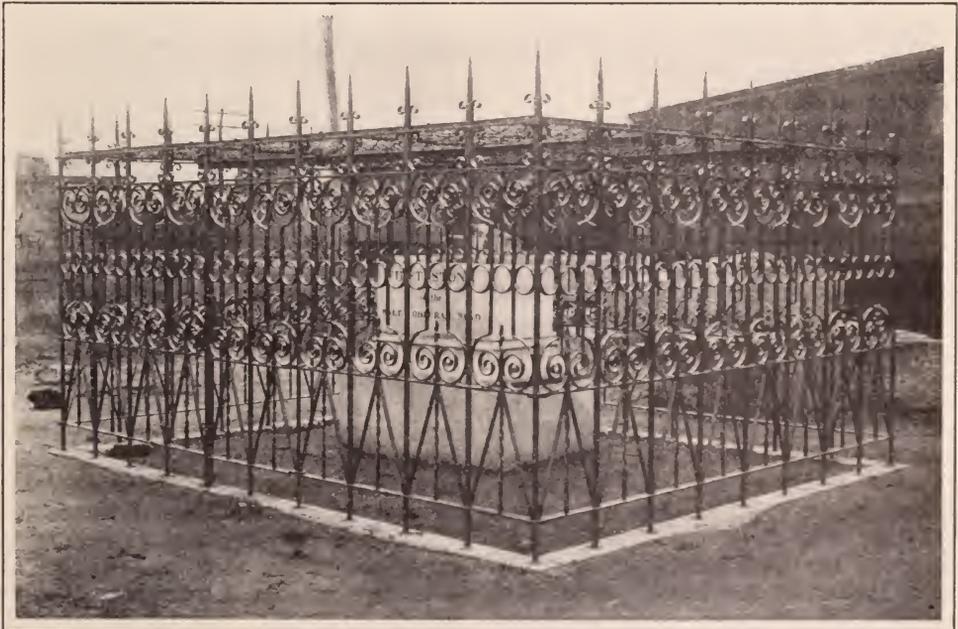
Mr. Willard, our President, who in that year was Assistant General Manager, learned of the existence of a cornerstone, and upon making inquiry found that it had become lost, and was supposed to have been covered by a fill made from cinder and refuse.

A survey was made, the stone located, and it was restored as shown by the accompanying photographs.

Yours very truly,

Further information about this historic stone, the laying of which started the epoch-making era of railroad construction, will be of intense interest to all Company employes. It is but one of the many illustrations of how closely the histories of our country and our railroad are linked. One commentator writes:

“Great honor is due the wise solons





A NEAR VIEW OF THE INSCRIPTION.

of the Maryland Legislature at Annapolis in 1827, for their foresight in granting a subsidy to develop the commercial interests of our country at large. In the quaint old statehouse at Annapolis, with its many famous archives, is recorded the story of the beginning of the railroad.

"On the second day of February, 1827, the citizens of Baltimore conferred upon the adoption of proper measures for 'The commencement of the Baltimore & Ohio Railroad, a work of deep and vital interest to the American people, by facilitating its commerce, diffusing and extending its social intercourse, and perpetuating the happy union of the Confederate States.' An act of incorporation by the State of Maryland was granted February 28, 1827, and confirmed by the State of Virginia, March 8th, 1827, and the construction of the road was commenced July 4th, 1828. The ceremonies attending this great event were conducted by the masonic fraternity. The city of Baltimore was in gala attire, and strangers from distant points began ar-

riving in town a day or two before the celebration. The leading event was the laying of the 'First Stone' of this first railroad of the land. The venerable Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, cast the first spadeful of earth for the beginning of the railroad, saying: 'I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if indeed second to that.'

"This remarkable stone was placed in the earth and the laying of the wooden track of the railroad was then begun. Strange as it may seem, in the natural shifting of position of the track this stone was forgotten and its exact location in the earth remained only a matter of conjecture for nearly forty years. The interest was revived in July, 1898, when a re-survey was made and the stone located six feet under the surface of the ground. The entire masonry was then carefully raised above the earth and enclosed in a steel cage, so that the famous relic will remain in public view for all time."

First Vice-President Randolph on How the War Will Affect Industry and Commerce

GEN. George F. Randolph, first vice-president of the Baltimore & Ohio Railroad, returned from his European trip on the last vessel which reached this country on regular schedule. While General Randolph's trip was made primarily for his health, he conferred with several European connections of the Baltimore & Ohio and with American residents in France in touch with trade conditions. Based on his knowledge of Europe obtained while living on the Continent and during frequent visits since, the railroad executive deplores the present state of affairs because of the ultimate effect upon the world, and particularly upon the advancement of European nations.

Commenting upon the effect of the war on American commerce, vice-president Randolph believes that within a few weeks an outlet will be found for American products, as the result of England and France gaining control of the Atlantic. This would take care of the food supply of those countries to a great extent, although the Rhine Valley will in all probability suffer.

He spoke of the impetus which American commerce will obtain by building up a merchant marine, if the Government in permitting foreign vessels to come under the United States flag will permit them to operate on their present methods of economy, rather than to compel them to comply with regulations which may make it necessary to increase ocean rates.

The European war he regarded as an

economic-loss, far reaching in its effect upon civilization, and one which the American people are bound to bear in part through increase in prices, enforced idleness of labor and kindred causes. He said it will hinder European progress for a generation.

"Viewed from a business standpoint," continued General Randolph, "the war means practically complete suspension of manufacturing and trade in the countries party to the conflict and smaller nations which depend largely upon them in commerce. Such a condition may quicken the foreign trade of the United States temporarily, after an outlet can be secured, but on the other hand, industry in this country will suffer on account of curtailed purchases of manufactured articles and the difficulty in securing raw material heretofore imported.

"We will also feel the effect of the war quite acutely by the falling off of immigration, which for years has been a strong influence in our development by providing labor and future American citizens. And it may also result in large numbers of foreign-born people returning to their native land.

"Already business in the United States has felt the depression and with the embargo now in effect railroad traffic has fallen off. This will improve when service to Europe is resumed, but it cannot be expected to return to normal while everything in Europe is in a state of turmoil."





The Epic Poem—Its History and Relation to the Present European Conflict

By Louis M. Grice

Chief Clerk, Auditor Passenger Receipts

IT was just such terrible times as the present, involving so many nations in bitter conflict, that gave rise to the first well defined form of poetry, the epic. We read today of the magnificent bravery of the men who are fighting on the battle-fields of Europe and of how their courage is stimulated, their souls inspired, their steps made lighter by the singing of the songs of their fatherlands. "Die Wacht am Rhein," "La Marseillaise" and the other national hymns are in themselves epic poems in miniature, for they reflect most intimately and truly the war-like spirit of the poets who sang them.

History tells us that the first great epic poems of which we have knowledge, the "Iliad" and the "Odyssey" of Homer, were originally the native songs and poems of his ancestors. Homer collected and related them and made from their scattered fragments the great unified history of the mythological heroes of ancient times.

The lore which was handed down by word of mouth from the first Romans to their descendants offered scarcely less of inspiration to the great epic poet of the Romans, Virgil, than did the folk-

lore of early Greece to Homer, and the "Aeneid" of Virgil takes second rank to the "Iliad" and the "Odyssey" in the realm of epic poetry.

Every race which has loomed large on the pages of history has had its epic poet. The early history of the Franks, the ancestors of the French race of today, was set down in the "Chanson de Roland," while the genius of the early Italians was expressed in the inspired verses of Dante, and that of the English in the stately measures of Milton and Byron.

Already the deeds of valor of the present struggle in Europe have appeared in print in this country from the pens of the English poets, Richard LeGallienne and Rudyard Kipling, and unquestionably the poets of the other nations engaged in the struggle are writing virile word pictures of the heroic accomplishments of their countrymen.

The following highly dramatic description of the opening of the battle of Waterloo is taken from Lord Byron's fine epic poem, "The Pilgrimage of Childe Harold." These verses are among the most famous of this gifted poet and no stronger illustration of his genius can be presented.

Byron's keen sense of dramatic possibilities is forcefully demonstrated by his selection of the court ballroom at Belgium's capital, as the best stage for the production of his climax; into the midst of this scene of beauty and revelry, where all went "merry as a marriage bell," suddenly stalked the specter, grim-visaged war, with all the attendant horrors following in its train, thus changing in an instant the

sparkling scene of joyous animation into one of tears, despair, turmoil and death.

The military activities, which are now in progress in Belgium, and particularly around Brussels and Waterloo, give an additional interest to the poem at this time, as the scenes depicted are being repeated in our own day, while the civilization of the western hemisphere looks on aghast.

Waterloo

From Byron's "Childe Harold"

There was a sound of revelry by night,
And Belgium's capital had gathered then,
Her Beauty and her Chivalry, and bright
The lamps shone o'er fair women and brave men;
A thousand hearts beat happily; and when
Music arose with its voluptuous swell,
Soft eyes looked love to eyes which spake again,
And all went merry as a marriage bell;
But hush! hark! a deep sound strikes like a
rising knell!

Did ye not hear it? No; 'twas but the wind,
Or the car rattling o'er the stony street;
On with the dance! Let joy be unconfined;
No sleep till morn, when Youth and pleasure
meet

To chase the glowing hours with flying feet—
But, hark! that heavy sound breaks in once
more

As if the clouds its echo would repeat
And nearer, clearer, deadlier than before;
Arm! Arm! it is—it is the cannon's opening
roar!

Within a windowed niche of that high hall
Sate Brunswick's fated chieftain; he did hear
That sound the first amidst the festival,
And caught its tone with Death's prophetic ear
And when they smiled because he deemed it
near,

His heart more truly knew that peal too well
Which stretched his father on a bloody bier,
And roused the vengeance blood alone could
quell:
He rushed into the field, and, foremost fighting,
fell.

Ah! Then and there was hurrying to and fro,
And gathering tears, and tremblings of dis-
tress,
And cheeks all pale, which but an hour ago
Blushed at the praise of their own loveliness;
And there were sudden partings, such as press
The life from out young hearts, and choking
sighs

Which ne'er might be repeated; who could guess
If ever more should meet those mutual eyes,
Since upon night so sweet such awful morn
could rise!

And there was mounting in hot haste: the steed,
The mustering squadron and the clattering car,
Went pouring forward with impetuous speed,
And swiftly forming in the ranks of war,
And the deep thunder peal on peal afar;
And near, the beat of the alarming drum
Roused up the soldier ere the morning star;
While thronged the citizens with terror dumb,
Or whispering, with white lips—"The foe!
They come! They come!"





HOME DEPARTMENT

Edited by Edith Henderson

Women in Time of War

A FEW short months ago an American battleship entered the Brooklyn Navy Yard. Her colors flew at half-mast and as she approached the dock a solemn silence hung over her like a pall. On her deck, silently guarding their late comrades-in-arms, paced uniformed sentinels, and the aisles through which they moved were formed by the flag-wrapped caskets of the dead. Within a few days, after due religious observances, those same caskets were borne on gun caissons through the streets of the metropolis, past countless throngs of spectators who stood with bared heads, awed and silent in the presence of death. And when the mournful procession halted, the President of the United States gave public utterance to a nation's grief, at the same time expressing in words of sorrow a personal anguish and depth of feeling the genuineness of which none present could possibly doubt. For the President to publicly honor the dead who fell in the nation's service was a worthy tribute of respect, but to approach the parents, wives, brothers and sisters of the slain, and strive with all the delicate chivalry and sympathy at his command to bring to them a ray of comfort in their mourning by repeating to them the humble

words of Lincoln, penned under similar circumstances—words of simple dignity but carrying with them a world of human sympathy and kindness—was the supreme act of a kind-hearted gentleman.

And all this was the result of a mere skirmish down in old Mexico. But what must be the horror of the struggle now raging in Europe! Men—and Christian men at that—slaughtering each other by the thousands, and no one's father, husband or brother is too rich or too poor to serve, and no mere woman's need is great enough to be even considered in the stern demands of war, on whose crimson altar is being sacrificed the very flower of European manhood.

The mind can but vaguely comprehend the horror of it all even at this comparatively early stage, but think what war's toll will mean to the women of Europe! Think of the widows and orphans to be left in its bloody trail! Already the women of the several countries engaged in the struggle have offered their services in various capacities, as nurses to care for the sick and wounded, and as sowers and reapers of the crops which shall provide food for their warriors.

In time of war, however, the general lot of women is to watch and wait, to weep and pray. All civilized women the

world over must deplore this war, and while you mourn with the sorrowing woman of Europe, oh women of America, regardless of creed or country, pray in the name of humanity that now and for all time war may cease.

+

Mrs. Woodrow Wilson

The country's heart, individually and collectively, is still throbbing with profound sympathy for President Wilson and his family in their bereavement, but it must be a high consolation to them that no death like that of Mrs. Wilson is without a glory for humanity. Hers may well be described as a beautiful death. While her husband was pressed and preoccupied with the cares of his

own nation and the tragic misfortune of all Europe, during the very days when he was seeking to urge and establish peace in the present unprecedented cataclysm of war, she, his helpmate and beloved companion of thirty years, lay dying, and smiling lest she should too much distract him from his high duties. Her very condition was brought upon her largely by the service to her neighbors and her people. And that is both the price and the privilege of the exalted places in life—sacrifice and service, unremitting service. A clean and wholesome Washington will doubtless be Mrs. Wilson's peculiar monument, but not her only monument. In the heart of every American will remain glowing the memory of a beautiful, womanly life.—*Collier's*.

Her Baby Boy

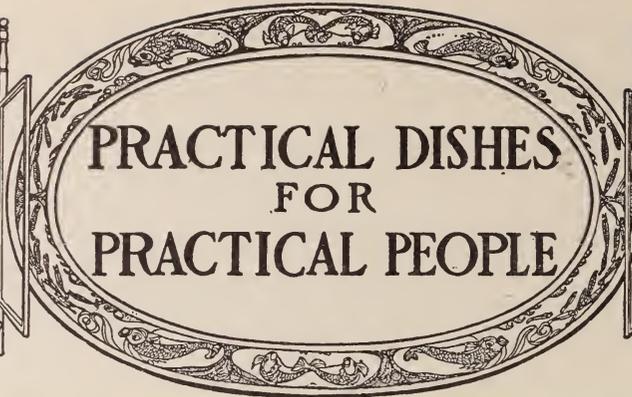
By James J. Montague
In "Baltimore American"

I hear the blaring bands go by; I hear the marching feet;
All day they drum their dreadful dirge along the dusty street.
I hear the crowds give cheer on cheer of fierce delirious joy,
And wonder if they see him there, my little, little boy.
A baby only yesterday, with soft and sunny hair;
So helpless and so innocent; so fragile and so fair!

So strong I felt to shield him then, safe sheltered in my arm
It seemed to me the whole wide world could never do him harm.
And oh! the long, long nights I watched beside his trundle bed
To fight away the pain that racked his little fevered head.
I fought his battles for him then; he leaves my side today
To fight far greater ones alone, and oh! so far away!

The little dimpled hand that lay so trustingly in mine
Must grasp a rifle barrel soon, along the firing line.
My baby boy I held so close I felt his fluttering breath
Has left me empty-armed and gone to see the face of death.
And never mother's voice to soothe, nor mother's arm to shield,
From all the direful perils of the smoke-hung battle-field!

Oh, why must mothers stay behind? Is not a mother's place
Beside the baby that must look in Death's remorseless face?
The years have wrought a change in him that only others see—
For all his soldier uniform he's still a boy to me.
Sent forth to kill, he knows not why, a King's insensate toy,
While I must wait and pray at home—my baby, baby boy!



PRACTICAL DISHES FOR PRACTICAL PEOPLE

A Pure Food Campaign

The National Civic Federation is tackling a problem of vital interest in undertaking a country-wide investigation to ascertain the best way to get pure food and pure drugs. Its plan is to seek information from state and city health commissioners, chemists, college professors, food dealers and manufacturers and others with special knowledge. Experience as to bad foodstuffs and theory as to avoiding them will be sought.

That is excellent as a means of preventing the marketing of bad foods and drugs. The federation's plan for educating housewives, though, is much more practical, as it will prevent the sale of bad articles, even if they do find a place in the markets. Both buyer and seller need education in the pure food line, but if the buyers all knew how to avoid unwholesome or harmful articles the sellers would soon reform and produce only good ones.—*New York Tribune*.

Well-Whipped Cream

There is often trouble in getting cream to whip up properly, but if a few drops of lemon juice are added it will soon become thick. Care must be taken not to add too much, as that would make it curdle.



Cucumber Pickles

Wash cucumbers well, with vegetable brush, and cover over night with light salt brine. Drain off brine and cover with pure cider vinegar which has been diluted one-third with water. To each gallon of vinegar put five medium size whole red peppers and four tablespoonsful of whole mustard seeds.

Place all over moderate fire and allow to become scalded, turning cucumbers on top so that all may become gray in color; remove from the fire and bottle. In bottling be sure the pickles are well covered with vinegar, allowing mustard seeds and peppers to go in with the vinegar.

These pickles will keep for three years and retain their brittleness.

THERE IS need to develop all the virtues that have the State for their sphere of action; but these virtues are as dust in a windy street unless back of them lie the strong and tender virtues of a family life based on the love of one man for one woman and on their joyous and fearless acceptance of their common obligation to the children that are theirs.—*Theodore Roosevelt*.

The Elevators at Our General Office Building

By A. N. Martin

Superintendent of Buildings

THE accompanying photograph shows the men who operate the nine electric passenger elevators at the General Office Building, which furnish continuous service for the two thousand one hundred and fifty officers and clerks employed there. Elevator service is of the most vital importance in every large building and seventeen thousand people travel up and down on the

elevators of the Central Building during working hours each day, or about 5,321,000 persons yearly. With this in mind it is readily understood how necessary it is that every precaution should be taken to safeguard the service.

The height of the elevator shaft at the General Office Building is 175 feet, and the elevators run at a speed of 450 feet per minute, traveling the round trip and



FAMILIAR FACES TO THE EMPLOYEES IN OUR GENERAL OFFICES IN BALTIMORE

making an average of five stops each way, in one and one-half minutes; each elevator averages 300 round trips and travels a distance equal to nineteen and one-half miles daily. The service is arranged so that a car will pass each floor each way (up and down) every thirty seconds during the slack hours and every twenty seconds during rush hours (in the morning when clerks are coming in to work, at the luncheon period, and again at night when office hours are over).

The average person seldom realizes the difficulty in maintaining efficient elevator service and there is no question but that if the passengers would cooperate with the management in moving quickly in and out of elevators and would not stop to talk with the operator or to some person still in the car, it would aid in making the service more satisfactory to all concerned. An elevator is a public conveyance that travels on parallel perpendicular rails; its function is to carry passengers and to land them at their destination with despatch and safety.

Due to the nature of its work, incidentally, the elevator is the most abused machine used for locomotion, as it must make more starts and stops per car mile than any other form of carrier. The elevator in the average office building carries more passengers each day than its horizontal competitors and has less accidents. The speed of elevators will average from four to eight hundred feet per minute and they can be brought to a stop in from two to six feet without any discomfort to passengers. If street cars were stopped as quickly as this, passengers would certainly be shaken up, to say the least.

The above facts are brought out simply to show that it is a mechanical impossibility to stop an elevator weighing

one and one-half tons, going four or five hundred feet per minute, instantaneously. Failure to stop is not through any desire of the operators to be disobedient. If passengers will press signal buttons and not expect the car that has just passed to come back, the service will be better and the time between cars on any floor, lessened.

The largest percentage of accidents on elevators is due to passengers failing to call their floors, or remembering where they are just as the door is being closed and car is in motion, and then attempting to get out. To prevent an accident of this character, it is an imperative rule at the Central Building, that no door is to be open while the car is in motion. To further safe-guard against such accidents, there has recently been installed on three of the elevators a most ingenious automatic device which cuts off the current and thus prevents car from being moved the instant any landing door is opened one-sixteenth of an inch or more. This device is rapidly being installed on all the other cars. This device has been worked out by C. M. Heany, chief engineer in the office of the superintendent of buildings, and was installed by him and his assistants at less than one-fourth the cost of any known device, for which similar functions are claimed. It requires no supervision to keep in perfect working order; automatically advises the engineer the instant it is out of service, and its maintenance for the year it has been installed on No. 2 car has not cost one cent.

It is the aim of the men whose pictures are shown, and of the building management, to give the best service they can, consistent with what president Willard says is desired "above everything else" in all our operations, namely, SAFETY!

Some Don'ts for the Clerks

By R. L. White

In "Railway Age Gazette"

Don't throw the pins away when you clear up your desk. Chances are they still have the sharp point and can be used again.

Don't throw the letterhead and blind copies in the waste basket because you made an error in date or salutation. Tear the good bottom portion off; it makes admirable paper to "figger" on.

Don't sharpen the next pencil as you would whittle a stick. There is a difference between the two. Watch the man who makes the pretty point on the pencil.

Don't use a large envelope for mailing the next man's mail to him when small or medium size would suffice. A suit of clothes costs more than a pair of trousers.

Don't ever use more than one envelope for one time of mailing to one party. It takes you just as long to address the extra envelope or envelopes as it would to get all mail together. Think of the mail clerk, the train baggageman and the man who opens two or more envelopes when one would have sufficed.

Don't throw the rubber bands on the floor. Bands cost one railroad in this country fifty thousand dollars a year. If you doubt the high cost of rubber bands buy one box.

