

INTERESTING RAILROAD NEWS

FEDERAL FIGURES ON R. R. TRAFFIC

Cars in Serviceable Condition Are on Increase; Coal Hauls

Walker D. Hines, director general of railroads, today authorized the following:

"The railroads of the country are now doing a heavier business for the present season of the year than was ever done in the history of the railroads in normal years, and practically as heavy business as was done at this season in 1918, which exceeded all previous records. They have more cars in actual service, after excluding cars held out of service for repairs, than in 1917 or 1918. While the bad order car situation was greatly embarrassed by the extensive strikes among shopmen in August, the percentage of bad order cars is now rapidly improving.

"There was an increase of 52,456 cars in serviceable condition between August 16, 1918 and October 4, this year, 12,110 of this increase being added in the one week ending October 4.

Some Handicaps

While the freight business is practically as heavy as at this time last year, the Railroad Administration in performing that business is unavoidably deprived of many exceedingly important aids which it was able to utilize last year. One of these is the zoning of coal which last year compelled consumers to take their coal from nearby mines and thereby greatly increased the efficiency of coal transportation. This advantage has necessarily been lost because the coal zoning was terminated last winter. Another is that last year there was much heavier loading of many important commodities that it has been possible to secure this year, and

the result is that under existing conditions more cars have to be used for the same amount of traffic than were used last year.

"The fact that there is still a shortage in rail transportation is due to the condition that the amount of business offering is far in excess of the transportation facilities of the country. This has always been true in this country in times of heavy business in the autumn months, except last year, when the matter could be and was controlled with an iron hand with a view solely to war necessities.

Coal and Grain

Particular attention is being paid by the Railroad Administration to the furnishing of necessary equipment for the transportation of coal and of grain. It was decided early in September that in order to meet the coal requirements of the country it would be necessary for the railroads to move a minimum of 11,000,000 tons of bituminous coal a week. For the week ending September 12, 11,046,000 tons were transported. For the week ending September 20, 11,248,000 tons were transported, and for the week ending September 27, the railroad administration estimates that approximately 11,575,000 tons were transported.

New Secretary in Charge at Railroad Association

Norman Ford has been appointed Office Secretary at the P. R. R. Y. M. C. A. He started his new duties today. He will assist the General Secretary Frank H. Gregory, and also have a hand in physical instructions, assisting Horace Geisel, Director.

The appointment of Norman Ford is meeting with general approval. He is popular with the young athletes and has for a number of seasons been a big factor in basketball in Harrisburg. He is a successful athlete having won honors in the game, in basketball and other sports.

Pennsylvania Lines Show Improvement in Traffic

Marked improvement is being made in the operation of passenger trains on the Pennsylvania Railroad. Eastern lines, as shown in the report of passenger train performance for the month of September, which was made public today.

During September there were 41,575 trains operated, of which number 32,224, or 91.3 per cent, arrived at their destinations on time. There were 39,295 trains or 93.8 per cent, which maintained their schedule runs over the divisions of the systems even though because of waiting for connections they were late in leaving the starting points.

During the month of August 90.4 per cent of the 42,959 trains operated arrived at their destinations on time, while 82.2 per cent of them made schedule time which is the actual running time between terminals as allotted to the various trains.

On all the railroads under Federal control, there were operated during the month of August 320,718 passenger trains of which 83 per cent, arrived on time. In this report the Allegheny Region outranked all other regions in the performance of passenger trains when 88.1 per cent arrived on time and 80.8 per cent of them made schedule time.

Religious Week Starts With Two Big Sunday Meetings

At the opening meeting of Religious week at the P. R. R. Y. M. C. A., yesterday afternoon the auditorium was filled to its capacity. The leader was W. H. Davidson, of the Shop Clerk's office. The music was of special interest. The object of the special services during the week was explained.

In the evening, special services were held at the Green Street Church of God and were in charge of A. G. Murray, president of the association. He was assisted by the Gospel Crew and F. H. Gregory, general secretary. Interesting meetings are scheduled for this week.

This evening at 7 o'clock, all the committees of the Railroad "Y" will meet at the association at 7 o'clock for a conference with the officers. After this meeting they will go in a body to 1719 1/2 North Sixth street where a Cottage Prayer Meeting will be held. The Gospel Crew will also be a part of this Prayer Meeting. For to-morrow night a meeting has been arranged at the home of A. G. Murray, president, 316 Boas street.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division. — The 127 crew to go first after 2:40 o'clock: 117, 132, 111, 103, 120, 112. Engineers for 127. Firemen for 111. Flagmen for 111. Brakemen for 127, 120. Engineers up: Blankenhauer, Andrews, Easton, Steffy, Tholhouse, Lambert, Graybill, Shoaff, Rutherford.

