

RAILROAD RUMBLES

NEW HAVEN MEN INSPECT YARDS

Working Over Pennsy Classification Yards and Philadelphia Division

General Superintendent H. B. Oviatt of the New Haven and Hartford Railroad, a part of the Pennsylvania Railroad system, with a party of officials, were in Harrisburg today, to inspect the yards and other branches of the Philadelphia Division.

These officials are making tours of inspection over the entire main line of the United States. They are spending the balance of the week here over the Philadelphia Division and the Philadelphia Terminal.

Part of today's work was spent at the yards and other branches of the Philadelphia Division. The officials are making tours of inspection over the entire main line of the United States.

Standing of the Crews

Philadelphia Division—The 128 crew to go after 4 o'clock; 105, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128.

ENOLA SIDE
Philadelphia Division—The 238 crew to go after 4 o'clock; 226, 211, 210, 232, 223, 237, 236, 214, 225, 219, 212, 213, 214, 229.

ENOLA SIDE
Philadelphia Division—The 109 crew first to go after 2 o'clock; 112, 102, 120, 117, 116, 101.

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NEW ROUNDHOUSE PLAN OF READING

Permit Taken Out Yesterday Calls For Large Expenditure; Modern Building

Reading, Sept. 13.—The old structure proving inadequate with the introduction of modern locomotives of high tonnage and greater length, the Reading Railway Company will erect a new and modern roundhouse in this city. It will be erected at an estimated cost of \$175,000 and the permit for the work is the largest that has been issued this year at city hall.

Brick and Steel
Built of brick, steel and cement, the new roundhouse will be one of the best in this section and with its diameter of 227 feet will also be one of the largest. The present structure has been in use about half a century and the new building will be erected on the site of the old structure.

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Railroad Notes

District Deputy J. M. Derick, of the Mutual Beneficial Association for Pennsylvania Railroad Employees, has returned from York, where he installed the officers of York Assembly. He was given a big reception.

Passenger Engineer William K. Drake, of the Middle division, who was off duty on account of illness, has returned to work. Painters on the Reading are busy. All stations along the main line will be repainted. Bridges will be given attention later.

The Philadelphia and Reading Railway Company will run an excursion to Gettysburg on Sunday. The Pennsy is experimenting with a telegraphic printing machine which prints all messages direct from the wire.

John Davis, a former telegraph operator on the Reading has enlisted in the wireless service of the United States, and is located at the Brooklyn Navy Yard.

John Baldwin, of Hummelstown, employed at the Rutherford roundhouse, was hit by an engine and engine and badly squeezed. He is at his home.

The committee in charge of arrangements for the fifth Sunday meeting of the Brotherhood of Locomotive Engineers, will meet to-night to complete details. The big meeting will be held in Technical High school auditorium, Sunday, September 30.

James K. Linn, national treasurer of the Mutual Beneficial Association for Pennsylvania Railroad Employees, was in Harrisburg last night. J. F. Davis, clerk in the office of assistant road foreman of engines of the Middle division, in this city, is on his vacation. He has gone to Detroit where he will purchase an automobile and will return to Newport with his new auto.

Four engineers on the Middle division of the Pennsylvania railroad have been promoted to extra passenger engineers, John A. Spotts, J. J. Kelley, H. A. Martin and A. A. DeLozier.

T. T. Emons, a veteran employe of the Pennsylvania railroad, who is on the retired list, and is now a resident of Lancaster was in the city yesterday.

Charles Rittner, caller on the Philadelphia division of the Pennsylvania railroad, was hit by an engine yesterday. He is in the Harrisburg Hospital with a fractured breastbone.

Fire of unknown origin destroyed fourteen locomotives in the Delaware, Lackawanna and Western roundhouse.

Bertram Morgan, of Altoona; Edward Longebay and John E. Harris, both of Tyrone, and John Graham and Joseph Mandell, both of Crosson, employes of the Pennsylvania railroad here, joined the Engineers' Regiment.

Indications that the Shamokin and Mt. Carmel Transit Company, against whose increase of fare from six to seven cents the boroughs of Ashland and Centralia and the United Mine Workers of Centralia and Mt. Carmel are protesting, will ask for physical valuation were given at the hearing today before Commissioner Billing. The company offered evidence as to its reduced costs. This company obtained approval of an increase of fare from five to six cents, but protests were made against the addition of another cent.

The Basin Water Company in contesting complaints about its increase of rates, borough and domestic, took the same line of procedure.

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Secretary Hammelbaugh Is Credited With Saving Money on School Coal

While the city school board has finally made an arrangement for the hauling of coal to buildings after it has been shipped here from the mines, the directors to-day said much of the credit for bringing about a satisfactory agreement and the saving of \$2,400 for the district was due to Secretary D. D. Hammelbaugh.

When the board was first confronted with the exorbitant delivery price asked by local Philadelphia and Reading Coal and Iron Company coal dealers, Secretary Hammelbaugh pointed out to the supply committee the excessive cost which would be added by a \$2 a ton charge for delivery.

For six weeks Mr. Hammelbaugh had almost complete charge of the situation relative to an arrangement with the Philadelphia Coal Company, with the result that on Monday at a meeting with W. E. Smith, representing that company, it was decided to award the hauling contract to Ray E. Steward at his bid of \$1.20 a ton.

Even at this price coal will cost the district \$6,218 more this year than last. The district will buy 2,400 tons of pea coal this year direct from the mines, which including freight and delivery will cost \$6.55 a ton. Last year the total cost was \$4.25 a ton. About 550 tons of egg coal will be bought at \$7.10 a ton. Last year it cost \$6.82 a ton.

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Bowman's

HARRISBURG, THURSDAY, SEPTEMBER 13, 1917.

FOUNDED 1871

Women's Wash Dresses on Sale Friday at \$1.00

Clearing out the remainder of our stock of wash dresses at this unheard of price. Plain, figured, striped and plaid voiles as well as other wash materials, in lavender, pink, blue and white.

A good range of sizes, but not every size in each style. Dainty dresses that will more than pay for themselves in service-giving.

BOWMAN'S—Third Floor.

Envelope Chemise
Several new styles in envelope chemise—made of lingerie cloth, trimmed front and back with lace and hemstitching—some have tailored tops. Friday Sale, 79c BOWMAN'S—Second Floor

In the White Goods Section
White su