Don't throw the pencil away because it is half used up. A pencil lengthener can be used and permits usage to the last inch.

Don't throw carbon paper away until it has "served full time." Don't leave carbon paper on top of your typewriter to be blown to the floor by the janitor's broom.

Don't use the printed letterheads or printed forms for scratch paper. Scratch paper is far cheaper. Printed forms require a printer to feed them to the printing press.

Don't throw away the top sheet of the writing paper pad. Oftentimes it is not the least bit soiled.

Don't fail to count your needs before printing mimeograph circular letters. It is wasted energy and waste of paper to print more copies than you really need.

Don't throw away your old file records without recovering the file; it can oftentimes be used again.

Don't fail to turn off the electric fan when you leave at night. The motor wears out the same as you do.

Don't fail to turn out the lights, where proper to do so, before going home at night.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Rule "G"

EVERY few days the Magazine office receives a contribution from some railroad man who is a strong supporter of Rule "G."

We welcome any illuminating data on this important and absorbing subject, and the management is glad to have the employes say that they believe the rule is for their own and the Company's best interests.

The Baltimore & Ohio Railroad has been one of the staunchest believers in the harmful effects of alcoholic indulgence among its employes. As a matter of fact there are scarcely any intelligent men today who believe that the drinking of alcoholic beverages in any form is beneficial.

Charles Kuntz, carpenter at Lorain, Ohio, has sent in three contributions on this subject. The first is called, "Which Do You Buy?" and is as follows:

"Employes of the Bessemer & Lake Erie Railroad shops at Sharon, Pa., found in their pay envelopes recently a slip bearing pictures of a keg of beer and a sack of flour with the query 'Which do you buy?' The Company at the same time warned all its employes that those who continued drinking would be dismissed."

The second appears under the caption, "Great Northern Demands Dry Towns," and reads as follows:

"During the month of March the daily papers carried dispatches to the effect

that the Great Northern Railroad had notified the town of Garretson, South Dakota, that unless it voted out its saloons and kept them out, the road would move its division headquarters and shops to an adjoining dry town. The company had had considerable trouble with some of its men because of the Garretson saloons and gave the ultimatum that either the shops or the saloons must go."

The third is even more sweeping in its conclusiveness as to the antagonistic attitude of railroad officials toward the drinking employe. It almost shuts drinking men completely out of profitable railroad service. It says:

"On the 27th of March, 1914, a sweeping order was issued by the United States Steel Mills, covering the entire Mahoning Valley, to the effect that hereafter all promotions of whatever character would be made only from the ranks of those not indulging in the use of intoxicating liquors. This order was signed by Thos. McDonald, superintendent of the Youngstown district, and was approved by A. C. Dinkey, president."

It was recently stated that during the "Billy" Sunday campaign in Pittsburgh the big industrial concerns in that vicinity actually figured that without additional expenditure on their part, the work of their employes was worth over a quarter of a million dollars more to the company because Billy Sunday's stirring addresses kept them away from the saloons.

Opportunity in the Unexpected

The late George F. Baer, says the *Wall Street Journal*, was almost the only big railroad official of prominence who did not rise from the ranks. "Among the railroad officials who started in as either station agent, ticket seller or telegraph operator, there are to-day five chairmen of boards of directors, eleven presidents, sixteen vice-presidents, fourteen general passenger agents, thirteen traffic managers, eight general managers, two assistants to railroad presidents, and seven railroad superintendents."

The Song of the Camp

By Bayard Taylor

— † —

"Give us a song!" the soldiers cried,
The outer trenches guarding,
When the heated guns of the camps allied,
Grew weary of bombarding.

The dark Redan, in silent scoff,
Lay grim and threatening under;
And the tawney mound of the Malakoff
No longer belched its thunder.

There was a pause. A guardsman said,
"We storm the forts tomorrow;
Sing while we may, another day
Will bring enough of sorrow."

They lay along the battery's side,
Below the smoking cannon;
Brave hearts from Severn and from Clyde,
And from the banks of Shannon.

They sang of love and not of fame;
Forgot was Britain's glory;
Each heart recalled a different name,
But all sang "Annie Laurie."

Voice after voice caught up the song,
Until its tender passion
Rose like an anthem, rich and strong,
Their battle-eve confession.

Dear girl, her name he dared not speak,
But as the song grew louder,
Something upon the soldier's cheek
Washed off the stains of powder.

Beyond the darkening ocean burned
The bloody sunset's embers,
While the Crimean valleys learned
How English love remembers.

And once again a fire of hell
Rained on the Russian quarters,
With scream of shot and burst of shell,
And bellowing of the mortars!

And Irish Nora's eyes are dim
For a singer dumb and gory;
And English Mary mourns for him
Who sang of "Annie Laurie."

Sleep, soldiers! still in honored rest
Your truth and valor wearing:
The bravest are the tenderest,—
The loving are the daring.



**MR. WILLARD'S
ANSWER**

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

Abou every thing else

**THE HIGHEST SAFETY RECORDS
FOR JULY, 1914**

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Wellston.....	\$7,838	\$12,859	\$4,229	\$13,644
Illinois.....	7,477	.....	5,986	*19,154
Indianapolis..	6,977	10,379	5,736	.....
Toledo.....	6,871	.....	7,239	.....
Ccnellsville..	6,374	8,685	.....	.....
Indiana.....	.....	9,032	.....	.....
Shenandoah...	.....	7,610	.....	.....
Monongah.....	.....	.....	4,292	.....
Chicago Ter'l. ....	.....	.....	.....	*26,143
New Castle.....	.....	.....	.....	15,114
Ohio River.....	.....	.....	.....	12,245
Chicago.....	.....	.....	.....	10,281

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

SAFETY FIRST

We show here, each month, on the "hammer" test, the five 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." Formerly we figured 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, 1914**

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia..	\$ 3,635.00	\$2,088.00	\$ 5,211.00	\$3,347.00
Baltimore...	4,135.00	1,280.00	4,585.00	2,481.00
Cumberland..	4,210.00	1,299.00	3,112.00	2,337.00
Shenandoah..	7,610.00	800.00	2,635.00	3,419.00
Monongah...	4,520.00	4,292.00	6,223.00	4,705.00
Wheeling...	4,872.00	2,084.00	3,989.00	3,523.00
Ohio River...	4,140.00	1,872.00	12,245.00	3,230.00
Cleveland...	3,708.00	1,245.00	5,193.00	2,313.00
Newark.....	3,013.00	1,512.00	2,679.00	2,172.00
CConnellsville.	8,685.00	4,170.00	5,262.00	6,374.00
Pittsburgh...	7,118.00	2,805.00	7,647.00	2,910.00
New Castle..	7,103.00	2,234.00	15,114.00	4,793.00
Chicago....	4,479.00	1,773.00	10,281.00	3,024.00
Chicago Ter'l.	6,377.00	3,874.00	*26,143.00	7,285.00
Ohio.....	7,282.00	958.00	6,633.00	2,562.00
Indiana.....	9,032.00	2,513.00	4,984.00	5,637.00
Illinois.....	7,266.00	5,986.00	*19,154.00	7,477.00
Toledo.....	5,233.00	7,239.00	17,328.00	6,871.00
Wellston....	12,859.00	4,229.00	13,644.00	7,838.00
Indianapolis..	10,379.00	5,736.00	6,089.00	6,977.00
Average....	5,212.00	2,067.00	6,015.00	3,530.00

* Indicates no personal injuries.

Half Fare Fakes

Misrepresentations by which children ride for half-fare after having passed the age limit entitling them to travel in this class, and free when half-fare should be paid for them, are estimated to deprive the American railroads of \$1,250,000 a year, which they are entitled to under the law.

Railroad Efficiency

On a tour of 3,500 miles traveled by Mayor James H. Preston and party of Baltimore business men and newspaper correspondents recently, in the interest of the National Star Spangled Banner Centennial, the efficiency of American railroad service was shown by the fact that the entire journey was made on schedule time. The mayor of Baltimore and party traveled in a special car on regular trains, visited twenty-two cities in sixteen states of the Central West and South and used twelve different railroads.



SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

On August 1st the superintendent commended J. W. Bramble, brakeman, of Philadelphia, for his alertness in discovering an imperfect condition on Baltimore & Ohio car No. 133644 on June 28th, and arranging for repair of same.

D. D. Young, operator, West Junction, Delaware, discovered an unsafe condition on extra No. 4021 east on July 30th. His watchfulness and quick action were called to the attention of the superintendent, who ordered a credit entry made on his service record.

On July 20th, engineer M. H. Toomey received the following letter from superintendent Allen:

"I want to thank you for the excellent service you rendered on the 11th inst., in taking train No. 135 through to terminal on time, even though your fireman was sick.

"You may be sure that an action of this kind is appreciated and I am sending a copy of this letter to the Employment Bureau with a request that an entry be made on your record for this meritorious service."

We are very glad to give credit to the crew of engine No. 5108, train No. 524, the "Royal Limited," which leaves Washington at 3.00 p. m., and makes a forty-four minute run to Baltimore. On July 7th, engineer J. Patton brought the train through from Washington to Baltimore without any coal being added to the firebox, this performance indicating that fireman J. F. Baker had his fire in unusually fine shape before leaving Washington. Engineer Patton reports that he frequently makes this run from Washington as far as Relay without putting any coal in the firebox and that he and his fireman are continually practicing economy.

BALTIMORE DIVISION

On August 17th, brakeman H. T. Rison, with engine No. 4072, extra west, discovered an unsafe condition on westbound track. He promptly

signalled engineer to stop and notified trackmen, possibly preventing an accident to his own train.

Brakeman A. Trimper, with engine No. 4125, while pulling in on eastbound siding at Bay View August 18th, noticed an unsafe condition on the rear wheel of rear truck on Baltimore & Ohio car No. 125602. Mr. Trimper had train stopped, which possibly prevented trouble.

Conductor H. Eckman, in looking over his train on August 1st, while pulling into Mt. Clare yard, discovered an unsafe condition, which he had remedied before proceeding.

On July 16th, track foreman G. W. Fisher and his gang of men on Section 67, Lime Kiln, Md., discovered a defect on P. M. car No. 32928 in train 2nd No. 94, engine No. 4317. Signal was given train crew on rear of train to stop. We are glad to note that our track forces on the Baltimore Division are on the alert.

CUMBERLAND DIVISION

While extra No. 4197 west, conductor J. G. Kelly and engineer W. King, with sixty-nine empties, 1550 tons, was passing Oakland at 5.05 a. m., July 30th, third triek operator E. A. Shaffer observed drop bottom down on wooden hopper and chains dragging on fifth car from rear and catching several boards on the platform at Oakland. Mr. Shaffer called to man on caboose as it passed the office, but being uncertain that he was understood arranged to stop the train at Rinards. Operator Shaffer has been commended for his action in the matter. When asked for his photograph, he sent it promptly to our correspondent and said in part: "I wish you would say for me through the *Employes Magazine* that 'Eternal vigilance is the price of Safety.' Let



E. A. SHAFFER

every employe consider himself a committee of one and cooperate with every other employe in furthering the Company's policy of 'Safety First' and the number of personal injuries and preventable accidents will soon be reduced to a minimum." Mr. Shaffer was again commended by the superintendent for meritorious action on August 23.

The accompanying photograph is of C. L. Huffman, who is employed as track walker, and was commended for meritorious service on April 30th, 1914.



C. L. HUFFMAN

On July 22nd, 1914, train No. 18 stopped at the water tank just west of Green Spring to take water. The flagman starting back to protect his train, noticed defective condition on one of the cars of a freight standing on eastbound siding. He called crew of freight and advised them of condition of truck.

Operator E. O. Fouch, of Mt. Lake Park, has been commended for meritorious service performed on July 19th. He has been in the employ of the Company since 1894.



E. O. FOUCH

Operator Raphael Cockrell has been commended for meritorious service performed on July 4th. Mr. Cockrell is twenty-two years old and entered the service in 1912.



RAPHAEL COCKRELL

Operator H. R. Hood, who is located at Sleepy Creek Tower, has been commended by the superintendent for meritorious service performed July 13th. Mr. Hood entered the service in 1899.



H. R. HOOD

MARTINSBURG

H. L. Bowers of the car repair force, Martinsburg, deserves commendation for efficient service rendered on July 20th, it being all the more commendable because it was out of his regular line of duty. This is the second time Mr. Bowers has rendered emergency service to the Company, which is conclusive evidence of his being very much on the job.

I. E. Wild, car repair foreman, is to be specially commended for meritorious service performed on August 20th. Mr. Wild is a wideawake employe and it affords the management great pleasure to commend him for his watchfulness.

SHENANDOAH DIVISION

On July 23rd, fire was discovered in a box car in train No. 95 near Pleasant Valley, Va. The train was stopped and the crew went to the farm house of E. W. Hanger nearby and borrowed buckets, in which they carried water from his well to put the fire out.

Mr. Hanger and his wife and children assisted very materially by pumping water and helping to carry it to the train, and he has been written a letter and thanked for his kindness by the superintendent.

MONONGAH DIVISION

On July 31st, Mr. Burt Farley of Berryburg Junction discovered fire on bridge No. 2, immediately got in touch with the agent at Berryburg Junction, notified him, then went back and put out the blaze. This action on the part of Mr. Farley is highly appreciated by the Company officials.

OHIO RIVER DIVISION

On June 17th, William Nibert, a colored man, of Huntington, W. Va., performed an act for which he should be commended. A little girl, by name Betty Gaujot, at Adams and First Streets, was running in the middle of the tracks toward yard engine, coming from West Huntington with a cut of cars; the negro seeing the predicament in which the little girl was placed, took a desperate chance, ran across the track in front of the moving train, carrying the little girl off the track and saving her life as well as risking his own.

On the morning of July 24th, at 2.30 a. m., Miss Maggie Stewart, who lives on west side of Sandy Summit, near bridge No. 36, discovered that the structure was on fire. She was awakened by a crackling noise and thought that it was cattle breaking into her corn field. She immediately investigated, found that bridge was on fire, ran over to it and made an effort to put out the fire with buckets and water at hand. Being unsuccessful, she ran back to her house and phoned to section foreman Blake, who lived five miles away. After calling Mr. Blake



I. MATHENY
(See page 76 August issue)

she went to a neighbor's house about one-half mile away, called out a Mr. Sayre and both of them came back to the bridge and fought the fire until the arrival of foreman Blake and his men.

Had Miss Stewart not discovered this fire, it would have caused a serious accident to train which arrived at bridge No. 36 about ten minutes after she saw blaze. Miss Stewart flagged the train and possibly saved the lives of some of the crew, as bridge is located on a 2-1-82-100 grade and on a 12 degree curve, and the engineer would not have been able to see blaze and stop his train in time. The bridge was badly damaged and had train gone on it, there is little doubt but that engine and entire train would have gone into the creek.

Miss Stewart lives alone on a farm at the above place and is to be highly praised for her meritorious service. She has been liberally compensated by the management for her splendid interest and bravery. Mr. Sayre is also to be highly praised for his meritorious service.

CLEVELAND DIVISION

W. G. Saxton, joint operator for the Baltimore & Ohio and Big Four at Grafton, O., is to be commended for meritorious service performed on August 10th. He has been written an appropriate letter by superintendent Lechliden.

On August 11th, train No. 92 was delayed near Brooklyn, due to plunger bar to air cylinder sticking, and all wheels sliding



A. R. SINGLETARY
(See page 77 July issue)

on Baltimore & Ohio No. 46070, empty gondola. Operator E. N. Holcome noticed wheels on this car sliding when it was pulling by him. He notified the crew, who set car out, thus preventing considerable delay to fast freight train.

On August 2nd, engineer Wm. Exton and fireman J. E. Eckels, when getting off their engine at close of the day's work, noticed empty wood hopper on No. 11 track west, Tenth Avenue Yard, on fire. They immediately got back on the engine, ran it alongside, and put the fire out, without doubt saving the car. They are to be commended for their action and watchfulness.

On August 5th while working on yard engine No. 2270, and shoving train out of yard, on arrival at Benton, engineer Wm. Exton and fireman J. E. Eckels discovered fence, cattle guard and two telegraph poles on fire. They stopped and put fire out without serious damage and are to be commended for their watchfulness and action.

On August 8th, engineer B. Gillen and fireman H. Thesing, while switching on the main track near Lorain car shops, noticed Virginian stock car No. S1615 in the old caboos track with roof on fire. They stopped their engine and with water jug and bucket put out the blaze, thereby preventing a serious conflagration. They are heartily commended.



B. GILLEN

On August 17th, while Edgar and Donald Campbell, sons of conductor J. E. Campbell, were visiting their grandparents at Sterling, Ohio, they had occasion to cross our tracks at that point, and noticed cattle guard and tie on fire. They returned to the home of their grandparents, secured water and put the fire out. Superintendent Lechliden has written them an appropriate letter.

Brakeman D. Robinson is to be commended for meritorious service performed on August 17th. Mr. Robinson was employed in the capacity of brakeman in 1SS1 and has been continuously in the service since that time.

Brakeman G. E. Alcox is to be commended for meritorious service performed on August

17th. Mr. Alcox was employed as brakeman in October, 1907, and was promoted to freight conductor in January, 1913.

C. G. Skelton, superintendent of the Peacock Mine on our Magnolia Branch, is to be commended for meritorious service performed on August 25th. He has been written an appropriate letter by superintendent Lechluder.

Section foreman M. Guido is to be commended for meritorious service performed on August 27th. Mr. Guido was employed as sectionhand in 1904, was promoted to foreman in 1905, and has served in this capacity ever since.

On August 21st, engineer L. H. Eddy on train No. 27 at Lester, noticing smoke coming from bridge on "Wye," stopped, found it just commencing to blaze, and put the fire out. He is to be commended for his watchfulness and action in this case. Mr. Eddy is one of our oldest engineers, having been employed as fireman in November 1872, promoted to engineer in 1873, and to passenger engineer in 1880.

Conductor B. S. Willmot is to be commended for meritorious service performed on August 2nd. Mr. Willmot entered the service in 1889 as freight brakeman, was promoted to freight conductor in 1892, and to passenger conductor in 1905, which position he has held since that time.

CONNELLSVILLE DIVISION

On May 29th, brakeman J. F. Baer, of passenger train west No. 49, engine No. 1338, performed a meritorious act at Williams, Pa. He discovered and took the proper measures to correct trouble in a train using the eastbound track. He has been written a letter of commendation and proper entry has been made on his service record.

Brakeman H. S. Egolf is to be commended for a meritorious act at Brackens Curve, June 10th. He has been continually in the service since August 20th, 1912, and has been written a letter of commendation.

Brakeman H. W. Critchfield is to be commended for a meritorious act on June 14th. Mr. Critchfield last entered the service of the Com-

pany on September 10th, 1906. Previous to that time he was employed in the capacity of carpenter. He has been commended by the superintendent.

Operator W. H. Boyer, of Smithfield, Pa., on June 15th, discovered the bridge on Weaver Siding on fire, secured buckets and succeeded in extinguishing the blaze before any serious damage resulted. Mr. Boyer first entered the service of the Company on September 1st, 1895, at Connellsville, Pa., in the capacity of clerk and warehouseman, since which time he has been employed in various capacities in station service and also in the telegraph department. He has been written a letter of commendation by the superintendent.

On June 26th, brakeman W. E. Meyers of Uniontown performed a meritorious act, for which he is to be commended. Mr. Myers has been continually in the service in this capacity since November 24th, 1913. He has been written a letter of commendation.

Brakeman C. W. Bush, of Connellsville, Pa., performed a meritorious act in Connellsville yard, July 13th, for which he is to be commended. Mr. Bush has been continually in the service in the capacity of brakeman since September 18th, 1910. He has been written a letter of commendation.

NEW CASTLE DIVISION

On August 3rd, engineer James McElligott, in charge of the Akron flyer, engine No. 4077, at Warwick, noticed an unsafe condition which he immediately reported. He has been written a commendatory letter by the superintendent for his watchfulness and prompt report. Mr. McElligott has been in the Company's service since 1876.

On August 3rd, 1914, operator F. E. Gary, third trick operator at Newton Falls, Ohio, noticed an unsafe condition in train of extra east No. 4145 passing the tower, and stopped the train.

Mr. Gary is deserving of credit for his observance and prompt action, and appropriate entry has been made on his record.



F. E. GARY

CHICAGO TERMINAL

On the morning of July 27th, about 10.00 a. m., the crew of engine No. 67 were surprised by a lusty yell from W. A. Welsh, conductor, who had discovered a freight car on fire about twelve car lengths from the east end of the Robey Street yard on track No. 1.

With the cool decisiveness gained through a long railroad career, Mr. Welsh immediately issued instructions as to the proper way of handling the car to the water tank and by his coolness, the loss of the contents of the car was prevented, and the damage was reduced to a minimum.



W. A. WELSH

Mr. Welsh has a very good pair of lungs and his voice can be heard over the rumble and rattle of two trains going in opposite directions. He is the kind of man who is always on the alert to prevent damage to either life or property and ready to give prompt assistance and advice.

The accompanying photograph of Mr. Welsh is a splendid likeness. He and his "jimmy pipe" (which he is holding in his left hand) have been inseparable companions for many years.

OHIO DIVISION

On July 21st, A. B. Himes, assistant engineer, inspector Motry, signal supervisor Allee and repairman Prinn were testing the locks and blocks between Cozadale and O'Bannon, Ohio: Mr. Allee's motor car was used and in going from Hills to O'Bannon a short time before No. 4 was due, a very unsafe condition was discovered in one of the rails. It was first noticed by repairman Prinn. The section gang was called and the condition was remedied.



BERTRAM H. PRINN

On June 29th, while train No. 51 was in the siding at Keystone, for D. T. & I. train No. 88, brakeman C. R. Burns, noticed an unsafe condition, boarded caboose and notified the crew, who stopped and remedied the trouble. A commendatory notice was made on brakeman Burns' record.

INDIANA DIVISION

On August 7th, engineer D. W. Moses, in charge of engine on train No. 18, discovered a cattle guard on fire at crossing, just west of Holton, Ind., stopped train and extinguished the blaze.

ILLINOIS DIVISION

Car inspector Joe Clark is to be commended for a meritorious act performed at Flora, Ill., July 12th, 1914.

Conductor C. B. Eddings, engineer A. Flagg and brakeman F. A. Phillips, are to be commended for a meritorious act performed at Odin, Ill., July 11th, 1914.

TOLEDO DIVISION

The following employes have been written a personal letter by the superintendent for their meritorious acts:

W. F. Deitler, brakeman, his observance August 14th. Mr. Deitler entered service July 5th, 1912, as freight brakeman.

C. C. Hutchinson, brakeman, his meritorious act July 27th. Mr. Hutchinson entered service as freight brakeman May 6th, 1912.

C. J. Sullivan, operator, for his act August 10th. Mr. Sullivan entered service as operator June 16th, 1910.

J. A. E. Buhrow, operator, for his observation August 10th, 1914. Mr. Buhrow entered service October 20th, 1913.

J. C. Gard, operator, for his meritorious act June 28th. Mr. Gard entered service December 4th, 1913, as operator and was commended on June 20th, for a previous meritorious act.

Though Many Nations are now Fighting Each Other They All Stand Together in the Common Fight Against Man's Greatest Enemy—Booze

Extracts from a Statement of Professor Irving Fisher of Yale University,
Before a Sub-Committee on Excise and Liquor Legislation.
Washington, D. C., Government Printing Office—1912

I FOUND the German Kaiser was encouraging the anti-alcohol movement in Germany, that he had spoken against alcohol, had given it up absolutely in his household, had selected the university to which to send his sons, on the basis largely of the fact that that university had less of the fashion of beer drinking than any other university in Germany.

I found also the statistics of Germany, taken from the recent scientific movement against alcohol—I want to emphasize the word "scientific," because it is not the kind of an alcohol movement that we are accustomed to think of in this country—showed that there had been a striking diminution in the use of alcoholic beverages, including beer, in Germany. Concomitant with this there has been a decline in the death rate.

The reason Sweden has shown a greater improvement in mortality in later ages in life as well as earlier ages in life, is that they are fighting alcoholic diseases as well as degenerative diseases.

Another most remarkable movement in mortality has been in the city of London.

In John Burns' reply to my question as to what, in his opinion, has caused this wonderful decline in the death rate of the city of London, he gave a number of reasons, and among them, and emphasizing it more than any other, was the reason in the decline in the consumption of alcohol, especially among the working classes. He believes, and I believe that every unbiased student of the subject believes, that one of the very worst enemies of the working classes, is alcohol. It not only is an enemy of health, but it is an enemy to thrift and to economic well-being. These two act and react on each other, because if you undermine the health, you take away the earning power. Alcohol is one of the chief causes of tuberculosis. That is to say, it is one of the chief predisposing conditions.

Every well-educated expert on tuberculosis, I think, agrees that that is true. A generation ago they would not have believed that whisky was not a good thing for consumption, but now every well-educated expert in tuberculosis believes that alcohol is a predisposing cause. In that way it must have caused a great effect in increasing consumption among the working classes, where consumption is more predominant than in any other class, and therefore responsible for a large amount of the death rate there and the inability to work, because there is nothing that robs a workingman of working power so much as tuberculosis. So on either end, IT INJURES THE HEALTH OF THE WORKMAN. BY INJURING HIS EARNINGS, IT INJURES BOTH HIS HEALTH AND HIS ECONOMIC WELL-BEING.

I know that John Burns is right in the belief that the consumption of alcohol has gone down in Great Britain, for only a month ago I believe there was an elaborate article on the consumption of alcohol in Great Britain published in the *Journal* of the Royal Statistical Society, the great statistical journal of the world, and it shows a decline in the consumption of alcohol in Great Britain, and in the city of London, and it has been very striking, similar to the decline in Sweden, and has been coincident with this great decline in the death rate.

—From *Colorado Fuel and Iron Company Bulletin*.



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

E. R. SCOVILLE, Transportation Department, *Acting Chairman*

JOHN HAIR, Motive Power Department

J. T. CAMPBELL, Stations and Traffic

W. McC. BOND, Maintenance of Way Dep't

DR. E. M. PARLETT, Relief Dep't, Sanitation

B. C. CRAIG, Safety Appliances

Advisory Committee

A. HUNTER BOYD, Law Department

J. W. COON, Operating Department

DR. J. F. TEARNEY, Relief Department

GENERAL OFFICES, BALTIMORE

AUDITOR PASSENGER RECEIPTS

Frank DeS. McCarthy of this office and Miss Ethel M. Ludwig, of 707 East Preston Street, Baltimore, were married on June 24th. They spent their honeymoon in Boston. "Mask," as he is better known among his fellow clerks, has the best wishes of the office. Mr. and Mrs. McCarthy were presented with a leather couch by his fellow employes.

Our fellow clerk, George Huber, after erecting an attractive residence for his bride, was married to Miss Mary C. Naughton, of 1112 West Lombard Street, Baltimore, on June 24th. Their home is located at Quick Avenue, Raspeburg, Baltimore County. George has planted a number of fruit trees at his suburban home and expects a bumper cherry crop in the future. His friends in the office presented the bride and groom with a very fine dinner set.

Reuben M. Billmeyer has the suburban fever and wants plenty of space to spread himself after office hours, and it would not be surprising to see him located in the Midway City (Laurel, Md.), before many days.

Harry F. Batchler, employed for a number of years as a clerk in this department, and recently transferred to the ticket office at Camden Station, died at the home of relatives in Wilmington, Del., August 7th, 1914. Mr. Batchler left Baltimore to go to Wilmington as it was thought the change of air would benefit him. He was buried from his former home, 1241 William Street, August 10th.

AUDITOR COAL AND COKE RECEIPTS

The stork presented recently to H. I. Bunn, one of our fellow clerks and wife, a bouncing baby boy. Harry wore a smile that made it difficult to see his ears. Must be "Some Bunny."

L. N. Williams of the rate department, with his wife, will take a trip to his old home at Paducah, Ky., on his vacation, and will stop at St. Louis to visit friends and relatives on his way home.

W. R. Johnson and wife recently spent a few days at Ocean City, Md.



WILLIAM M. KENNEDY

On July 1st, William M. Kennedy was made assistant superintendent of the Relief Department.

Mr. Kennedy was born in Edinburgh, Scotland, June 16th, 1882, and was brought to this country by his parents soon afterward. He attended the public schools of Baltimore, spending three years at Baltimore City College. Since then he has studied continually in Y. M. C. A. classes and in other courses available for business men. Mr. Kennedy is a firm believer in the advantages offered to the young business man by systematic outside study.

In December, 1900, Mr. Kennedy entered the freight claim department of the Baltimore & Ohio and was transferred to the foreign freight department shortly afterward. In 1901 he entered the general freight department, and in 1902 became secretary to the division engineer at Pittsburgh. He held this position until forced to return to Baltimore on account of a severe attack of typhoid pneumonia. After a long siege, upon his final recovery, he was offered a position in the Relief Department by the late Mr. Hess, to whose position he now succeeds.

Mr. Kennedy has been associated with Mr. Hess ever since he entered the Relief Department.

When asked his views on the scope of the Relief Department work and the possibilities of making its service even more effective for the employes of the Company, Mr. Kennedy said that the dominating purpose of all his work has always been and will continue to be to interest as many of our men as possible in the advantages of owning their own homes. He is pushing this work harder than ever now and the results have been gratifying. Mr. Kennedy is a hard worker, progressive, always glad to adopt suggestions and innovations which appear to him to be for the good of the service. It is hard not to catch the enthusiasm which Mr. Kennedy has for the Relief Department work. He is always talking it to his fellow employes and the spirit which he puts into it is quite convincing.

NEW YORK DIVISION

F. W. NELSON, Correspondent

DIVISIONAL SAFETY COMMITTEE

J. J. BAYER..... Agent, 26th Street
 A. L. MICKELSEN..... Agent, Pier 7
 J. T. GORMAN..... Agent, Pier 21, East River
 E. W. EVANS..... Agent, St. George
 ALBERT OSWALD..... Foreman, Pier 22

Marine Department

EDW. SALISBURY..... Assistant Terminal Agent
 EDW. SPARKS..... Marine Engineer
 E. G. CLARK..... Master of Marine

Barges

NIEL GADEBERG..... Barge Captain
 HENRY BULL..... Barge Captain

Repairs in General

JOHN JOHNS..... Master Carpenter
 NICHOLAS JOHNSON.....

Sanitation

W. B. BIGGS..... Agent, Pier 22

Personal Injury

E. W. EVANS..... Agent, St. George
 J. T. GORMAN..... Agent, Pier 21, East River
 EDW. SALISBURY..... Assistant Terminal Agent

Loss and Damage

A. L. MICKELSEN..... Agent, Pier 7
 ALBERT OSWALD..... Foreman, Pier 22
 MICHAEL DEGNON..... Foreman, 26th Street

Safety Appliances

J. J. BAYER..... Agent, 26th Street
 EDW. SHEEHY..... Foreman, Pier 7
 ALBERT OSWALD..... Foreman, Pier 22

H. M. Blakeman, chief clerk of the westbound department, enjoyed his vacation with friends at Boston, Mass.

Bert LaMonde, abstract clerk of the cashier's department, has obtained transportation to Wheeling, W. Va., and return. It is believed that he will get off the train and look over the station and return on the following train to Bayonne, N. J. Bert likes to travel, but never gets far away from the station for fear of getting lost.

William Olsen, chief accountant, will leave next week for Chicago, Ill., to visit his old side partner Mr. Tanner, who is now cashier at Chicago. He will also meet his family, who are spending their vacation in Iowa, and will return with Bill the latter part of August.

Anthony Massimino, statement clerk in the accounting department, is contemplating taking the plunge into matrimony. He spends his dinner hours and other spare moments sending out wedding invitations, getting out licenses and doing numerous other things which it seems a man is called upon to perform at this stage of the game.

Mr. Whalen, cashier's clerk, has returned from his honeymoon at Niagara Falls and Cedar Point, O. It was always thought that Whalen was a confirmed bachelor, and it was quite a surprise to all of us to see him get married. We wish him the best of luck.

Our charming telephone operator, Miss Sue Smith, has returned from her vacation of two weeks in the Catskill Mountains, and looks as though she had a very pleasant time.

Miss Ellis, our other charming telephone operator, spent her vacation at Boston, Mass.

Mr. Kavanaugh, chief clerk, is very much worried at the present time on account of his mother and sister being abroad. Owing to the war they are experiencing considerable difficulty in obtaining transportation facilities back to America. It is hoped, however, that they will arrive here safely within a short time.

Mr. Bausmith and family spent their vacation at Harpers Ferry, W. Va. He is never through telling of the beautiful scenery and fine fishing which is to be had at the Ferry. On his return Mr. Bausmith was induced to take a chance on a solid gold watch and was fortunate enough to pull the number which won it. The timepiece is a beautiful one and Mr. Bausmith is congratulated on his good fortune.

Sam Moss, assistant rate clerk, has just returned from his vacation at Niagara Falls. This resort seems to be the favorite with all of the boys in the office, as most of them are spending their vacations or honeymoons at this very popular mecca.

The second annual outing and games of the clerks at Pier 22 and St. George, was held on Sunday, August 2nd. The boys were taken on board the Company's steam lighter Potomac for a delightful two hours' sail up the river to Duer's Grove, Whitestone, L. I. Professor Winter's band of ten pieces added to the delights of the sail.

For the first time in many weeks the weather man was unusually kind, for the day was ideal, and the skies smiled from the minute of departure until the last man was safely home. There was an attendance of nearly two hundred, each one of whom was out for pleasure and excitement, and bound to get the full worth of the day. Upon disembarking at the Grove the party, in formation of their respective departments, marched to the dining room, where they were served with a sumptuous breakfast.

When the inner man had been satisfied, the accompanying photograph was taken of the group. Then came the ball game, St. George vs. Pier 22. Both teams were cheered enthusiastically when they appeared on the field during a preliminary practice that was snappy and full of "pep."

The game was called at 1.15 p. m. by agent Biggs; the first ball being thrown to the pitcher by cashier Bausmith and they were off.

Line-up of players: Pier 22.—Lynch, 3rd base; Wunner, 1st base, Massimino, catcher; Scheck, 2nd base; Magnor, short stop; Dunn, left field; McRoberts, center field; Bradley, right field; McKernan, pitcher. St. George.—Levy, 3rd base; Lewis, 1st base; Sandusky, catcher; R. Titus, 2nd base; I. Titus, short stop; McCullum, left field; Dwyer, center field; Seigel, right field; Nolan, pitcher.

Pitcher McKernan led off by striking out the first man to face him but was then stung for a clean single on the first ball pitched. Levy stole second, but could have saved himself the trouble as Lewis walked; on a well executed double steal both men were safe, but had to anchor on the bags while Nolan was out on a line drive to McKernan. Sandusky then drove out a Texas Leaguer and both men scored standing up, Sandusky pulling up at second, but died there, the side being retired by Rube Titus fanning.

Pier 22 came up for their inning fighting mad. Lynch stinging the first ball pitched for a clean single. Wunner followed with single over second base, Lynch taking third. Massamino was out on an infield fly; Scheck drove one out which looked good for two bases; Lynch then pulled a bone that outrivaled Charley Van Loan's noted Bonehead Barry Play of "stealing third with the bases full." Anchoring on third until the ball had struck mother earth in center field, he started for home on a jog. Even at that he could have reached home with lots to spare, but when about twenty feet from the plate, and while the ball was being relayed, for some unaccountable reason he changed his mind and started back to third; Scheck by that time had reached second, and Wunner was close behind Lynch making for home; again Lynch changed his mind and started for home in a trance, the ball reaching the catcher before him for an easy put; Wunner without a chance of getting home started back to third and was caught; thus retiring the side, and the chance of scoring two sure runs with a man on second, and one out, was spoiled. Lynch afterwards explained his play by saying his mind was on the breakfast he had eaten, and he was trying to imagine the dinner that was to follow. For three innings neither team scored, although both had chances with runners on third base but the pitching was too effective. In the fifth, Pier 22 came into their own, and scored four runs, every man on the side getting a chance at bat. They increased their lead in the sixth and seventh by two runs apiece. St. George failed to score any additional runs up to the ninth stanza. Then they fell on McKernan, who weakened a

trifle, and the rally was helped along by the entire Pier 22 team who, through overconfidence, had relaxed. When they pulled themselves together, St. George had scored five runs, putting them just one tally behind. The strain was intense on both players and spectators. The bases were full with two out, and Irving Titus at bat. There were three balls and two strikes on the batter, when he hit to McKernan, who threw to Wunner and the side was retired, and the "jig" was up. Some game. Score, Pier 22, 8; St. George 7.

After the ball game came the field games, which were managed strictly in accordance with A. A. U. rules. The shoe race was first and was won by Harrigan of St. George.

The one mile walking match was taken by W. Rohne, C. Bull, second, both of Produce Ex-

three inches, Scheck second with nineteen feet one and one-half inches.

The three legged race was won by C. Bull and W. Rohne, who were disqualified, however, for crossing the finish with a loose knee strap, the prize going to Hoagland and Johnson of the lighter Antietam, who finished second.

The one mile relay race, comprised of picked teams from Pier 22, St. George, Broadway offices and towboat men, was won by the Broadway boys in the fast time of four minutes and thirty-three seconds. W. Honan, W. Rohne, C. Bull and F. A. Rohne composed the winning team.

Then came the event of the day, the fat man's race, which was won in fast time by W. B. Biggs, agent at Pier 22, who in his younger days was an amateur athlete of no mean ability.



ABOUT TWO HUNDRED MEN ATTENDED THE SECOND ANNUAL OUTING OF THE NEW YORK AND STATEN ISLAND EMPLOYEES

change; winner's time, seven minutes twenty-five and two-fifth seconds.

The 100 yard dash was run in four heats, two semi-finals and a final. A. Scheck, W. Lynch, W. Hoonan and R. Titus qualifying for semi-finals, which were won by A. Scheck of Pier 22, and R. Titus of St. George. Then came the final, and never was there a prettier race seen by the spectators either in the professional or amateur ranks. The boys ran shoulder to shoulder to the tape, the judges contending that it was a dead heat, and ruled that it be run over. Both men were tired and refused to run, but agreed to toss a coin for first and second prizes, the toss being won by A. Scheck. The time of the dash was ten and one-fifth seconds.

The running broad jump was fought out by the same men, Titus winning with nineteen feet

Mr. Evans, our smiling agent at St. George, was unfortunate enough to fall fifty yards from the finish, and sustained a lacerated right hand.

After romping around for some time, the party entered the dining room and was served with an excellent shore dinner, and then returned to the Potomac for a moonlight trip down the river and home. All agreed that they had had a most enjoyable day and would look forward to the next year's outing with keen anticipation.

A word of praise and thanks is due the committee for their efforts in making the affair such a huge success and the boys collectively take this way of thanking the management and assuring them of their appreciation for the use of the lighter Potomac.



MAID OF PERTH

**STATEN ISLAND RAPID TRAN-
SIT RAILWAY COMPANY**

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

Secretary, C. M. DAVIS, *Chief Clerk*
St. George, S. I.

DIVISIONAL SAFETY COMMITTEE

- | | |
|-------------------------|-------------------------------------------------|
| F. C. SYZE | Trainmaster, Chairman |
| R. F. KELLY | Assistant Trainmaster, Vice-Chairman |
| W. B. REDGRAVE | Engineer Maintenance of Way |
| J. S. SHEAFE | Master Mechanic |
| A. CONLEY | Road Foreman of Engines |
| J. B. SHARP | Coal Agent |
| DR. F. DE REVERE | Physician and Surgeon |
| CAPTAIN J. H. LAMBERSON | Captain of Police |
| CAPTAIN C. H. KOHLER | Superintendent of Ferries |
| W. J. KENNEY | Legal Department |
| W. L. DRYDEN | Supervisor of Signals |
| E. ALLEY | Supervisor of Track |
| J. JOHNS | Master Carpenter, M. of W. Department |
| H. E. SMITH | General Foreman Passenger Department |
| H. W. MILLER | General Foreman Freight Car Department |
| P. HELT | Assistant Freight Car Foreman |
| F. PETERSON | Supervisor of Station Service |
| M. O'HEARN | General Yardmaster |
| S. G. ELENBERGER | Division Operator and Chief Train
Dispatcher |
| H. LAWRENCE | Draughtsman, Marine Department |
| T. C. GAMBRILL | Agent-Yardmaster, Arlington |
| D. A. McLAUGHLIN | Agent-Yardmaster, Cranford Junct. |
| M. HEFTNER | Shop Foreman |
| R. H. TAXTER | Freight Conductor |
| R. E. COLLINS | Passenger Conductor |
| F. E. HORAN | Locomotive Engineer |
| A. ROMING | Yard Brakeman |
| L. MAGEE | Yard Brakeman |

The accompanying photograph shows one of our passenger train crews starting to "go up in the air." From left to right they are, brakeman B. Rosendale, conductor M. E. Corson, brakeman Wm. Dwyer and brakeman E. McCarthy.



FOREMAN CAR CLEANER, WM. NEIDER-
HAUSER AND WIPERS GOSS AND CUL-
LEN, AT ST. GEORGE TERMINAL

Miss Madeline Smith, chief telephone operator, spent a well deserved vacation at Middletown, N. Y.

Miss Catherine Fox filled her place while she was on her vacation.



OPERATING THE LATEST TRANSPOR-
TATION VEHICLE



TRAIN No. 24—CONDUCTOR P. STRYKER
IN CHARGE

Conductor Roy E. Collins and C. M. Davis, chief clerk to trainmaster, took a trip to Montana. They have many interesting tales to tell.

Jack Langford, yard clerk, acted as chief clerk to trainmaster while Mr. Davis was away.



JOHN J. MAHONEY

Our Staten Island Artist, who designed the border for the table of contents page in this issue

Conductor J. Sullivan spent a month's vacation at Keyport by the seashore. "Poppy don't like to work in the warm weather."

Conductor Wm. McAndrews spent a few days' vacation with his father at Scranton, Pa.

M. O'Hearn, general yardmaster, made a tour through the yards at Brunswick, Cumberland, Martinsburg and Eastside. He had a very pleasant trip and gained much knowledge of the operations of the various yards on the Main Line.

F. August, formerly in the employ as conductor, visited St. George recently. He looks well and all the boys were glad to see him.



BRAKEMAN BRADY AND WIFE ON THEIR HONEYMOON

Mrs. Brady was formerly Miss Birmingham, agent at New Brighton

John Gibb, assistant night yardmaster, spent a pleasant vacation with his family. "John" has five fine boys of whom he is very proud.

Frank Hanlon spent a month's vacation at Lake George and Haines Falls.

Harry E. Smith, general foreman carpenter, spent his vacation with Mrs. Smith at Lake Placid, N. Y.

Joseph Bedell, machinist, and wife spent their vacation at Cortlandt, N. Y.

Lester Adams, boilermaker, took a trip to Scranton, Pa.

Engineer John Hanlon spent his vacation at Syracuse, N. Y.

The accompanying picture is of the son of trainman C. H. Bardes. Mr. Bardes entered the service January 1st, 1890.



SON OF TRAINMAN C. H. BARDES

Engineer Charles Wynans, Sr., and wife, put in a few days at Elmira, N. Y.

J. Durkin, car repairer, rested at Utica, N. Y.

Harry Appleton and wife reveled in the surf at Point Pleasant, N. J.

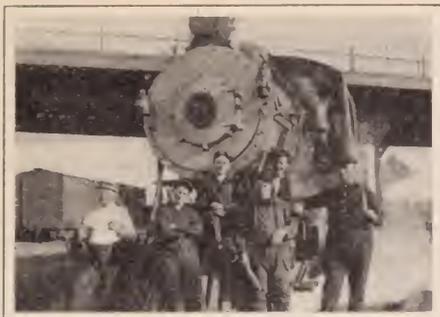
N. Calcutta, laborer, made a trip to Syracuse, N. Y.

J. Dooling, machinist, and family had a very pleasant outing at Maybrook, N. Y.

Owen Boylan, engineer, took a trip to the Capitol City.

H. W. Wheeler, general freight car foreman, and family spent a pleasant vacation at Wheeling, W. Va.

Peter Schuler, operator at McMyler Coal Dumper, and family journeyed down the Sound to Islip, L. I.



P. A. DIVISION LOCAL FREIGHT ENGINE No 28.
 Left to right: Conductor H. Morrow, Trainmen Geo. Quirk, William Slattery, Conductor T. Meyers, Trainman J. Brady and Engineer J. O'Brien

PHILADELPHIA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

P. C. ALLEN	Superintendent, Chairman
W. T. R. HODDINOTT	Trainmaster, Vice-Chairman
H. M. CHURCH	Division Engineer
T. B. FRANKLIN	Terminal Agent
WM. SINNOTT	Master Mechanic
H. K. HARTMAN	Chief Train Dispatcher
F. H. LAMB	Division Claim Agent
Dr. C. W. PENCE	Medical Examiner
S. M. HOY	Assistant Yardmaster
T. E. THOMAS	Master Carpenter
S. B. KELLER	Signal Supervisor
W. F. GATCHELL	Relief Agent
WM. CHAPMAN	Truck Packer
O. I. DALEY	Car Inspector
GEORGE GENNER	Machinist
I. N. LUCAS	Road Engineer
W. S. CHAMBERS	Yard Engineer
W. M. GABLER	Road Fireman
W. T. CHURCH	Yard Fireman
G. A. GOSLIN	Yard Conductor
O. R. MOUNT	Yard Conductor
J. M. CHRISTIE	Road Conductor
R. W. DILL	Operator
H. H. CARVER	Freight Agent
J. C. BASFORD	Assistant Road Foreman of Engines
R. C. ACTON	Secretary
J. R. MALONE	Supervisor, Havre de Grace, Md.

On August 1st, H. M Church was appointed division engineer, Philadelphia Division, vice E. D. Jackson, transferred to staff of engineers M. of W.

On August 15th, A. E. Rhoads was appointed assistant agent and assistant yardmaster Pier 62 and Jackson Street Coal Pier.

On August 15th, John Gross was appointed captain of police, Philadelphia Division, vice A. J. Harding, transferred.

The ticket agency at Upland, Pa., was closed on August 1, 1914.

On August 1st, G. P. Hoffman was appointed general car foreman, East Side, Philadelphia, Pa., vice C. T. Mandler, transferred.

On August 1st, C. T. Mandler was appointed foreman car repairs, Pier 62, Philadelphia, vice John Neill, transferred.

The many friends of Joseph F. Coyne, clerk terminal agent's office, Pier 22, Philadelphia,

Pa., will be sorry to hear of his death, August 19th, from tuberculosis.

On July 25th, N. O. Clark was appointed assistant freight agent at East Side, vice E. T. Seibert, who returns to the telegraph department.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore
 DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS	Chairman
C. A. MEWSHAW	Vice-Chairman
T. E. STACEY	Secretary, Y. M. C. A., Riverside
E. K. SMITH	Secretary, Y. M. C. A., Brunswick
G. H. WINSLOW	Secretary, Y. M. C. A., Wash. Term.
DR. E. H. MATHERS	Medical Examiner, Camden
DR. J. A. ROBB	Medical Examiner, Washington
R. B. BANKS	Division Claim Agent, Baltimore, Md.
J. P. KAVANAGH	Assistant Superintendent, Camden
E. C. SHIPLEY	Road Foreman of Engines, Riverside
E. E. HURLOCK	Division Operator, Camden
H. S. WILSON	Relief Agent, Hanover
J. B. PARKS	Yard Conductor, Curtis Bay
J. E. RIDER	Yard Conductor, Locust Point
H. T. STEINFELT	Yard Conductor, Camden
G. H. DICUS	Train Baggage, Camden
W. T. MOORE	Agent, Locust Point
D. M. FISHER	Agent, Washington
W. E. SHANNON	Transfer Agent, Brunswick
A. M. KINSTENDORFF	Agent, Camden
J. T. A. DECK	Engineer, Riverside
J. M. SCHMIDTMAN	Brakeman, Bay View
J. W. SIMMONS	Fireman, Riverside
J. G. KAIDEL	Yard Conductor, Mt. Clare Junction
J. O. JENNINGS	Brakeman, Brunswick
W. J. KNIGHTON	Brakeman, Washington
J. T. MATTHEWS	Foreman, Washington
W. I. TRENCH	Division Engineer, Camden
A. G. ZEPPE	Supervisor, Camden
T. A. SIGAFOOSE	Track Foreman, Brunswick
S. C. TANNER	Master Carpenter, Camden
J. KIRKPATRICK	Master Mechanic, Riverside
WM. A. KEYS	Material Man, Washington
C. G. EDMONDS	Painter Foreman, Riverside
R. H. WILLIAMS, JR	Clerk, Bailey's
W. H. LEHNER	Car Inspector, Camden
G. KERMGIG	Car Inspector, Camden
A. L. HIRSHAUER	Car Inspector, Curtis Bay
R. J. DOLL	Car Inspector, Locust Point
C. E. DAVIS	Car Inspector, Locust Point
ED. KEENE	Car Inspector, Locust Point
GEORGE J. DIAMOND	Airbrake Inspector, Bay View
C. W. C. SMITH	Machinist, Brunswick
J. G. PAFFENBERGER	Work Checker, Brunswick
W. O. WORDEN	Car Repairman, Mt. Clare Junction

Spencer C. Sparrow, collection clerk in the cashier's department of the local freight office, has returned to his desk after an absence of one week on a visit to relatives in Middletown Valley. Mr. Sparrow was accompanied by his son Roy, age nine years. The accompanying photograph shows Roy mounted on his favorite horse.



ROY SPARROW



EMPLOYEES OF FOUNDRY AT MT. CLARE

J. H. Hart, spent a few days' vacation with relatives in Virginia, and returned very much benefited.

Raymond Hardy and wife spent their honeymoon in New York. Raymond has just been promoted to the cashier's department in Camden freight office. By the way, Raymond is some vocalist.

F. G. Campbell, clerk in freight office at Camden Station, and wife recently visited friends in Lenark, Ill., on the C. M. & St. P. R. R. They motored out to the Mississippi River and stopped at Chicago, where they took in the stock yards and other points of interest.

C. J. Gillespie, secretary to the agent at Camden Station, and his wife recently spent a week-end at Atlantic City.

C. A. Ridgely, chief rate clerk of the Washington Freight House, will soon leave on his vacation for an extensive trip through the western states.

N. Y. Stillwell, cashier in the Washington freight house, has postponed his trip to Ireland on account of war conditions.

Eugene C. Seaggs, coal clerk of the Washington Freight House, has just accomplished his annual swim from Washington, D. C., to Alexandria, Va. His next plunge will be July 4th, 1915.

Since Paul K. Lee of the Washington freight house has been appointed chief of the janitors, he certainly is making the dust fly.

W. L. Whiting, chief clerk of Washington freight house, has just returned from a 6,000 mile trip, touring through the eastern and north-eastern states, accompanied by his wife.

H. V. Haygle, chief waybill clerk and K. D. Fox, assistant rate clerk of the Washington Freight House are running a race in getting fat. Haygle has it on his opponent by 100 pounds and Fox tips the scales at 185. T. O'Leary, wreckmaster, generally makes chairs for Haygle.

A. H. Glenn, chief clerk to W. A. McCleary, yardmaster at Washington, D. C., was thinking about buying a motor cycle, but as it is unlawful to tandem with his girls on a motor cycle, he will have to buy an automobile or a Wilcox truck to give all his ladies a ride.

T. H. Hollen has been appointed car foreman at Curtis, vice Jos. Silver, who has resigned.

Frank Jeffries, assistant foreman at Curtis Bay, has returned to duty, after an illness of thirteen weeks.

T. P. Clark, storekeeper at Curtis Bay, saw fire under the coal pier and notified fire chief Frank Okros, whose men made quick work in putting it out.

Ruben W. Upton, M. C. B. clerk at Curtis Bay, has taken a few short trips during the past months to Philadelphia and New York.

H. E. Litchfield, shop clerk at Curtis Bay is learning the trade of cabinet maker. While putting a roller in his chair a few weeks ago, he mashed three fingers. "Safety First," Litch.

G. H. Miller, conductor of the coal dump engine Washington, D. C., better known as "Gloomy Gus," says it is unnecessary to have all your pockets filled with money when you go to New York. He recently made a trip to the Big City, spent two days and came home with fifteen cents left out of the \$1.50 he had when he left the Capitol City. Tell us how it is done "Gus."

Conductor T. L. Anderson, Washington, D. C., made his first trip of the season to Chesapeake Beach, Wednesday, August 19th. Before he was married he was a regular weekly visitor. What is the trouble, Tommy, is it the "High Cost of Living" that has kept you working so regularly this summer?

The organization of a bowling team at Washington, D. C., for the coming season is under way. The captains of the teams will likely be Buddy Johnson, Pap Yokes, Mose Thompson, Paul Lee, Doc Keys and Mike Grainey. Brakeman G. W. Miller, who claims to be a crack bowler, has been barred from membership.

Brakeman Daniel Rudy of Washington, is making regular Sunday trips to Frederick, Md., of late and says he is only going there to see old friends. We believe he has a new friend that he is looking after in that section.

C. A. Mewshaw, trainmaster, has returned to work after having been ill for the past six weeks. During Mr. Mewshaw's illness the job was held down by J. J. McCabe, assistant trainmaster. We are all glad to have Mr. Mewshaw with us again.

Greetings to J. P. Kavanagh, assistant superintendent, now back on the job after having spent some time on the Monongah Division as assistant superintendent.

W. L. Fowler, of the general superintendent's office, has been promoted to file clerk in the Loss and Damage Bureau. All the boys around Camden wish him success in his new position.

B. G. Cavalier, timekeeper, accompanied by his wife, has returned from an enjoyable trip, taken during his vacation. They first sojourned at Terra Alta, W. Va., where their time was spent playing lawn tennis and croquet, then at Atlantic City.

Joseph L. Shanahan of the superintendent's office, has just returned from a trip to Boston. This is Joe's second trip there. Wonder why he is gravitating around the "Hub"?

D. M. Ambrose, foreman of the machine shop at Riverside, is visiting a certain home on Battery Avenue, Baltimore, for some unknown reason.

We regret exceedingly that during the past month, M. J. McCloskey, carpenter foreman

at Riverside shops, lost his wife. He has our sincere sympathy.

Wm. Lemke, assistant storekeeper at Riverside, has sold his steam launch, and now is an expert cyclist.

W. J. Kelly, Jr., pipe fitter at Riverside, was recently married to Miss Marie Smith. Good luck and best wishes, Kelly.

C. A. Deck, pipe fitter, recently married the daughter of Mr. M. Preston, of Harrisonburg, Va. The boys at Riverside wish to Deck the best of luck.

Wm. Dyer, blacksmith foreman at Riverside, better known to the boys as "Bill," is very ill at his home. We hope he will soon be with us again.

The friends of C. W. Kern, the well known junior clerk at Bailey's, will be delighted to learn that on July 17th, the Stork Express delivered a fine baby boy at his home, 1527 West Baltimore Street. Since the event occurred, Charlie has grown perceptibly taller, and has been going around with his hat on one side of his head, and a chip on his shoulder. At the present time, no name has been selected for the new arrival, but it is hoped that it will be decided on in time for the boys to get a little token ready for the occasion. Charlie's *nom de plume* at Bailey's is "Old Doctor Auk," which is generally shortened to "Doc." To not only "Doc" but to his daddy, foreman of the upholstery shop at Mt. Clare, now for the first time a granddad, congratulations.

MT. CLARE SHOPS

Correspondent, S. E. FORWOOD, *Secretary to Superintendent*

DIVISIONAL SAFETY COMMITTEE

- P. CONNIFF.....Superintendent of Shops, Chairman
- H. A. BEAUMONT.....Gen'l Foreman, Car Dept., Sub-Chairman
- S. R. CARTER.....Machinist, Erecting Shop
- H. OVERBY.....Machinist, Erecting Shop
- J. P. REINARDT.....Fire Marshal, Axle and Blacksmith Shops and Power Plant
- H. C. YEALDHALL.....Boilermaker, Boiler Shop
- R. W. CHESNEY.....Brass Moulder, Brass Foundry
- H. E. FOUNTAIN.....Iron Moulder, Iron Foundry
- J. L. WARD.....Machinist, No. 1 Machine Shop
- J. O. PERIN.....Machinist, No. 2 Machine Shop
- H. E. HAESLOOP.....Tinner, Pipe, Tin and Tender Shops
- GEO. R. LEILICH.....Manager, Printing Department
- H. H. BURNS.....Car Repairman, Mt. Clare
- T. H. BACKENDORF.....Gang Foreman, Mt. Clare Middle Yard
- A. F. BECKER.....Painter, Mt. Clare
- Jos. W. SMITH.....Car Builder, Passenger Car Erecting Shop
- L. BEAUMONT.....Shop Carpenter, Cabinet Shop

The photograph on page 84 is of the employes of the foundry at Mt. Clare. Most of these men have long service records with the Company. We can certainly congratulate foreman Weber of the foundry on having such a fine looking lot of men working with him.

John McDonough, supervisor of piecework, is now in his private office. The locomotive department can expect to see things doing in piecework shortly. Mr. McDonough has our best wishes.

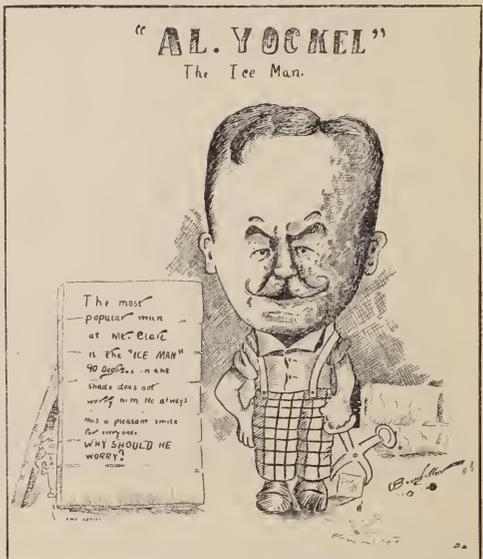


F. S. TORBACK, J. V. LeCOMPTE AND D. ANDREWS

The accompanying picture, from left to right, shows general foreman F. S. Torback, J. V. LeCompte, foreman of No. 2 machine shop, and D. Andrews, foreman of No. 1 machine shop. Note the pleasant smile on each face; needless to say this wasn't taken at Mt. Clare, but while getting inspiration and new ideas at the Atlantic City Convention.

These men have all been in the service of the Company for a number of years, having learned their trade with the Baltimore & Ohio. They are held in the highest esteem by all the men at Mt. Clare and have our very best wishes for future success.

We are glad to welcome H. W. Johnson, the new supervisor of tools and machinery. While Mr. Johnson is a system man, his headquarters



are at Mt. Clare and we expect to see a good deal of him at this station. We are looking for a big improvement in the tool situation as soon as he gets settled.

Our friend and fellow-workman, James R. Armstrong, has returned to his old post after several months experience in the jobbing and importing business. We welcome you back, "Jimmie."

J. E. McCann, general material distributor, at this station, seems to be very popular with the ladies. Best wishes, Mac.

Frank Holbrook, clerk in the boiler shop at Mt. Clare, was assistant navigator on the yacht "Valiant," a sixty-footer which won the two hundred mile motor boat race from Ferry Bar to Holland Bar light and return on August 9th, 1914.

STORES DEPARTMENT

The clerical force of the stores department at Mt. Clare have a surprise for the readers of the Magazine next month. Look for it.

L. E. Huber of this office has accepted a stenographic position with the lumber agent. We wish him every success.

C. A. Hosfeld, better known to the boys as "Teddy," has been promoted to the position of stenographer to chief clerk and F. Higginbothom, better known to his comrades as "Hickey," succeeds Mr. Hosfeld.

Herr Heinrich Leonard, who claims to be the star performer on the bass drum at Riverview Park, has resigned his position with that band and will accept a position with another musical organization on the banks of the Rhine.

Jos. Sylvannah, of this office, will celebrate his birthday in the near future. We wish "Little Joe" many more years of happiness, but trust he will take to himself a life companion to help him make them even happier.

W. W. Mattingly, scrap yard foreman, has been ordered by his physician to take a complete rest. "Matt" has our best wishes for a quick recovery.

WASHINGTON TERMINAL

G. H. WINSLOW, Correspondent

Over twelve hundred went to Chesapeake Beach on the seventh annual excursion of the Terminal R. R. Y. M. C. A. The day was perfect and was thoroughly enjoyed. The program of sports included contests for men, women and children, both standard and humorous, and caused interest and fun for the participants and spectators. Among the winners were: John Stansbury, S. M. Boyd, E. C. Pusey, C. McKay, Mrs. Faulkner, Mrs. W. C. Ehlers, Miss Helen Royall, Miss Probst, Miss Louise McCaulley, Francis Sweeney and Omer Rieker. The Couple Relay Race was won by C. McKay and Miss Helen Royall.

J. W. Werner won the Tennis Tournament in singles held during the summer on the Terminal R. R. Y. M. C. A. courts. A second tournament is now in progress. Increased interest is being manifested in this sport. The courts are in fine condition and fast games are being played.

The library of the Terminal R. R. Y. M. C. A. contains nearly two thousand interesting and instructive books to help spend time profitably during the long winter evenings. A printed catalogue can be obtained at the office. The books can be taken home by the members, and others of the family get the benefit of this privilege of the association. It is hoped that more will take advantage of this opportunity. New books are frequently added in both the circulating and reference departments.

This summer was one of the most successful seasons for the Terminal R. R. Y. M. C. A. during the seven years of its existence. The teams were more evenly matched, all playing good baseball. The Union Station team was the winning team, with the Car Department a close second. The Union Station team represented the league in the post-season series for the championship of the district. They made a very creditable showing, tying the Ninth Street team, one of the strongest in the city, for first place in the section, but lost in a closely contested extra game that had to be played to decide the winner.

A young son came to brighten the home of our friend Thos. R. Zepp. His little responsibilities now number five. "T. R." would undoubtedly congratulate him also if he were now in Washington. G. E. Rowe is rejoicing in the appearance of a daughter in his home. We trust the future holds much of comfort and pleasure with the little ones, for both of these homes.

C. E. Ferguson recently made an extended western trip, visiting a number of the larger cities in his route.

R. L. Dutton and family spent part of the summer at Colonial Beach.

The many friends of Walter Hughes sympathize with him in his sickness. For several weeks he has been confined to his room with inflammatory rheumatism. He was one of the best pitchers in the Terminal R. R. Y. M. C. A. baseball league and has been missed by the Car Department team, of which he has been a member since the organization of the league. His speedy recovery is hoped for by all who know him.

Kansas City, Mo., was honored by the visit of Mr. and Mrs. J. E. Weeks, who recently spent their vacation in the hustling western city by the Kaw. The Kansas City spirit is famous and anyone climbing its bluffs, strolling up and down its hills, and mingling with the people cannot help but get some of its invigorating qualities.



WINNING TEAM OF THE WASHINGTON TERMINAL R. R. Y. M. C. A. LEAGUE

Ed. A. Hannon, who takes part of his vacation by boat from Baltimore to Boston, may need a little advice on seasickness. One of the best remedies when a person arrives at the stage when he first feels that he is afraid he is going to die and then he is afraid he isn't, is to go out and sit quietly for a while under a nice shady tree. This remedy has never been known to fail.

T. L. Gavin has returned to his duties after being laid up for about two months with a broken ankle.

F. E. Sullivan reports a good time at North Beach during his vacation.

V. P. DRUGAN	Assistant Division Engineer
G. R. BRAMBLE	Agent
W. D. STROUSE	Agent
A. ERDMAN	Coal Billing Agent
J. M. DAVIS	Agent
H. P. STUCK	Agent
C. A. FLEEGL	Agent
W. V. FARRELL	Agent
J. Z. TERRELL	Agent
H. R. COOLE	Agent
Z. D. HENSELL	Agent
J. C. TONRY	Agent
W. S. HARRY	Division Claim Agent
J. W. MARTIN	Relief Agent
E. C. DRAWBAUGH	Division Operator
DR. J. A. DOERNER	Medical Examiner
DR. E. A. RAPHEL	Medical Examiner
DR. F. H. D. BISER	Medical Examiner
H. E. NORRIS	Conductor
A. Y. WILSON	Machinist
H. RUPENTHAL	Engineer
G. W. MERCER	Conductor
J. M. PHILLIPS	Conductor
W. B. TANSILL	Car Inspector
O. E. SPOTTS	Machinist
L. A. RIZER	Brakeman
A. N. JEFFRIES	Operator
E. LOWERY	Conductor
W. H. BROOM	Wreckmaster

CUMBERLAND DIVISION

Correspondents

- W. C. MONTIGNANI, *Y. M. C. A. Secretary*
Cumberland
- H. H. SUMMERS, *South Cumberland*
- T. F. SHAFFER, *North Cumberland*
- W. L. STEPHENS, *Martinsburg*
- E. H. RAVENSCRAFT, *Keyser*

DIVISIONAL SAFETY COMMITTEE

- J. W. KELLY, JR. Superintendent, Chairman
- E. J. LAMPERT Assistant Superintendent, Vice-Chairman
- J. W. DENEEN Trainmaster, Vice-Chairman
- H. C. McADAMS Terminal Trainmaster
- T. F. SHAFFER Secretary to Superintendent, Secretary
- W. C. MONTIGNANI Secretary Y. M. C. A.
- O. S. W. FAZENBAKER Chief Clerk, Trainmaster, Secretary
- L. S. SPONSELLER Supervisor
- F. A. TAYLOR Master Carpenter
- E. P. WELSHONCE Trainmaster
- M. A. CARNEY Road Foreman of Engines
- L. J. WILMOTH Road Foreman of Engines
- T. R. STEWART Master Mechanic
- D. H. WALSON Assistant Master Mechanic
- W. W. CALDER General Car Foreman
- P. PERRI Division Engineer
- J. G. LESTER Signal Supervisor
- W. H. LINN General Yardmaster

Frank T. Robinson, a Baltimore & Ohio engineer between Cumberland and Connellsville, has a house cat which is the mother of a wildcat by adoption. Two kittens, the tabby's own, share the favor of the mother with the baby wildcat, which was presented to Mr. Robinson recently. While out groundhog hunting near Foleys, Bedford County, Pa., on the top of the Alleghanies, a hunter friend of Robinson ran across and captured a den of four kittens of the feline species. He took two of them home, and presented one of the others to Mr. Robinson, who placed it with the brood belonging to his family cat.

At Vanderlip, W. Va., a little station on the Moorefield and Petersburg branch of the Baltimore & Ohio, lives the only canine postal clerk in the world, a dog that carries the mail to and

from the postoffice. The dog, which is the property of George W. Hawse, agent for the Baltimore & Ohio at Vanderlip, although an unsalaried employe of the government, is a faithful handler of the mail and meets every train that passes through Vanderlip.

But few of the trains that carry mail to Vanderlip on account of the small passenger traffic from that point, stop there, but the dog waits for the bag to be thrown from the car. Mr. Hawse asserts that the dog knows the time of all the trains he is expected to meet, and makes his trips unflinchingly without being reminded of his job.

Clyde Gregory Smith and Miss Carrie Xenia Rice were united in marriage at the Catholic rectory at 4.00 p. m., August 24th, by the Rev. W. A. O'Hara, only a few intimate friends being present. The groom is the son of Mr. and Mrs. G. W. Smith of Harper's Ferry, and is employed as labor distributor in the assistant master mechanic's office at Keyser, and the bride is the daughter of Mr. and Mrs. Chas. A. Rice of South Keyser, and is one of the popular young ladies there. The newlyweds left on train No. 16 for an extended honeymoon in the east and their many friends wish them much success and happiness.

R. G. Allemong, the first assistant secretary of the Y. M. C. A. has just returned from his vacation at his home at Great Cacapon. Mr. Allemong and his young bride spent most of their time fishing, and he returns to his work feeling greatly benefited by the rest and outing.

The "Y" baseball team, composed of the following men, every one of them employes of the Baltimore & Ohio Railroad Company, most of them in the shops, succeeded in carrying off the pennant in the City League. The boys played thirteen games, twelve of which they won.

Ed. Rodebaugh, manager; Ray Hahne, captain; Ray Beck, J. Butts, R. Cage, F. O. Garlitz, B. Weber, W. Thom, W. Gordon, R. Reynolds.

Great credit is due Ed. Rodebaugh, the manager and coach, for the success attained. Ray Hahne is also deserving of his share for the able manner in which he captained the team. The men of the Cumberland Division all join in hearty congratulations.

The friends of Mrs. Lizzie Purington, who has been head cook at the Y. M. C. A. for a number of years and who underwent an operation for appendicitis at the Allegany Hospital a short time ago, will be glad to learn that she is now convalescent. Mrs. Purington expects to be able to take up her duties again early in September.

Fireman Cunningham who was hurt at the roundhouse on August 17, is recovering at his home. He had three ribs broken. His many friends wish him a speedy recovery.

The members of the "Y" are greatly delighted with their new Columbia graphonola, and enjoy the sweet strains of music, songs and story, as they rest on the large veranda during the cool of the evening.

Freight agent Bramble spent a two weeks' pleasant vacation at South Branch camping. He put in most of his time motoring and fishing. He returned to his duties greatly refreshed with a hide resembling one of the famous red men of days gone by.

"Tom" Stewart, the master mechanic, is a proud father these days. His son graduated from the State University of Maryland as a doctor this year, and is now a resident physician in St. Joseph's Hospital of Baltimore. We congratulate both father and son.

The ball team is still open for engagements with any team on the System.

Coroner William Shaw, also maintenance of ways storekeeper of South Cumberland, says that if we are to have a bowling league this fall, and he sincerely hopes there will be one, he would like to nominate himself as president, as he feels confident that, with himself as head of it, there will be a different tale to tell at the end of the season. We might add that Mr. Shaw's team finished fifth last year in the league. There were only five teams in the league.

On June 20th, Carl White, East End brakeman, lost his pocketbook, containing money, inspection cards, meal book, card pass and other personal articles, and we arranged to bulletin his pass.



NEW HEAVY DUTY ENGINE WHICH IS MAKING GREAT RECORDS ON THE CUMBERLAND DIVISION

Mr Carl White
Cumberland
Md
of Y M C A
Brakeman

MR. WHITE ASKS US TO FIND OUT WHO WROTE THIS ADDRESS—DID YOU?

On July 30 the pocketbook was returned to him with the contents intact, but without any mark to show who found it. Mr. White would like to learn who the finder is, so that he may show his appreciation.

The Y. M. C. A. members at Cumberland desire, through the medium of the Magazine, to express their sorrow in the death of their friend Major Pangborn. Major Pangborn was well known to our members, and on several occasions delivered some of his interesting and splendid stereopticon lectures here. Our deepest sympathy is extended to the bereaved family.

A. Y. Wilson, better known as "Andy" in the machine shops, accompanied Mr. Montignani, secretary of the Y. M. C. A., to Mountain Lake Park to attend the Bible Study Conference held there during the second week of August. "Andy" was so inspired after listening to the Rev. John McNeil of Scotland and the other great speakers, that the following Sunday, after returning home, he summoned up courage enough to sing a solo at the morning service of the Augur Chapel. Andy's sweet rendition of that beautiful piece, "Kind is our Shepherd, and True" surprised many of his friends who were in the congregation. It is to be hoped that this will not be his last appearance in sacred song.

MARTINSBURG

Raymond J. Taylor, a Baltimore & Ohio brakeman, and Miss Lillian Forbus were married here on July 20th.

Alvin Poisal, four-year old son of conductor George Poisal, fell and broke his right thigh on Monday evening, July 20th. The little fellow was playing around some cars in the C. V. R. R. yards near his home when the accident occurred. He was removed to the City Hospital where medical attention was given. The child is much improved and it is expected that he will soon be well again.

Dr. Parlett of the General Safety Committee visited our shop on August 7th and delivered a

fine address on the subject "Safety First." He laid special stress on the need of "Sanitation" about the shops and railroad property. His remarks were heard by about one hundred men and were highly instructive and intensely interesting. They called forth much favorable comment from the men present and we trust that he will favor us again in the near future.

Anne Gertrude Dailey, infant daughter of our fellow shopman J. H. C. Dailey, died on July 31st, after a brief illness. Our sympathy is extended to Mr. and Mrs. Dailey in this sad bereavement.

Jacob L. Souders, a retired Baltimore & Ohio conductor and member of the local Baltimore & Ohio Veterans' Association, died at his home in Paw Paw, W. Va., August 11th, aged sixty-four years. Mr. Souders was a faithful employe and during his long term of service had the misfortune to be injured several times. His last injury, sustained several years ago, incapacitated him for further active service. The remains were brought to this city, his old home, and laid away in Green Hill Cemetery.

Alfred L. Keedy, a retired Baltimore & Ohio conductor, died August 9th, after an illness extending over several years. Mr. Keedy was born in Keedysville, Md., nearly seventy-one years ago. He came to this city when a boy and at an early age entered the employ of the Baltimore & Ohio. For many years he was a freight conductor. During the Civil War he ran one of the armored gondola trains. About seven years ago Mr. Keedy lost his right arm while coupling cars and since that time has been on the pension list. He was a member of the Baltimore & Ohio Veterans' Association of Martinsburg. Mr. Keedy is survived by his wife and seven children, also one brother, Howard Keedy, clerk in the local shop. The funeral services were held at the late home, August 11th, Rev. B. W. Meeks officiating. Interment was in Green Hill Cemetery.

Joseph Henry Cox, retired Baltimore & Ohio conductor, died very suddenly of heart failure

at his home 331 East Burk Street, on August 13th. Mr. Cox's illness was not considered serious and he was up and about until a few minutes before the end came. He entered the employ of the Baltimore & Ohio at the age of eighteen years and served continuously until about four years ago, when failing health caused his retirement. The greater part of his forty-one years of active service was spent on the Cumberland Division. Mr. Cox was a member of the Order of Railway Conductors and the Baltimore & Ohio Veteran Employes' Association. The funeral was held from St. Joseph's Catholic Church, of which deceased was a member, Saturday, August 15th, Rev. W. A. McKeefry officiating. Interment was in St. Joseph's Cemetery.

Mrs. Rebecca A. Brantner, wife of Z. T. Brantner, superintendent of shops, died Wednesday, August 5th, On Tuesday evening Mrs. Brantner suffered a stroke of paralysis from which she failed to rally. The sudden attack which resulted in her death came without warning and was a great shock to the bereaved family and a large circle of friends and acquaintances.

Mrs. Brantner was the daughter of the late Mr. and Mrs. A. S. Chambers and a native of Martinsburg. She was a member of one of the oldest and most highly esteemed families in the community. Her ancestors took a prominent part in the shaping of the city's destiny during the years of its early history. Rebecca A. Chambers was married to Z. T. Brantner in Martinsburg, on November 25th, 1869, and for nearly forty-five years followed earnestly and with true devotion the career of her husband with the Baltimore & Ohio. She was homemaker and helpmate at whatever point the Company required her husband's service, at Riverside, Baltimore, Sandy Hook, Brunswick, and finally when Mr. Brantner became superintendent of shops here, she returned with him to the home of her girlhood, where she rounded out her long and faithful life. She was a woman of true Christian character and a faithful member of the Methodist Episcopal Church.

Funeral services were held at the late home at ten o'clock Saturday, August 8th, and were in charge of Rev. B. W. Meeks of the First M. E. Church, assisted by Rev. F. R. Isaacs of Baltimore, a former pastor, and Rev. C. G. Smith of the First Baptist Church, a neighbor. The remains were laid to rest in Green Hill Cemetery.

A beautiful floral design, the gift of the local employes, was but a small testimonial of the affection in which Mr. and Mrs. Brantner are held here.

Mr. Brantner has always had the respect of the officials of his Company and of his associates. He also enjoys the long-standing friendship of all the railroad men who have known him, especially those who served with him or under his direction during the years that he has been with the Company, and their heart felt sympathy goes out to him and his family in this dark hour.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

S. A. JORDAN	Superintendent, Chairman
DR. J. F. WARD	Medical Examiner
H. F. HOUSER	Road Foreman of Engines
E. D. CALVERT	Supervisor
S. J. LICHLITER	Supervisor
J. A. ROEDER	Engineer
C. R. DONOVAN	Brakeman

MONONGAH DIVISION

Correspondent, C. L. FORD, *Assistant Shop Clerk, Grafton*

DIVISIONAL SAFETY COMMITTEE

J. M. SCOTT	Superintendent, Chairman, Grafton
E. T. BROWN	Division Engineer, Grafton
M. H. OAKES	Master Mechanic, Grafton
E. D. GRIFFIN	Trainmaster, Grafton
T. K. FAHERTY	Road Foreman, Grafton
DR. E. A. FLEETWOOD	Clarksburg
M. F. GREEN	Division Operator, Grafton
DR. C. A. SINSEL	Medical Examiner, Grafton
W. T. HOPE	Master Carpenter, Grafton
J. D. ANTHONY	Division Agent, Grafton
W. H. WELSH	Signal Supervisor, Grafton
M. B. NUZUM	General Yardmaster, Grafton
W. O. BOLIN	General Car Foreman, Grafton
W. N. MALONE	Supervisor, Grafton
J. O. MARTIN	Claim Agent, Grafton
A. E. MALONE	Machinist, Weston
C. F. ZIMMER	Night Foreman, W. Va. & P. Jet.
P. B. PHINNEY	Agent, Grafton
S. H. WELLS	Agent, Clarksburg
B. THOMPSON	Agent, Fairmont
R. R. HALE	Agent, Weston
M. M. MORRISON	Section Foreman, Bridgeport
W. P. CLARK	Machinist, Grafton
R. G. BURNUP	Machinist, Fairmont
F. PRICE	Assistant Car Foreman, Fairmont
G. M. SHAW	Engineer, Fairmont
C. E. HARDMAN	Engineer, Weston
J. E. BENNETT	Fireman, Grafton
C. A. MICHAEL	Yard Fireman, Grafton
W. R. WILLIAMS	Yard Conductor, Grafton
N. D. RICE	Brakeman, Grafton
C. R. HUGHES	Warehouse Foreman, Clarksburg
E. E. NEWLON	Carpenter, Grafton
W. C. BARNES	Assistant Shop Clerk, Secretary, Grafton

Superintendent Scott spent ten days' vacation at Webster Springs, after a long siege of heavy business on our division.

Mrs. E. S. Jenkins, stenographer in the superintendent's office at Grafton, spent her vacation at Atlantic City.

Miss Ethel Bradford, stenographer in the superintendent's office at Grafton, returned from Atlantic City on account of an attack of typhoid fever after only spending three days there. She is now in the hospital at Grafton, improving very slowly. Her many friends wish her a speedy recovery.

J. H. Newhon, the popular M. of W. clerk, spent five days' vacation at Deer Park with friends.

H. H. Williamson, C. C. timekeeper, and wife have just returned from Kansas City where they spent ten days' vacation among friends.

F. W. Tutt, motive power timekeeper, has returned from a vacation spent in Charleston and other cities along the Ohio River.



VIRGINIA SMITH
Daughter of Engineer G. C. Smith

The accompanying photograph is of Miss Virginia Smith, age sixteen months, daughter of passenger engineer G. C. Smith, W. Va. & P. District, running on the Sutton Branch. The captain is very proud of the little girl and he should be.

The Wheeling Division Safety Committee in meeting assembled recently adopted the following resolutions:

WHEREAS, It has been the will of the Almighty God in His infinite wisdom to call from our midst our beloved General Chairman, Major J. G. Pangborn, and

WHEREAS, We, appreciating the great loss in the death of our late General Chairman and realizing also the greater bereavement of the family and relatives he left behind; therefore, be it

RESOLVED, That we extend to the family and relatives of the deceased Major Pangborn our heartfelt sympathy in their hour of tribulation, and be it further

RESOLVED, That these resolutions be spread upon our minutes as a token of our remembrance.

The accompanying picture is a good likeness of J. S. Smith—known on the Wheeling Division as Uncle John—who died at Pittsburgh, May 9th, 1913.

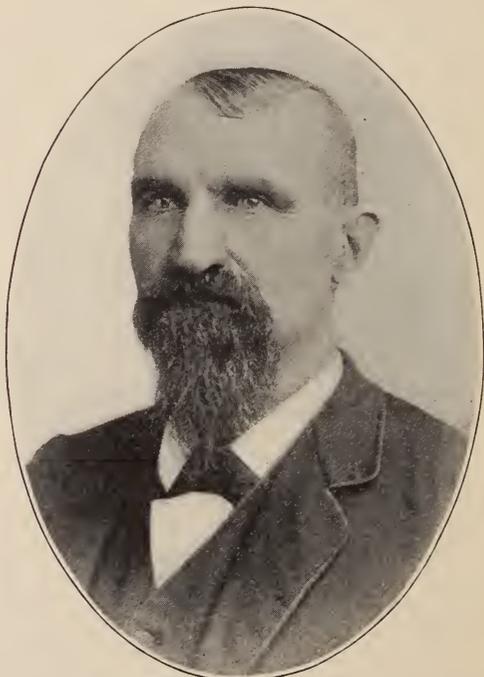
Mr. Smith had been retired several years previous to his death on account of passing the age limit. He was born February 6th, 1836, and went to work for the Baltimore & Ohio, April 10th, 1853. During the Civil War he was drafted into the Confederate army, but made his escape and was recaptured and sentenced to death. He again made his escape, entered the Union lines and was placed in charge of train service near Harper's Ferry. When his services in the Union Army terminated, he again

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*
Clover Gap

DIVISIONAL SAFETY COMMITTEE

- H. B. GREEN Superintendent, Chairman, Wheeling
- C. H. BONNESEN Trainmaster
- G. F. EBERLY Division Engineer
- J. BLEASDALE Master Mechanic
- M. B. RICKEY Division Operator
- W. F. ROSS Road Foreman of Engines
- M. C. SMITH Claim Agent, Wheeling
- C. M. CRISWELL Agent, Wheeling
- J. H. KELLAR Relief Agent, Wheeling
- DR. C. E. PRATT Medical Examiner, Wheeling
- DR. J. E. HURLEY Medical Examiner, Benwood
- E. L. PARKER Conductor
- F. A. HAGGERTY Operator
- O. A. VAN FOSSEN Car Inspector, Holloway
- E. S. WILLIAMS Machinist, Holloway
- W. GANDY Car Repairman, Benwood
- S. SLOAN Shopman, Cameron
- A. DIXON Engineer, Benwood (Yard)
- T. H. BREWSTER Conductor, Benwood (Yard)
- P. McCANN Fireman, Benwood
- E. WILKINSON Agent
- E. M. POMEROY Agent
- G. ADLESBERGER Car Foreman
- L. M. COLLINS Car Foreman
- L. B. KEMM Master Carpenter
- J. T. COYNE Section Foreman
- L. D. MCCOLLOUGH Track Supervisor
- H. HAGGERTY Track Supervisor
- P. MURTAUGH Track Supervisor
- T. C. STONECIPHER Track Supervisor
- D. PIERCE Signal Supervisor



J. S. SMITH
Wheeling Division



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Engineer D. R. Wood, of "The Twentieth Century Limited," New York Central Lines, has carried a Hamilton Watch with perfect satisfaction for years.

entered the service of the Company, where he remained until retired, filling many responsible positions. He was road foreman of engines under master mechanic Alec Laird and assistant trainmaster under trainmaster U. B. Williams and superintendent R. M. Sheets. Five children survive him, two by his first union—F. W. Smith of Pittsburgh and Mrs. U. J. Smith of Cleveland. Two daughters and a son by the second union are with their widowed mother.

Mr. Smith was buried at Grafton, W. Va., May 12th, 1913, the funeral being attended by a multitude of friends, fellow employes and relatives.

Machinist H. Megale and hostlers J. Jefferson and Earl Megale spent their vacations at Atlantic City. Car inspector A. W. Keener joined them during their sojourn there.

Mrs. O. E. McMillan, wife of the assistant M. M. at Cincinnati Terminal, with her two daughters, have returned to their home at Cincinnati after visiting her father, J. R. Chadlock, engineer at Benwood.

We are glad to report that Captain T. A. Daily, the veteran telegraph operator who has been ill for some time, is improving slowly.

B. Malone, brakeman on trains Nos. 16-55, has resumed duty after nursing a crushed toe for several days.

Harry McKee, apprentice, is able to be out after a serious injury to one of his feet.

G. Adlesberger is at Hartzel looking after the Company's interests.

M. O. Brown, coach yard foreman at Wheeling, has been promoted to erecting foreman at Keyser.

Mrs. Thomas Bodi, wife of the carpenter, has been removed from the hospital to her home after a serious operation.

Car inspector W. C. Brafford has returned to duty after visiting his brother, who is in the hospital at Mansfield.

P. F. Shaw, brakeman, is off duty on account of a severe illness.

G. L. Hall, carpenter, has returned home from a trip to San Francisco.

Douglas Anderson of the repair shop is relieving W. S. Byard, repairman at Glover Gap, who is visiting at Kenova.

A most distressing accident occurred a short distance west of Bellaire, at ten o'clock Sunday morning, August 9th, when Elizabeth, aged nine, and Irene, aged six, daughters of Mr. and Mrs. Reese Workman of Hamilton Street, Bellaire, were hit by the Bethesda excursion train, second section, No. 111. Elizabeth, the older sister, had both feet so badly crushed as



DAY TURN FORCE AT BENWOOD YARD OFFICE

Top row—left to right: A. A. MOUNTAIN, Yard Clerk; FREIND PORTERFIELD, Caller; C. MEYERS, Yard Clerk; BASILE FERRO, Janitor and D. H. LOWE, Yard Clerk.

Seated are: C. H. LANDERS, Chief Clerk; W. GARVEY, Assistant Index Clerk; J. E. WISE, Chief Rackman; GEO. SHARP, Chief Index Clerk; J. M. CUNNINGHAM, Stenographer and J. L. MARSH, Yard Checker.

to necessitate amputation and also suffered internal injuries and concussion of the brain. Both children are at the North Wheeling Hospital. But little hopes are entertained for the recovery of Elizabeth, but Irene is doing nicely and prospects are bright for her recovery.

Elizabeth saw the approaching train in time to jump from the track, but sustained her mortal injury in trying to save her little sister.

Engineer Mitchell, unable to see the children until his train was almost upon them, applied the emergency brakes and stopped the train in the shortest distance possible. Willing hands picked the children up and carried them into one of the coaches, where Dr. P. D. Barlow of McMechen, who happened to be a passenger, attended them. Conductor Savy was asked to run the train back to Benwood and then to Glendale Hospital, and he at once consented. When the train reached Benwood it was impossible to get it to Glendale without delay and at the request of the doctor it was run

to Wheeling and the patients rushed to the North Wheeling Hospital, where everything possible was done to relieve their suffering.

A number of passengers expressed their appreciation of the sympathy manifested by the train crew for the unfortunate children and their apparent readiness to make any sacrifice that might tend to relieve the sufferings and save the lives of the victims. In speaking of the conduct of the train crew, one of the passengers said: "Corporations, railroad companies and private individuals operating machinery that is liable to injure the general public are more or less criticised for neglect and inhuman treatment of those unfortunate enough to sustain injury. Having this attitude of the public in mind, I wish to say a word in praise of the members of the crew of the train that hit the two little girls. The men in charge of the train and the yard and telegraph offices are to be congratulated for their prompt and intelligent action in this emergency. They all worked

in harmony with the one purpose uppermost in their minds, to get the children to the hospital in the shortest time possible."

W. V. Frazier, chief clerk to superintendent, spent a two weeks' vacation in the mountains.

C. J. Carpenter and S. T. Archer were recently appointed assistant trainmaster and road foreman of engines at Hartzel, W. Va.

The yardmasters of the different yards in Wheeling District are in turn now taking their annual vacations for the year of 1914.

We were all surprised to learn of the marriage of H. E. Sherlock, chief clerk to the district engineer maintenance of way, which took place in July. We did not learn the lucky maiden's name but we wish both of them the best of success and prosperity.

The staff meeting held in Wheeling, on August 17th, was largely attended.

Engineer A. B. Westfall is ill at his home in McMechen, with blood poison, on account of picking a small pimple which was on his face. We all hope for a speedy recovery.

What proved to be a sad affair was the tragic death of brakeman A. D. Fury, who lost his life in the accident at Waverly, on August 13th. Mr. Fury had just been transferred to the Ohio River Division a few days previous to this accident. We extend our sincere sympathy to his bereaved family.

H. W. Stoehr, stationmaster, spent a two weeks' vacation in the east. Baggage man A. M. Griffith filled his place.

J. H. McAllister, secretary to superintendent, acted as chief clerk during the absence of W. V. Frazier.

J. W. Villers, chief clerk to division engineer, recently attended a Sunday School convention in Clarksburg, where he presided as chairman. "Jack" is very popular with the ladies.

Wheeling Division conductor C. T. Limerick was recently promoted to "platform conductor" at Wheeling. Mr. Limerick protects all passenger runs in case an emergency conductor is used.

G. M. Sharp, brakeman, has returned to duty on the road after being off for a period of two years. Mr. Sharp had his leg injured between two cars. We are all glad to see him on the road again.

Assistant agent P. A. Henderson, at Fairpoint, was appointed agent at Glover Gap, on August 1st.

OHIO RIVER DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- C. E. BRYAN Superintendent, Chairman
- S. P. RIFFLE Yardman, Parkersburg
- R. T. EVERETT Yardman, Huntington
- J. W. MATHENY Engineer
- C. C. MADER Fireman
- J. P. DUVAL Conductor
- C. F. BRANHAM Brakeman

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J. J. FLAHERTY	Platform Foreman, Huntington
H. G. BAILEY	Yard Track Foreman
GRANT HAVEN	Tin and Pipe Shop Foreman
P. J. MORAN	Yardman, Parkersburg
L. W. STRAYER	Maintenance of Way
W. E. KENNEDY	Claim Department
A. J. BOSSYNS	Relief Department
J. H. OATEY	Y. M. C. A.
C. F. CASPER	Chief Train Dispatcher and Division Operator
S. S. JOHNSON	Supervisor
G. M. BRYAN	Supervisor
JNO. LANDERS	Supervisor
F. P. COE	Master Carpenter
J. S. ECHOLS	Chief Clerk to Agent, Parkersburg
R. E. BARNHART	Agent-Yardmaster, Huntington
F. H. MAGALIS	Yardmaster
F. A. CARPENTER	General Yardmaster
F. C. MORAN	Trainmaster
L. M. SORRELL	Road Foreman of Engines
L. E. HAISLIP	Division Engineer
J. T. LUSCOMBE	Division Master Mechanic
H. E. PURSELL	Relief Agen

the ties and rails, they are engaged in removing the large shade trees on the various lots comprised in the property.

While the rubbish was being burned on the lot, the wind caught up some of the embers and carried them toward the houses on the north side of Fourth Street, and an alarm was turned in. The firemen visited the place and extinguished the blaze in the rubbish.

Those who left the city Saturday night, August 22, on the excursion over the Baltimore & Ohio for Cedar Point report having had a delightful time. The excursion was well patronized, several hundred going from this city and many from Marietta and intermediate points. In point of numbers it was much larger than the first excursion run from this city to that resort.

The Safety Committee, numbering about thirty members, met in regular monthly session on August 19th at the Y. M. C. A. with J. T. Campbell of the department of stations and traffic, one of the members of the general committee. Most of the work done was of a routine nature, the report of several sub-committees being received. Lunch for the committeemen was served at noon in the dining room of the Y. M. C. A.

L. C. White, a fireman on the engine of train No. 714 coming from Kenova, was struck by a mail crane near Spillman, W. Va., Tuesday, August 18th, and received serious scalp wounds. He was leaning too far out of the cab. Dr. Sayre of Mason City rendered medical aid and later White was removed to his home in Kenova. He will not be able to return to work for some time.

A number of changes have been made in the police force, following the appointment of Edmund Leigh, of New York, as general superintendent of police. One of the changes affects the Ohio River Division and is the transfer to Cleveland of captain C. A. Downey of this city, who has had jurisdiction over the Ohio River Division. His place will be filled by captain W. F. Harding of Philadelphia, who is said to have had wide experience in railroad work.

Engineer and Mrs. A. H. Wilson spent their vacation in the East, part of the time at Atlantic City and at other points on the coast.

While the grading for the track for the steam shovel to be used in grading the big plot of ground for the tracks and freight warehouse is being completed and the men are waiting for



DAY HUMP CREW AT LORAIN

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland

E. LEDERER, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER	Superintendent, Chairman
M. H. BROUGHTON	Ass't Superintendent, Vice-Chairman
E. LEDERER	Secretary
J. E. FAHY	Trainmaster
J. A. ANDERSON	Master Mechanic
H. H. HARSH	Division Engineer
P. C. LOUX	Road Foreman of Engines
W. J. HEAD	A. R. F. E. & A. T. M.
E. G. LOWERY	Assistant Road Foreman of Engines
G. W. RUSTINE	Assistant Road Foreman of Engines
E. M. HEATON	Division Operator
J. FITZGERALD	Assistant Trainmaster
C. H. LEE	A. T. M. & G. Y. M.
F. J. HESS	Chief Dispatcher
C. H. RICHARDS	Night Chief Dispatcher
R. D. SYKES	Medical Examiner
J. J. MCGARRELL	Medical Examiner
G. J. MAISCH	Claim Agent
A. J. BELL	Terminal Agent, Cleveland, O.
C. E. PIERCE	Terminal Agent, Lorain, O.
J. J. HERLIHY	General Foreman, Cleveland, O.
J. A. SUBJECK	General Foreman, Lorain, O.
O. BENDER	Foreman, Steel Car Dep't, Lorain, O.
B. J. WATERSON	Yard Foreman, Canton, O.
J. T. McILWAIN	Master Carpenter
M. B. GARRELL	Locomotive Foreman, Akron Jct., O.
R. W. BAIR	Engineer, Lorain, O.
H. H. BEARD	Assistant Yardmaster, Lorain, O.
J. H. MILLER	Agent, Strasburg, O.
J. CLINE	Assistant Yardmaster, Cleveland, O.
O. P. EICHELBERGER	Assistant Yardmaster, Akron Jct., O.
F. H. GURRETT	Foreman, Akron Freight Station
G. A. ARGANBRIGHT	Supervisor, Massillon, O.
O. F. MURRAY	Relief Agent
C. H. ROTHEGARY	Assistant Storekeeper, Cleveland, O.
H. LYNCH	Engineer, Cleveland, O.
S. L. McCUTCHIN	Conductor, Cleveland, O.
S. L. ALLEN	Car Inspector, Canal Dover, O.
C. H. JAMES	Brakeman, Canton, O.
A. C. GALEAZ	Fireman, Lorain, O.

Under date of August 2nd, the Cleveland division superintendent sent out a special letter to all employes, calling attention to the necessity for watching carefully all railroad property during the hot season so as to prevent possibility of disastrous fires.

On August 4th, a special letter was sent out urging all employes to do everything in their power to decrease the personal injury and casualty list.

In a bulletin issued by the superintendent the names of the following men were mentioned as being specially interested in the efforts toward economy now being made on this division. G. Lizzatro, section foreman; F. L. Moinet, engineer; J. L. Rogers, station agent; C. S. Shaver, engineer; J. Williams, fireman; H. Lynch, engineer; F. E. Lynch, engineer; R. Crawford, section foreman; S. J. Irish, engineer; J. E. Eckels, fireman; M. Guido, section foreman; D. DePalma, section foreman; J. T. McVan, section foreman; also the Uhrichsville station forces.

Conductor Walker reported that water in well east of our tracks at Peninsula, where train crews usually fill up their jugs, is said to be infected with typhoid germs. All concerned were notified not to use this water.

On July 7th, conductor Sensabaugh suggested to the chief dispatcher that he take all cars out of Freport, which cleared that siding. This is true efficiency.

Conductor Pittinger suggested that Pennsylvania time tables be posted at Columbia in order that train crews could familiarize themselves with time of Ft. Wayne trains and avoid some of the delays at crossing at M. & C. Junction.

Engineer Starnier suggested that when trains are double-headed with Q-1 and E-24 engines, Q-1 should be used as the lead engine, on account of having better air braking facilities.

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Please mention this magazine

We are strong for J. A.'s and A. J.'s on the Cleveland Division. We have A. J. Bell, terminal agent, Cleveland; A. J. Anderson, division freight agent, Cleveland; J. A. Anderson, master mechanic; J. A. Campbell, captain of police; J. A. Hack, chief clerk to superintendent, and J. A. Subjeck, general foreman, Lorain. Can you beat it?

T. L. Terrant, our hustling terminal train-master at Lorain, has handed us a new one in the line of economy. He claims quite a saving can be made in ink in all offices using writing fluid and typewriters, as one old typewriter ribbon which is no longer serviceable on the machine will make a gallon of good writing fluid. When an old ribbon is removed from typewriter, put it into a large bottle and fill with water and in an hour the ink from the ribbon will make a writing fluid that is as good as any. Here's where we quit ordering ink.

Our genial supervisor, J. J. Drennan, a favorite with all our train crews and a great many of our patrons, particularly the ladies, was placed in a most perplexing situation a few weeks ago. The incident nearly ended the feeling of close friendship between conductor Ben Willmot and John.

At one of our stations between Lorain and Lester, two ladies alighted from the train carrying an infant, and reported to conductor Willmot that someone on the train had been mean enough to steal the baby's bottle. They forcibly expressed their feelings toward any individual who would stoop so low as to deprive an innocent baby of its food. Before Ben could offer any apology, one of the ladies exclaimed, "There he is, there he is, the man who took the bottle! See, he has it in his hand," and sure enough there stood John with the bottle upside down, the contents drip, drip, dripping on the platform. Approaching the ladies, timidly, the bottle held far from him, his face flushed with shame and embarrassment, the crowd watching him, and the conductor stepping back from him in disgust, John handed the bottle to the lady with a hurried bow, and then "beat it." "And the next time a brakeman hands me something from a train that somebody has left behind, believe me, he keeps it or drops it, for no more will I be a messenger to restore lost property, especially that belonging to infants," says our dear Mr. Drennan.

Hump Carr, on his annual trip on No. 90, showed up with train at Holloway on time. Same old stunt in the same old way.

"By dad, as sure as you're a foot high, we had a great time," exclaimed Eddy Keffer on his return from the Relief Department Convention at Cincinnati. "By dad, I'm sure a gone gosling now; are you with me Emil? We're ruined. Gim'me a match."

Effective August 1st, J. A. Campbell was transferred to the Cleveland Division as captain of police, vice F. R. Castor, transferred to Newark Division.

The following letter was recently sent to J. S. Murray, assistant to President:

"Wish you would convey to family of late Major J. G. Pangborn expression of sympathy from Cleveland Division Safety Committee.

W. T. LECHLIDER."

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

C. C. GRIMM.....	Trainmaster
J. H. JACKSON.....	Superintendent
G. R. KIMBALL.....	Division Operator
O. J. KELLY.....	Master Mechanic
J. S. LITTLE.....	Road Foreman
E. C. ZINSMEISTER.....	Master Carpenter
DR. A. A. CHURCH.....	Medical Examiner
DR. W. A. FUNK.....	Medical Examiner
J. VANDIVORT.....	Conductor
A. N. GLENNAN.....	Road Brakeman
C. G. MILLER.....	Shopman
C. R. POTTER.....	Agent
N. O. NEITZELT.....	Section Foreman
R. C. SAWYER.....	Yard Brakeman
F. O. PECK.....	Assistant Road Foreman
H. W. ROBERTS.....	Yard Brakeman
E. D. BANCROFT.....	Secretary, Y. M. C. A., Columbus
S. FREAS.....	Supervisor
D. P. LUBY.....	Shopman
C. L. JOHNSON.....	Agent
R. E. MCKEE.....	Agent
D. L. HOST.....	T. M. & C. T. D.
J. H. THOMPSON.....	Assistant Yardmaster
F. L. JOHNSON.....	Secretary, Y. M. C. A., Newark
J. M. WORSTALL.....	Traveling Freight Agent
E. V. SMITH.....	Division Engineer
A. R. CLAYTOR.....	Claim Agent
J. E. BUSHAW.....	Section Foreman
A. D. PIERSON.....	Assistant Car Foreman
W. T. HOWARD.....	Conductor



IDOLINE AND EDWARD WELSH
Children of engineer J. G. Welsh of Benwood

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

O. L. EATON	Superintendent, Chairman
S. C. WOLFERSBERGER	Assistant Superintendent
F. G. HOSKINS	Division Engineer
T. E. MILLER	Master Mechanic
T. E. JAMISON	Trainmaster
G. N. CAGE	Road Foreman of Engines
H. B. PIGMAN	Division Operator
DR. M. H. KOEHLER	Medical Examiner
J. M. CONNERS	Car Foreman
H. D. WHIP	Relief Agent
T. F. MURPHY	Car Inspector
F. FAGAN	Conductor (F. M. & P.)
J. BAINE	Conductor (S. & C.)
H. F. LIVINGSTON	Fireman
R. W. HOOVER	Train Dispatcher
J. R. KAUFFMAN	Acting Master Carpenter
F. BRYNE	Claim Agent
E. B. SMALL	Machinist
S. W. HUDDLESTON	Conductor
W. SEATON	Conductor
M. E. MARTZ	Foreman (M. P. Dept)
P. J. ADAMS	Inspector (M. of W.)
M. P. HEANEY	Supervisor
J. A. FLEMING	Agent
J. WARDLEY	Locomotive Engineer
J. T. GRIFFIN	Agent
C. A. ALBRIGHT	Agent
J. RUSSELL ANDERSON	Secretary



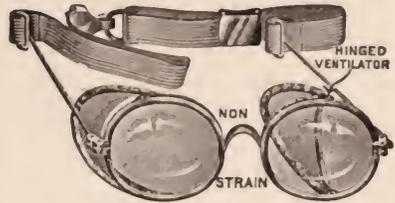
MRS. C. E. REYNOLDS

The accompanying photographs are of Mr. and Mrs. C. E. Reynolds, who were recently married in Pittsburgh, Pa. Mr. Reynolds, who has been in the service of the Company in various capacities for the past three years, is chief clerk to the assistant superintendent at Somerset. Mrs. Reynolds was formerly Miss Francis F. Bradley of Perryopolis, Pa. After a honeymoon spent in Atlantic City, Mr. and Mrs. Reynolds returned to Somerset, where they will make their future home.

Another engineer arrived at the home of engineer and Mrs. J. R. Dunston of Connellsville on August 12th. Mother and son are doing well.

Conductor and Mrs. J. H. Hoffman went to Kansas City, Mo., to attend the wedding of the

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C. E. REYNOLDS

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T. J. BRADY	Trainmaster
L. FINEGAN	Superintendent Shops
G. W. C. DAY	Division Operator
W. BATTENHOUSE	General Car Foreman
H. N. LANDYMORE	Operator
E. L. HOPKINS	Machinist
H. G. WALTOWER	Yard Conductor
H. J. SPANGLER	Yard Brakeman
C. C. AINSWORTH	Yard Brakeman
W. E. BURTOFT	Car Foreman
W. M. CLARK	Master Carpenter
H. L. GORDON	Assistant Division Engineer
W. D. CARROLL	Supervisor of Signals
JOHN HAGGERTY	Passenger Engineer
F. M. COCKRELL	Road Engineer
C. F. HARVEY	Passenger Fireman
FRANK BRYNE	Claim Agent
DR. J. P. LAWLOR	Medical Examiner
W. DAVIS	Yard Conductor
T. F. DONAHUE	General Supervisor
R. J. SMITH	Agent, Junction Transfer
W. F. DENEKE	Agent, Pittsburgh
P. COLLIGAN	Agent, Allegheny
W. B. PETERS	Agent, McKeesport
H. M. GRANTHAM	Agent, Braddock
W. I. MCKEE	Agent, Butler
H. B. JEFFRIES	Agent, Washington
J. A. MCKIE	Agent, Ellwood City
W. M. SNIDER	Car Foreman
C. E. MCDUGALL	Assistant Trainmaster
J. S. CUMMINGS	Passenger Brakeman
J. H. BASH	Road Conductor
WM. ROSS	Yardmaster
E. W. ROLLINGS	Road Conductor
E. H. FENSTEMAUCHER	Road Conductor

latter's sister. They expected before returning to visit several points of interest in the west.

M. B. Cunningham, roundhouse foreman at New Castle Junction, has returned to his home in Connellsville nursing a badly bruised arm, caused by falling from the coal tippie at New Castle Junction.

Playing an uphill game the wrecking crew from the master mechanic's office of Connellsville defeated a team from the superintendent's office by a score of 8 to 7. The score was tied in the fifth and in the sixth the winning run was scored on Lohan's triple and Fisher's single. Spackman for the master mechanic's office settled down after the second inning and there was nothing doing thereafter, while DeHuff for the superintendent's office appeared to weaken.

The batteries were DeHuff and Brewer; Spackman and Mozer, and the Umpire McGrath.

In an exciting game of baseball between the machinists of Connellsville shops and the local master mechanic's office force, played on the evening of August 3rd, the former won out by a score of 6 to 5, being aided largely by manager Stillwagon of the machinists, who officiated as umpire and for whom a collection is being taken up by the office force towards purchasing a pair of glasses for future games.

PITTSBURGH DIVISION

Correspondent, C. W. BLOTZER, *Clerk Car Accountant's Office, Pittsburgh*

DIVISIONAL SAFETY COMMITTEE

C. B. GORSUCH	Superintendent, Chairman
T. W. BARRETT	Vice-Chairman, Trainmaster
W. J. KENNEDY	Secretary
M. C. THOMPSON	Road Foreman of Engines
C. C. COOK	Division Engineer

Kenichi Nakamura, civil engineer of Japan, is working with our bridge construction department on the Pittsburgh Division. Mr. Nakamura was sent by the Japanese government to study bridge construction work in this country, and he speaks highly of the facilities extended to him by the Baltimore & Ohio forces to enable him to study this difficult phase of engineering work. The following is a brief outline of his engineering career.

In July, 1906, he was appointed assistant civil engineer of the Imperial Government railways of Japan, after which he passed the graduation



KENICHI NAKAMURA

examination and completed his thesis in the course of civil engineering at Tokio Imperial University.

From 1906 to 1910 he was engaged in the design of structures in the drawing room of the construction department, and was promoted to the position of civil engineer in 1910, being engaged in the design of metallic bridges until 1912. The year from 1912 to 1913 was spent in the construction of new line, and in August, 1913, he was ordered by his government to go to the United States of America, British Canada, Germany and Switzerland to study matters relating to railroad engineering, especially bridge construction work.

NEW CASTLE DIVISION

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

DIVISIONAL SAFETY COMMITTEE

- M. H. CAHILL Superintendent, Chairman
- C. P. ANGELL Trainmaster, Vice-Chairman
- J. B. CAMERON Division Engineer, New Castle, Pa.
- J. J. MCGUIRE Master Mechanic, New Castle, Pa.
- E. C. BOCK Division Operator, New Castle, Pa.
- J. B. DAUGHERTY Road Foreman, New Castle, Pa.
- DR. A. C. EARNEST Medical Examiner, New Castle, Jct. Pa.
- E. J. LANGHURST Assistant Road Foreman, Chicago Jct., O.
- R. J. CARRIER Claim Agent, Youngstown, O.
- F. C. GREEN Supervisor, Ravenna, O.
- W. L. MADILL Supervisor, Lodi, O.
- G. O. EVERHART Supervisor, Youngstown, O.
- E. C. FOWLER Supervisor, Warren, O.
- JAS. AIKEN Agent, Youngstown, O.
- G. W. TAYLOR Agent, Painesville, O.
- F. H. KNOX Agent, New Castle, Pa.
- ALBERT VOSS Erecting Shop Foreman, New Castle Jct., Pa.
- P. THORNTON Track Foreman, New Castle Jct., Pa.
- R. BERNHARDT Ass't. Eng. House F'man, New Castle Jct., Pa.
- V. C. ARMESY Machine Shop Foreman, Painesville, O.
- R. E. ARMSTRONG Road Engineer, New Castle, Pa.
- L. N. HAUGHT Yard Engineer, New Castle Jct., Pa.
- M. G. GUTHRIE Road Conductor, Chicago Jct., O.
- W. C. SHANAFELT Road Conductor, New Castle, Pa.
- D. B. PATTERSON Yard Conductor, New Castle Jct., Pa.
- B. BECKMAN Yard Conductor, Haselton, O.
- G. W. RICHARDS Warehouse Foreman, Youngstown, O.
- C. K. SPIELMAN Relief Agent, New Castle, Pa.
- H. L. FORNEY Master Carpenter, New Castle, Pa.
- J. W. CLAWSON Signal Supervisor, New Castle, Pa.
- W. W. MCGAUGHEY Secretary
- LAWRENCE MCGUILL Captain of Police

Agent L. H. Browning of Chardon, Ohio, is celebrating the arrival of his first born—a boy. The young gentleman arrived August 10th, and you can bet his dad is proud of him.

Operator V. P. McLaughlin, who works at "BD" Tower, recently sent a very nice shipment of Company material to the storekeeper. The material was gathered up along the line while Mr. McLaughlin was on his way to and from work. The division people appreciate his interest and the superintendent has so informed him by letter.

Miss Grace Hess, aged twelve years, daughter of P. G. Hess, engine house foreman at Painesville, Ohio, was awarded the first prize of \$1.00 in the seventh grade of Painesville Schools,



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and first prize of \$5.00 in gold in the Lake County seventh grades for the best essay on "Temperance." The young lady's photograph accompanies this item. The essay was as follows:

"Be not among wine bibbers; among riotous eaters of flesh; for the drunkard and glutton shall come to poverty; and drowsiness will clothe a man with rags." Proverbs 23—20 and 21. We have learned that our first wealth is



MISS GRACE HESS, PAINESVILLE, OHIO

health and that great care must be taken to keep it from being lost. Then the first question we ask is, 'Where is this wealth kept?' It seems to be stored in a pretty safe place; right in these bodies of ours.

"Now the first care is this; keep the interior of your body clean by allowing nothing to go into it except pure food and pure drink. For many years men have argued the question whether alcohol is a friend or an enemy. Now, many of the world's most prominent men are discouraging its use by their examples, by writing books and by public speaking. The term 'alcohol' includes every kind of an intoxicating drink.

"Much of the alcoholic drink taken in is absorbed by the blood vessels of the stomach so that it reaches the nerve cells in a few minutes. A large amount of alcohol completely paralyzes. Alcohol makes the nerves unsteady and weakens the entire nervous system, thus rendering it more liable to disease. Experience shows that alcohol harms the mind, makes people insane, and sends them to prison. Alcohol is a great enemy of the laborer from the economic standpoint. One reason is because it is very difficult for him to earn money.

"William H. Taft, ex-president of the United States, says, 'To the man who is actively

engaged in responsible work, who must have at his command the best that is in him at his best; to him I would, with all the emphasis that I command, advise and urge, leave drink absolutely alone.' All work that requires activity of mind can be done better by a total abstainer than one whose mind is clouded by drink.

"Athletes have found that alcoholic liquors make flabby muscles and a weak heart, hence, a youth who wants to excel in running, jumping, ball playing, rowing, or shooting must be a total abstainer. Professional baseball teams have found 'drinkers' their greatest causes of defeat and humiliation. The men classed as drinkers are those who are not drunkards, but moderate drinkers.

"Recent tests have shown how one bottle of beer or wine a day lessens one's working ability one-tenth; thus alcohol in any form is a handicap to study, lowering brain efficiency; to work, by lowering earning ability; to health, by lessening opportunity; to play, as this lowers enjoyment capacity; to saving, as this lessens accumulation; to character, as this lowers ideals."

The accompanying picture is of the first trick "watchdog" at New Castle Junction; in other words, the switchtender. No train can approach the station from the east, or pull into the yard from the west, without Harry's permission and approval. W. Harry Watson is his full name, but everybody calls him "Wattie." He has been in the service for twenty-nine years as yard brakeman and switchtender, and has a clear record. He has a pretty busy time trotting around the west end of the yard, but always has a word for his friends. When you come through New Castle Junction on trains nine or sixteen, look out the window, and the busy man you see will be W. Harry Watson.



W. HARRY WATSON

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator*
Garret, Ind.

DIVISIONAL SAFETY COMMITTEE

- J. E. KEEGAN Chairman, Superintendent, Garrett, Ind.
- T. B. BURGESS Vice-Chairman, Trainmaster, Garrett, Ind.
- C. W. VAN HOHN Trainmaster, Garrett, Ind.
- JOHN TORDELLA Division Engineer, Garrett, Ind.
- F. W. RHUARK Master Mechanic, Garrett, Ind.
- GEO. NOVINGER Road Foreman of Engines, Garrett, Ind.
- F. N. SHULTZ Division Operator, Garrett, Ind.
- J. D. JACK Claim Agent, Garrett, Ind.
- T. E. SPURRIER Claim Agent, Tiffin, Ohio
- DR. F. DORSEY Medical Examiner, Garrett, Ind.
- H. A. MARTIN Relief Agent, Fostoria, Ohio
- R. H. JENKINS Secretary, Y. M. C. A., Chicago Jct., Ohio
- P. H. CARROLL Signal Supervisor, Defiance, Ohio
- D. B. TAYLOR Master Carpenter, Garrett, Ind.
- T. L. ROACH Assistant Supervisor, Defiance, Ohio
- W. L. LA FLOR Section Foreman, Teegarden, Ind.
- C. FEAGLER Shop Committeeman, Garrett, Ind.
- W. F. JUMP Shop Committeeman, Chicago Jct., Ohio
- G. A. STROUSE Shop Committeeman, South Chicago, Ill.
- C. J. ROBINSON Yard Brakeman, Chicago Jct., Ohio
- F. W. WIANT Yard Conductor, Garrett, Ind.
- A. WEBER Yard Conductor, South Chicago, Ill.
- F. A. VAN HEYDE Conductor, Garrett, Ind.
- O. C. ROBINSON Car Dep't Committeeman, Chicago Jct., O.
- H. W. ROSS Car Dep't Committeeman, Garrett, Ind.
- C. H. MARTIN Engineer, Garrett, Ind.
- A. L. BILGER Fireman, Garrett, Ind.
- F. M. CHALFONT Brakeman, Garrett, Ind.
- N. E. BAILEY Operator, Walkerton, Ind.
- C. C. GREER Transfer Agent, Chicago Jct., Ohio
- JOHN DRAFER Agent, Chicago, Ill.
- H. S. GARDNER Agent, Defiance, Ohio



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SOUTH CHICAGO

Correspondent, OSCAR WACKER,
Car Distributor

We are glad to tell our co-workers of the numerous visits of the stork at our South Chicago freight office.

John Statzuski, rate clerk, was presented with a fine boy, while Edward Murphy, demurrage clerk and Charles Timberlake, claim clerk, were similarly blessed.

On Friday, August 7th, a disastrous fire was averted by the loyalty of the employes of the car shops and roundhouse at South Chicago.

About 10.40 a. m. the fire whistle was sounded. Immediately upon locating the fire, which started in an empty box car in the center of the yards, which were honeycombed with empties intended for the great anticipated grain movement, the local fire department in charge of trainmaster W. F. Booth, general foreman C. W. Burke and fire marshal T. Barry, protected the surrounding property, with a total loss of but twenty-one cars. Everyone to a man fought the fire with vim and vigor, until the city fire department arrived, when our fire department confined itself to keeping the fire from spreading.

It was fine to see how the men worked. A display of loyalty of this kind is an inspiration to all who have the interests of the Company and their fellow employes at heart.

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Locomotive Engineer	Mechanical Engineer
Air-Brake Inspector	Civil Service
Air-Brake Repairman	Salesmanship
General Foreman	Advertising Man
R. R. Shop Foreman	

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City _____ State _____

Present Occupation _____

Employed by _____

Please mention this magazine



FIRE FIGHTERS AT SOUTH CHICAGO

Photo By Fein Studio

Reading from left to right bottom row are: F. Merton, G. Odum, engine house foreman; A. Allen, K. E. Pence, wreckmaster; F. Sredzenski, C. LaFlare, G. Wenslaff, F. Wise, J. Krodes, T. Berry, fire chief; L. Jinkowski, T. Kirman, G. Grace, A. Dreher, C. W. Burke, general foreman; W. F. Booth, assistant trainmaster; B. Ross, car foreman.

Second row: J. Adomites, J. J. Kelly, T. Mapieralski, H. Strause, F. Byanski, B. Slater, A. H. Cook, F. Wagner, A. P. Wenslaff.

Top row: A. Glon, clerk; J. Waszewski, clerk; A. Graczyk, clerk; A. Gasukas, N. Masohas, A. Barney, clerk; L. Kroll, timekeeper; F. Kuglen, piece work inspector.

CHAS. ESPING Master Carpenter, Chicago
 DR. E. J. HUGHES Medical Examiner, Chicago
 MORRIS ALTHERR Assistant Agent, Forest Hill
 C. O. SEIFERT Signal Supervisor, Chicago
 DUNCAN McDUGAL Engineer, Robey St.
 EMIL DOMROSE Fireman, Robey St.
 CHAS. BEAN Conductor, Robey St.
 WM. HARTWIG Car Inspector, Robey St.
 WM. WINTERS Engineer, Blue Island
 JOHN NEFF Conductor, Blue Island
 HENRY MINDEMAN Car Inspector, Blue Island
 HARRY JOHNSON Engineer, East Chicago
 HOWARD C. BLAKE Fireman, East Chicago
 ROY FREEMAN Conductor, East Chicago
 GEO. ROSENBERG Machinist on Floor, East Chicago
 A. A. MCLENE Machinist in Shop, East Chicago
 WM. DAVIS Boilermaker, East Chicago
 JOHN LEWIS Blacksmith, East Chicago
 ALBERT ROSE Car Inspector, East Chicago

CHICAGO TERMINAL

Correspondent, G. W. HESSLAU, *Claims Investigator*, Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS Superintendent, Chairman, Chicago
 J. W. DACY Trainmaster, Chicago
 C. P. PALMER Division Engineer, Chicago
 F. E. LAMPHERE Assistant Engineer, Chicago
 ALEX CRAW Division Claim Agent, Chicago
 J. F. RYAN Captain of Police, Chicago
 C. L. HEGLEY Examiner and Recorder, Chicago
 H. McDONALD Supervisor, Chicago (Chicago District)
 WM. HOGAN Supervisor, Chicago (Calumet District)
 J. W. FOGG Master Mechanic, East Chicago
 F. S. DEVENY Assistant R. F. of E., Chicago

On July 22nd J. L. Nichols, superintendent, while walking down Dearborn Street to his office, broke a bone in his right ankle. Mr. Nichols thought he had only turned on his ankle and attempted to walk to the office. With great difficulty he finally arrived there and found that his ankle had swollen to more than twice its normal size. A taxi-cab was called and he was immediately removed to his home where a waiting physician ordered him to a hospital. Two X-ray photographs of his right ankle showed that he had a badly broken bone.

The accident was caused as Mr. Nichols was about to step from the sidewalk to the street. While in that act, a man running to catch a

street car, bumped into him, causing him to take a quick step and in so doing he sustained his injury.

On July 29th W. J. McCann, switching clerk in the local freight office, and Miss Genevieve Pierce, a very talented pianist and popular young lady of the south side, were married at St. Bernard's Roman Catholic Church, Chicago, Rev. Father Schrubridge officiating. After the ceremonies, about 150 invited guests assembled at the residence of the bride's parents at 6663 Hartwell St. and participated in a splendid supper, after which the bride and groom started on their wedding tour through California on the Golden Gate Limited.

Mr. and Mrs. McCann received many beautiful and costly gifts from their relatives and many friends. While everything was moving nicely after the big supper and during the dance, some mischievous person, (so Mac thinks) sent in an alarm to the fire department and a call to the police department in an endeavor to steal the groom. Thousands of people in the neighborhood gathered around the bride's former residence to learn where the fire was but learned to their delight that it was a wedding. They then secured the services of two German 'mudgutter' bands to celebrate the great event. The bands played continuously until the bride and groom appeared at the front door and presented themselves, but the crowd outside remained until the couple left for their train. They were showered with rice and their automobile was a sight to behold, shoes, tin cans, old boilers, etc., being attached to the machine. When the automobile arrived at the LaSalle St. Station a gathering of railroad men and friends was there to escort the bride and groom, and all on the train were notified that they were newlyweds.

Mr. and Mrs. McCann wish to thank the employees of the local freight office for the handsome cut glass water set.

J. F. Maloney, stationer, has returned to duty after being in the Mercy Hospital for five weeks as the result of an operation on his lower jaw. At one time hopes for Jack's recovery were slight but we are pleased to note his smiling countenance among us again.

There is a rumor in the M. of W. department that H. A. Lynch (Hal) transitman, made a flying trip to Niagara Falls under sealed orders. Mr. Lynch has made these trips quite frequently of late and his associates predict that he will return a benedict this time. We are all in hopes that this prophecy is true.

We congratulate Paul Bussian of the superintendent's office as we learn that he is again the father of a bouncing eight pound girl. Mrs. Bussian says it will be named Eleanor. All rumors of twins are hereby officially annulled.

T. E. Spurrier, division claim agent, at Tiffin was at Chicago on August 7th on business and was shown through the Grand Central Station. He commended the safety committee on the many safety signs displayed for the benefit of



Don't Throw Away

Your Old "Leaky" - "Smearly" Fountain Pen

To relieve you of its discomforts, we will allow you 50 cents for it, in exchange. Send it to us by ordinary mail at our risk, and under separate cover, bank draft or money order for \$2.00 and we will send you the \$2.50 pen described below, a pen that will be a source of never ending usefulness and pleasure to you, that will do your bidding if you but guide it aright over the writing sheet.

LAUGHLIN

AUTOMATIC—NON-LEAKABLE

SELF STARTING

FILLING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—It's a *Self- Starter*.
 You don't have to fill the Laughlin, it's a *Self-Filler*.
 You don't have to clean the Laughlin, it's a *Self-Cleaner*.
 You don't have to monkey with dangerous, awkward, or unsightly locks, extensions, or so-called safety devices—*There are none*.
 You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically*.
 You can't lose your cap from a Laughlin—it secures itself *Automatically*.
 You can't break your cap or holder on a Laughlin—*They are non-breakable*.
 Holder and cap of scientific, reinforced construction throughout. (See illustration.)
 You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back*.
 These features are peculiar only to this patented construction.

\$2.50

By Insured mail,
Prepaid to any address

If you have no old back number dropper filler pen to send us in exchange, just enclose \$2.50 with this coupon containing your name and address, we will send the pen by return mail. *Delivery guaranteed.*

FILL OUT AND MAIL TODAY.

Laughlin Mfg. Co.,

188 Wayne St., DETROIT, MICH.

GENTLEMEN—Here is \$2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....

City.....State.....

Please mention this magazine

the public and employes. Mr. Spurrier is a committeeman on the Chicago Division safety committee.

J. T. Campbell, stations and traffic expert of the general safety committee, was in charge of our divisional safety committee meeting on August 6th. Mr. Campbell's talk to the committee was interesting. They learned something about losses of freight and the damage claims arising through the gross carelessness of freight handlers and the rough handling of cars by switching and road crews. The committee agreed to talk to all concerned and to try to reduce the damage and loss to freight. Damage to freight alone on the Baltimore & Ohio during 1913 was \$495,179.00. Let the C. T. boys do their utmost to prevent this kind of damage. Let each do his share and see what the result will be.

A number of inquisitive folks were wondering last Sunday when they saw claim agent Alex. Crow garbed in overalls and jumper, a stencil and can of yellow paint in one hand and a paint brush in the other, as he walked through the Grand Central Station into the train shed and commenced work for the day. What did he do? At 4.30 P. M. the handle of every baggage and express truck belonging to the five different railroads and three express companies operating at the Grand Central Station, were lettered in yellow paint as follows—"Safety First—Hang this Handle Up." Isn't that a fine day's work in the interests of Safety? Mr. Crow says that he stenciled eighty-seven truck handles in the manner stated. The result

is that not one express or baggage truck handle has been found down since. After Mr. Crow completed stencilling the trucks he instructed everyone in and about the baggage and express rooms (individually) of the necessity of keeping the handles of the trucks hooked up at all times when not in use; and told how easy it is for a passenger or employe to be injured by falling over the handles when they are left lying on the ground, or platforms.

Don't forget our Safety First by-words.

Education and interest are the kernel of the Safety Movement.

With these thoroughly applied there can be nothing but successful maturity.

If you see a fellow employe do anything contrary to Safety, find out whether or not he knows better.

If he does, interest him.

If he does not, educate him.

OHIO DIVISION

Correspondent, H. M. COLE, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE	.....	Superintendent, Chairman
E. N. BROWN	.....	Assistant Superintendent
R. R. SCHWARZELL	.....	Trainmaster
T. E. BANKS	.....	Trainmaster
R. MALLEN	.....	Road Foreman of Engines
WM. GRAF	.....	Road Foreman of Engines
G. W. PLUMLY	.....	Division Operator
P. H. REEVES	.....	Master Mechanic
E. COLE	.....	Supervisor
S. H. BAER	.....	Section Foreman
C. DULLMEYER	.....	Foreman Car Shop
S. W. CAIN	.....	Road Brakeman
J. I. BOTKIN	.....	Warehouse Foreman



GENERAL FREIGHT OFFICE FORCE AT CHICAGO

Right to left: O. A. Constans, Western Freight Traffic Manager; C. A. Harkins, General Western Freight Agent; A. S. Garvey, Central Freight Agent; W. W. Hook, General Dairy Freight Agent; J. F. McWilliams, Chief Clerk; J. W. Barker, Traveling Coal Freight Agent; G. D. Richards, Export Soliciting Agent; H. M. Quackenbos, Import Soliciting Agent; W. E. Ward, Commercial Agent, Central States Dispatch

W. A. BURNS	Road Conductor
E. J. ALLEE	Signal Supervisor
E. J. CORRELL	Division Engineer
DAN O'LEARY	Yard Conductor
J. E. SUNNAFRANK	Wreckmaster
D. C. THOMAS	Road Engineer
TRUMAN MURPHY	Operator
THOS. TULL	Shop Inspector
C. W. LEWIS	Machinist
G. E. WHARFF	Agent, Portsmouth, O.
C. H. R. HOWE	Master Carpenter
L. H. SIMONDS	Claim Agent
J. B. VANCE	Relief Agent
J. W. STARKEY	Road Fireman
F. S. BEAN	Agent, Athens, O.
DR. P. S. LANSDALE	Medical Examiner



C. R. DUNCAN AND MISS B. STREITENBERGER

The accompanying picture is of the chief clerk to the superintendent, C. R. Duncan, and his stenographer, Miss Bertha R. Streitenger, taking a Sunday drive in the former's Overland roadster, over one of Ross County's pretty roads.

Carl Iuler, general clerk in the superintendent's office, spent his vacation during the latter part of July in Cincinnati.

Leo Mullen, tonnage clerk in the superintendent's office, while playing ball on Sunday was hit in the eye with the ball. Beware, Leo, "six days shalt thou labor."

John C. Wilkins, tonnage clerk in the superintendent's office, has a new baby sister. Although John, for reasons unknown, had declared that he would never visit Baltimore again, still when he received the happy news he could not resist a trip home.

J. E. Caldwell, assistant timekeeper, spent his vacation during the latter part of July with relatives in various parts of Ohio.

C. H. Harker, chief timekeeper, while riding his bicycle recently, had the misfortune to fall off on the paved street, badly bruising his arm, side and hip.

Ralph West, stenographer to division engineer, and wife spent his vacation during the latter part of August in Michigan, on a fishing trip.

Effective August 1st, R. C. Wescott was appointed trainmaster of the Parkersburg Sub-Division and the Portsmouth Sub-Division of the Ohio Division, with headquarters at Chillicothe, Ohio, vice R. R. Schwarzell, assigned to other duties.



Be Manager

Be the man who knows—the man who directs and the man who gets the fat pay envelope. Thousands of positions are open in the Traffic Profession. Recent legislation and the Interstate Commerce regulation have made the Traffic Expert one of the most important men in modern commercial life. Few men have the necessary training. The men who are qualified are making big money. **You can be one of them**—yes, we will give you just the kind of training you need right in your own home, during your spare time. Send the coupon and find out about the golden opportunities that await you.

Traffic Experts Draw Big Salaries

From \$1,500 to \$10,000 a year is not out of the ordinary for a Traffic Man. He is the big man in modern business. It frequently happens that the profits of the whole concern depend upon his knowledge. No wonder big firms are paying big money and are always looking for men who have the practical training such as you can get. Just think of it—you can be one of the most important men in the firm. The first step—send coupon.

Positions Open!

There are over 500,000 shippers in the United States who need the services of Traffic Managers. The question of transporting products at the lowest cost has become so important that shippers cannot afford to get along without you. The railroads need traffic men. The profession is calling for you. Jobs are open—big jobs—you can get one of them.

Send the Coupon for New Book

Do not delay an instant. Put your name and address in the coupon, or a letter or a post card and get the big new free book that tells you about the golden opportunities that await you in our profession. No obligation of any kind. The book is free. Send the coupon now.

Interstate
Traffic School
Dept. 2726
Ft. Wayne, Ind.

Gentlemen:—Send me absolutely free and prepaid your new book that tells me about the opportunities for making money in the Traffic Profession.

Interstate
Traffic School
Dept. 2726
Ft. Wayne,
Indiana

Name.....

Address.....



THREE OF THE ACCOUNTANTS IN THE
CINCINNATI FREIGHT OFFICE

INDIANA DIVISION

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

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY	.....	Superintendent,	Seymour
G. S. CAMERON	.....	Assistant Superintendent,	Cincinnati
C. A. PLUMLY	.....	Trainmaster,	Seymour
S. U. HOOPER	.....	Trainmaster,	Seymour
S. A. ROGERS	.....	Road Foreman of Engines,	Seymour
JOHN PAGE	.....	Division Operator,	Seymour
T. J. EWING	.....	Relief Agent,	Seymour
DR. G. R. GAVER	.....	Medical Examiner,	Cincinnati
DR. J. P. SELLMAN	.....	Medical Examiner,	Washington
J. E. O'DOM	.....	Special Agent,	Cincinnati
P. T. HORAN	.....	General Foreman,	Cincinnati
C. B. COLEMAN	.....	Foreman C. R.,	Seymour
G. F. CRAIG	.....	Inspector,	Cincinnati
W. J. RUSSELL	.....	Boilermaker,	Cincinnati
H. A. CASSIL	.....	Division Engineer,	Seymour
W. H. HOWE	.....	Master Carpenter,	Seymour
D. CASSIN	.....	Supervisor,	North Vernon
T. L. CANNON	.....	Signal Supervisor,	Milan
FRED HEIDECKER	.....	Track Foreman,	Nebraska
O. E. HENDERSON	.....	Conductor,	Seymour
G. B. CRAIG	.....	Engineer,	Youngstown
L. C. BARNETT	.....	Fireman,	Seymour
CHAS. FOX	.....	Passenger Brakeman,	Cincinnati
W. E. HYATT	.....	Yardmaster,	Seymour
J. M. MCKENNA	.....	Yard Conductor,	Cincinnati
C. H. LONG	.....	Yard Conductor,	North Vernon
C. E. MARKLE	.....	Yard Engineer,	Cincinnati
C. E. FISH	.....	Agent,	Cincinnati
J. E. SANDS	.....	Agent,	Louisville
E. MASSMAN	.....	Agent,	Seymour

Engineer R. J. Conley, who has been at Rockville, Ind., sanitarium for the past year, has returned home and gone to New Mexico, to try to regain his health. His wife accompanied him.

Roundhouse foreman P. Horan and wife made a two weeks' visit to their old home at Benwood, W. Va.

J. R. Lemen of the roundhouse force, has purchased the home owned by engineer J. R. Lehan, on East Street.

The Mill Street roundhouse employes had to give up one of their clerks on July 1st, as D. A. Wilson accepted a position with the dining car department out of Pittsburgh. We were very sorry to lose such a competent clerk, but are sure he will make a good dining car conductor, as he is always very prompt when it is time to eat.

We are glad to hear that Mr. Sanders has been elected on the advisory committee, as we feel sure he is the right man to represent the employes at Cincinnati.

J. W. Doran, second trick operator at Milan, recently returned from a long trip through the northwest where he was visiting relatives. Mr. Doran was relieved by extra operator W. B. Carter of Osgood, Ind.

Born to conductor and Mrs. Jas. Goforth, July 9th, a girl. After the excitement was over the doctor pronounced "Jim" out of danger unless he suffered a relapse.

Married—brakeman D. C. O'Mary and Miss Maud Dixon, oldest daughter of conductor George Dixon, on June 1st. This was quite a surprise to their many friends who did not know of the contemplated wedding until after it had taken place.

Brakeman F. A. Blair and Miss Marie Wehrle were married at Advent Church, Louisville, Ky., on July 15th. After the ceremony they departed for Knoxville, Tenn., Mr. Blair's former home to visit his parents.

Ex-conductor Wm. Merrick and family, who formerly resided here, have returned to his home at Winslow, Arizona, after an extended visit with local friends.

Agent Rieblin and family of Fort Ritner, have returned home after a two weeks' visit in Kansas and Colorado.

Effective August 1st, T. L. Cannon was appointed signal supervisor, with headquarters at Milan, Indiana, vice W. E. Lewis resigned.

CINCINNATI TERMINAL

Correspondent, H. ECKERLE

DIVISIONAL SAFETY COMMITTEE

C. L. BREVOORT	.....	Supt. Cincinnati Term. Div.,	Chairman
HENRY ECKERLE	.....	Chief Clerk,	Secretary
R. B. FITZPATRICK	.....	Trainmaster,	Cincinnati, O.
W. D. JOHNSTON	.....	Master Mechanic,	Cincinnati, O.
H. W. BRANT	.....	Division Operator,	Cincinnati, O.
M. P. HOBAN	.....	Road Foreman of Engines,	Cincinnati, O.
C. M. HITCH	.....	General Inspector,	Cincinnati, O.
F. S. DeCAMP	.....	Claim Agent,	Cincinnati, O.
E. C. SKINNER	.....	Agent,	Cincinnati, O.
R. ARCHER	.....	Supervisor,	Cincinnati, O.
G. W. KYDD	.....	Supervisor of Signals,	Cincinnati, O.
A. W. KOPP	.....	Engineer,	Ivorydale, O.
R. E. MCKENNA	.....	Yard Foreman,	Ivorydale, O.
A. GRONBACH	.....	Yard Foreman,	Hamilton, O.
H. STANSBURY	.....	Car Foreman,	Cincinnati, O.
J. FOGT	.....	Section Foreman,	Cincinnati, O.
J. REISTER	.....	Agent,	Hamilton, O.
S. O. MYGATT	.....	Depot Master,	Cincinnati, O.
WM. ROESCHE	.....	Machinist,	Ivorydale, O.
F. ZURICH	.....	Boiler Inspector,	Gest St., Cincinnati, O.
ED. CASE	.....	General Foreman,	Ivorydale, O.

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

- E. W. SCHEER Superintendent, Chairman
- C. G. STAVENS Trainmaster, Flora, Ill.
- C. W. POTTER Trainmaster, Flora, Ill.
- H. R. GIBSON Division Engineer, Flora, Ill.
- J. A. TSCHUOR Master Mechanic, Shops, Ind.
- E. A. HUNT Shop Inspector, Shops, Ind.
- R. C. MITCHELL Relief Agent, Flora, Ill.
- G. H. SINGER Agent, East St. Louis, Ill.
- C. S. MITCHELL Agent, Flora, Ill.
- T. T. LONG Agent, Springfield, Ill.
- M. A. RUSH Agent, Beardstown, Ill.
- W. C. KELLY Agent, Vincennes, Ind.
- C. B. KELLAR Agent, Washington, Ind.
- H. H. BRYAN Conductor, Washington, Ind.
- H. T. CLARK Engineer, Washington, Ind.
- JOHN PRICE Engineer, Flora, Ill.
- C. R. BRADFORD Claim Agent, Springfield, Ill.
- DR. W. D. STEVENSON Medical Examiner, East St. Louis, Ill.
- H. O. PIPHER Yard Foreman, Shops, Ind.
- D. COSTELLO Yard Foreman, Vincennes, Ind.
- J. C. LAWS General Yardmaster, Flora, Ill.
- W. W. McNALLY Yard Fireman, Cone, Ill.
- A. MILLER Yard Foreman, Springfield, Ill.
- W. C. DIETZ General Foreman, Flora, Ill.
- H. E. ORR Master Carpenter, Flora, Ill.
- C. D. RUSSELL Division Operator, Flora, Ill.
- C. S. WHITMORE Signal Supervisor, Flora, Ill.
- W. G. BURNS Supervisor, Vincennes, Ind.
- F. WYATT Supervisor, Flora, Ill.
- B. O'BRIEN Supervisor, Cone, Ill.
- W. COOK Supervisor, Springfield, Ill.
- R. H. MARQUART Car Foreman, Cone, Ill.
- H. C. AIKMAN Car Foreman, Shops, Ind.
- W. E. ROSS Tool Room Foreman, Shops, Ind.
- H. C. THRASHER Machinist, Flora, Ill.
- W. PLATZ Brakeman, Washington, Ind.

Hotel Aberdeen

32d Street, bet. 5th Avenue
and Broadway

New York City

Location unsurpassed; three minutes from
Pennsylvania Station and very close to all
high class department stores and theatres

**A Magnificent
Fireproof
Commercial Hotel**

giving the highest class accommodations at the
most moderate rates.

This hotel has every known improvement and
has no equal for its service and attention

**Every Room with Private Bath
\$1.50 per Day and \$2.00**

Special Rates by Week, Month or Season

Car inspector P. J. Grannon, of Odin, Ill., died of typhoid fever August 11th, 1914. Mr. Grannon had been at Odin since 1908, and had made many friends who were sorry to hear of his death.

Engineer Otto Kloetzer is visiting in Germany, and has not been heard from since the beginning of the war in that country. Mr. Kloetzer is a naturalized citizen of this country, but his time as a reserve in the German army is not up until 1916.

On the morning of July 10th, engineer Gilley on No. 3 noticed a farmer waving his large straw hat across the track. Thinking that he had found a dangerous condition, Mr. Gilley brought the train to a stop only to discover that the farmer was driving a flock of geese off the track. Notwithstanding this and several other delays, Mr. Gilley with the assistance of fireman McCool made up forty minutes on No. 3 that morning.

Car distributor Fred Kistner disappeared for a few days recently. We were afraid that he had left for the fatherland, and were greatly relieved to learn that he had dropped off at Cincinnati, thought the matter over and decided in favor of Safety First.

Ye correspondent wishes to announce the arrival of a nine pound boy on August 8th, and offers a liberal reward for a suitable name. Laura Katherine refuses to fit.

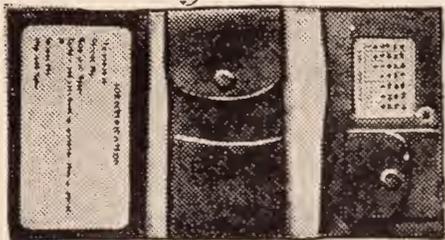
What's wrong? Nobody sending in items. You must not expect me to tell your troubles unless you tell me. Several ask why the Illinois Division drew a blank in July, but your correspondent was cooped up in the hospital and couldn't hunt news. It won't happen again providing you all give a little assistance now and then.

\$50 REWARD Paid to anyone who can prove that our

SIX-IN-ONE

**Combination Billfold
& Railroad Passbook**

Are Not Made of GENUINE ALL LEATHER



50c
Worth \$1.50

Worth \$1.50

All other manufacturers failed to produce what we now offer you—our newly patented Billfold, with 6 combinations into 1. This Billfold has been tested by many railroad men, who pronounce it perfect. From inventor to you. We sell no stores, no agents—we give you their profits. This Billfold is made of real genuine leather; no paper or cloth to rot from perspiration, will not fall apart in water. Has 3 folds and 6 separate compartments. Transparent compartments for the largest railroad pass, secret place for paper money, place for gold and silver, two separate places for large or small business cards, an identification card, place for postage stamps, car tickets, yearly calendar, etc. Ladies or gents can use this book.

50c Postpaid. Mention black or tan leather. Send money order, stamps, N.Y. draft only.

Bestyet Leather Goods Co. 718 Permanent Bldg. Cleveland, Ohio

Please mention this magazine.

TOLEDO DIVISION
 Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL Superintendent, Chairman, Dayton, O.
- F. J. PARRISH Division Engineer, Dayton, O.
- M. S. KOOP Trainmaster, Dayton, O.
- G. E. REEL Trainmaster, Lima, O.
- C. W. HAVENS Assistant Trainmaster, Dayton, O.
- H. W. BRANT Division Operator, Dayton, O.
- M. P. HOBAN Road Foreman of Engines, Dayton, O.
- W. B. KILGORE Road Foreman of Engines, Lima, O.
- W. D. JOHNSON Master Mechanic, Ivorydale, O.
- J. R. CASAD Claim Agent, Dayton, O.
- JOHN SULLIVAN Supervisor M. of W., Lima, O.
- WM. O'BRIEN Supervisor M. of W., Rossford, O.
- EDW. LEDGER Supervisor M. of W., Dayton, O.
- G. W. THOMAS Master Carpenter, Rossford, O.
- G. W. KYDD Signal Supervisor, Wyoming, O.
- F. S. THOMPSON, M. D Company Surgeon, Dayton, O.
- WM. RYAN, M. D Company Surgeon, Dayton, O.
- R. B. MANN Toledo, O.
- L. F. HOCKETT Agent, Dayton, O.
- E. F. MALEY Agent, Piqua, O.
- W. J. KROGER Relief Agent, Piqua, O.
- J. C. MULLEN Agent, Toledo, O.
- J. C. STIPP Agent, Lima, O.
- W. A. IRELAND Depot Master, Dayton, O.
- W. H. SITES Road Engineer, Lima, O.
- F. E. MOORE Road Engineer, Lima, O.
- H. B. SMITH Road Conductor, Lima, O.
- W. J. SIMMONS Road Conductor, Lima, O.
- ED. RICE Yard Conductor, Dayton, O.
- CARL KOCH Shopman, Lima, O.
- JOHN RILEY Shopman, Dayton, O.
- H. B. COOK Shopman, Rossford, O.
- JOHN RYAN Track Foreman, Middletown, O.
- FRANK OLSEN Track Foreman, Dayton, O.
- J. R. EILERS Track Foreman, Sidney, O.
- E. L. KELLY Assistant Yardmaster, Rossford, O.
- A. C. BUSHAW Clerk, Secretary, Dayton, O.

Mr. and Mrs. John Clancy are summering at their cottage at Les Cheneaux Islands, Mich.

Mrs. W. O'Brien spent a couple of weeks at Menton, Ky., and upon her return was given a great surprise. Bill purchased a new home in Toledo and promises a photo of same as soon as he finds time to mow the lawn.

Frank Hemmert, at Botkins, asked for thirty days; he claims it is his first vacation in twenty years. He is spending it at the reservoir.

Frank Moore, a former C. H. & D. dispatcher, recently paid us a flying visit. He stopped off long enough to get his shoes shined (ask Hufford).

Ross Hoskinson at Deshler, was mighty anxious that his vacation commence August 1st. He was accommodated and brought back with him a "partner for life."

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. FENNER, *Chief Clerk*
 Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- M. V. HYNES Superintendent, Chairman
- A. A. IAMS Trainmaster
- H. G. SNYDER Division Engineer
- C. GREISHEIMER Master Carpenter
- G. A. RUGMAN Supervisor
- S. J. PINKERTON Supervisor
- S. M. BAKER Supervisor
- E. F. McCAFFERTY Division Foreman
- R. O'NEIL General Car Foreman
- F. M. DRAKE Relief Agent
- C. H. RAUCK Agent
- E. M. JONES Yard Conductor

- J. M. GINAN Conductor
- B. F. SHELTON Fireman
- T. G. HOBAN Engineer
- L. H. SIMMONS Claim Agent
- F. S. THOMPSON Company Surgeon
- J. J. FITZMARTIN Division Operator
- E. B. CHILDS Stationary Engineer
- I. N. LONG Section Foreman
- E. BLAKE Section Foreman
- H. D. SPOHN Brakeman

INDIANAPOLIS DIVISION

Correspondent, ROY POWELL, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

- R. B. WHITE Chairman
- F. M. CONNER Trainmaster
- E. C. SPENFIELD Trainmaster
- H. F. PASSEL Division Engineer
- J. T. CLEMMONS Supervisor
- E. BOAS Master Mechanic
- E. I. PARTLOW Road Foreman of Engines
- D. J. CURRAN Agent, Indianapolis
- E. A. MCGUIRE Claim Agent
- J. B. FISHER Engineer
- S. I. BICKERTON Fireman
- V. P. TAGUE General Car Foreman
- J. L. GRAEF Agent, Connersville
- WM. MORGAN Conductor
- T. L. HADDEN Yard Conductor
- J. A. MERCER Brakeman
- R. S. POWERS Machinist
- H. G. HOGAN Machinist

The long continued drouth on the Springfield Division has caused an extreme shortage in the supply of water for locomotives, making it necessary to haul water at several points. The company has secured some tank cars and we now have several of them in use hauling water in and around Hume. This has been the dryest summer that we have had for years, the drouth having damaged the crops to considerable extent.

L. E. Earlywine, statistical clerk in the superintendent's office, accompanied by his wife, has just returned from an extended trip throughout the East.

Operator E. B. Tackett was married on August 8th, and has accepted the agency at Hunt, Ill.

Miss Dorothy Hoffmark, stenographer to division engineer Passel, recently spent two weeks at Cedar Point.

Operator H. B. Thornberry is relieving Miss B. M. Dickey, third trick operator at Roachdale, on account of her illness.

Messrs. T. Dalton and H. H. Monger, baggagemasters on the Indianapolis Division, have secured a sixty day leave of absence and have departed on an extended trip throughout the West.

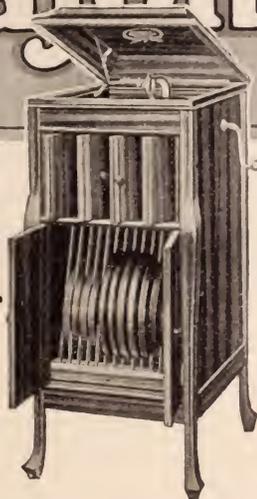
J. F. Shannon, agent at Springfield, Ill., during his vacation was relieved by operator C. L. Clingan.

SANDY VALLEY & ELKHORN RAILWAY

Correspondent, GEORGE DIXON, *Chief Clerk*
DIVISIONAL SAFETY COMMITTEE

- H. R. LAUGHLIN Chairman
- A. W. WHITE Engineer Maintenance of Way Department
- D. W. BLANKENSHIP Section Foreman
- C. C. LOUGH General Foreman
- S. H. JOHNSON Engineer
- E. CASSIDY Fireman
- J. M. MOORE Conductor

Columbia Grafonola



All the music of *all the world*

BONCI, the world's most artistic singer; YSAYE, greatest violinist of all time; OLIVE FREMSTAD famed dramatic soprano; HOFMANN, renowned pianist; MARY GARDEN, gifted exponent of modern French opera; these are but a cluster in the galaxy of operatic stars and virtuosi who have recorded their matchless art exclusively on Columbia Records for the Columbia Grafonola.

Its superb tone-reproducing qualities, its brilliancy, fidelity and naturalness, distinguish the Columbia Grafonola as the *one* ideal musical instrument—whether you are listening to selections of the great artists or dancing the liting measure of the popular modern dances.

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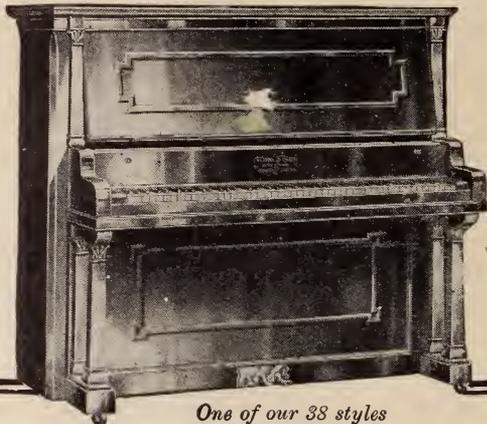
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