Firemen up: Clearroll, Corpening, Kintz, Sittel, Palk, Banks, McKonley, Abel, Lenard, Thoulas, Famous. Conductors up: Walker. Brakemen up: Rife, Wirt, Gibney, Kline, Beards, Fritsch, Kintz, Lightner, Reach, Kugler, Yohe, Garlin.

Middle Division. — The 27 crew to go first after 1:25 o'clock: 235, 245, 222, 240, 247, 252, 36. Firemen for 27. Engineers up: Crammer, Rathefon, McElroy, McAlister, Beverlin, Loper, Nisaley, Fisher, Sweeger, Hawk, Shelley, Kauffman.

Firemen up: Strayer, Kint, Fortenbach, Reeser, Brookhart, Harris, Kubica, G. M. Bowers, Holstinger, Kauffman, Switzer, Rumberger, Hess, Arndt.

Conductors up: Bennett, Crimmell. Brakemen up: Roddy, Hoffman, Linn, Depaugh, McNight, McFadden, Lauver, Reinecker, Deaner.

Yard Board. — Engineers wanted for 220, 240. Firemen wanted for 120, 300. Engineers up: Monroe, Beatty, Fess, Kautz, Wagner, Shade, McCord, Snyder, Myers, Heffeman, Bufington.

Firemen up: Dill, Gormley, Wirt, Klineyoung, Mounts, J. E. Lauver, Bartles, Sheaver, Shopp, Swab, Rice, Hoover, Holtzman, Roverts, Burns, Houdeshel, Gardner.

ENOLA SIDE

Philadelphia Division. — The 246 crew to go first after 3:15 o'clock: 226, 250, 236, 267, 209, 207, 243, 254, 223, 221, 238, 225, 235, 218, 248, 253. Firemen wanted for 235. Conductors for 254, 245. Flagmen for 226, 250, 236, 207, 243, 245. Brakemen for 228, 235, 218, 245. Brakemen up: Lee, Shrist, Dellinger, Thusk, Welding, Specker, Rudi-sill, Lehman, George.

Middle Division. The 112 crew to go first after 1 o'clock: 242, 119, 108, 125, 122, 116. Engineers for 108, 116. Conductors for 125, 112. Flagmen for 108. Brakemen for 108.

Yard Board. — Engineers for 1st 104. Firemen for 2nd 126, 2nd 104. Engineers up: Lutz, Fortenbaugh, Quigley, Bair, Fenicle, Hanlen, Barnhart, Zelders, Brown, Hinkle, Sheaffer. Firemen up: Hall, Wallace, Walters, Martin, Eichelberger, Garlin, Bish Steffe, Conley, Capp, Bainbridge, Morris, Huber.

PASSENGER SERVICE

Middle Division. — Engineers up: T. B. Heffner, S. H. Alexander, J. H. Dittmer, H. E. Cook, W. C. Black, J. W. Burd, F. F. Scott, L. H. Riedorf, J. Crimmel, H. B. Fleck, C. D. Groninger, H. F. Stuart, A. J. Wagner, W. J. Jamison.

Engineers wanted for 23, 15. Firemen up: R. D. Porter, B. F. Gunderman, H. W. Snyder, A. H. Kuntz, G. W. Musser, H. F. Green, S. P. Stauffer, H. W. Fletcher, C. L. Sheats, H. C. Bender, J. A. Kohr, J. M. Stephens, A. L. Reeder, R. S. Simons, J. I. Belsel.

Firemen wanted for 11, 3, 3-M-27. **Philadelphia Division.** — Engineers up: H. W. Gillums, E. C. Snow, M. Pleam, R. B. Welsh, C. H. Seltz, H. Smetzer, B. A. Kennedy, V. C. Gibbons.

Engineers wanted for M-22, 94. Firemen up: R. E. Beaver, F. L. Floyd, W. F. Kearney, J. M. Platt, H. H. Dodd, W. E. Aulthouse, A. L. Floyd. Firemen wanted for 98, 34.

THE READING

The 3 crew to go first after 12:45 o'clock: 84, 53, 18, 21, 14, 69, 5, 72. Engineers for 53, 64. Engineers up: Ditlow, Neidlinger, Schubauer, Yre, Barnhart, Bordner, Monroe, Douple, Schuyler, Walton, Rohland, Allen, Warner.

Firemen up: Sipe, Hoffman, Dear-dorf, Burtsett, Taylor, Grimes. Flagmen up: Zino, Heas, Lukens, Peters, McKim, Watson, Nickle, Don-moyer, Reed, Lehmer, Spangler, Fillmore, Lees, Smith, Gallagher, Davis, G. Wiler, Wiley, Berrier, Spangler, Reneker, Shank, Strohm, Sourbeer, Hain.

Conductors up: Eshleman, Fleagle, Danner, Sipes, Phelabaum.

A Mile is too Small to Measure by

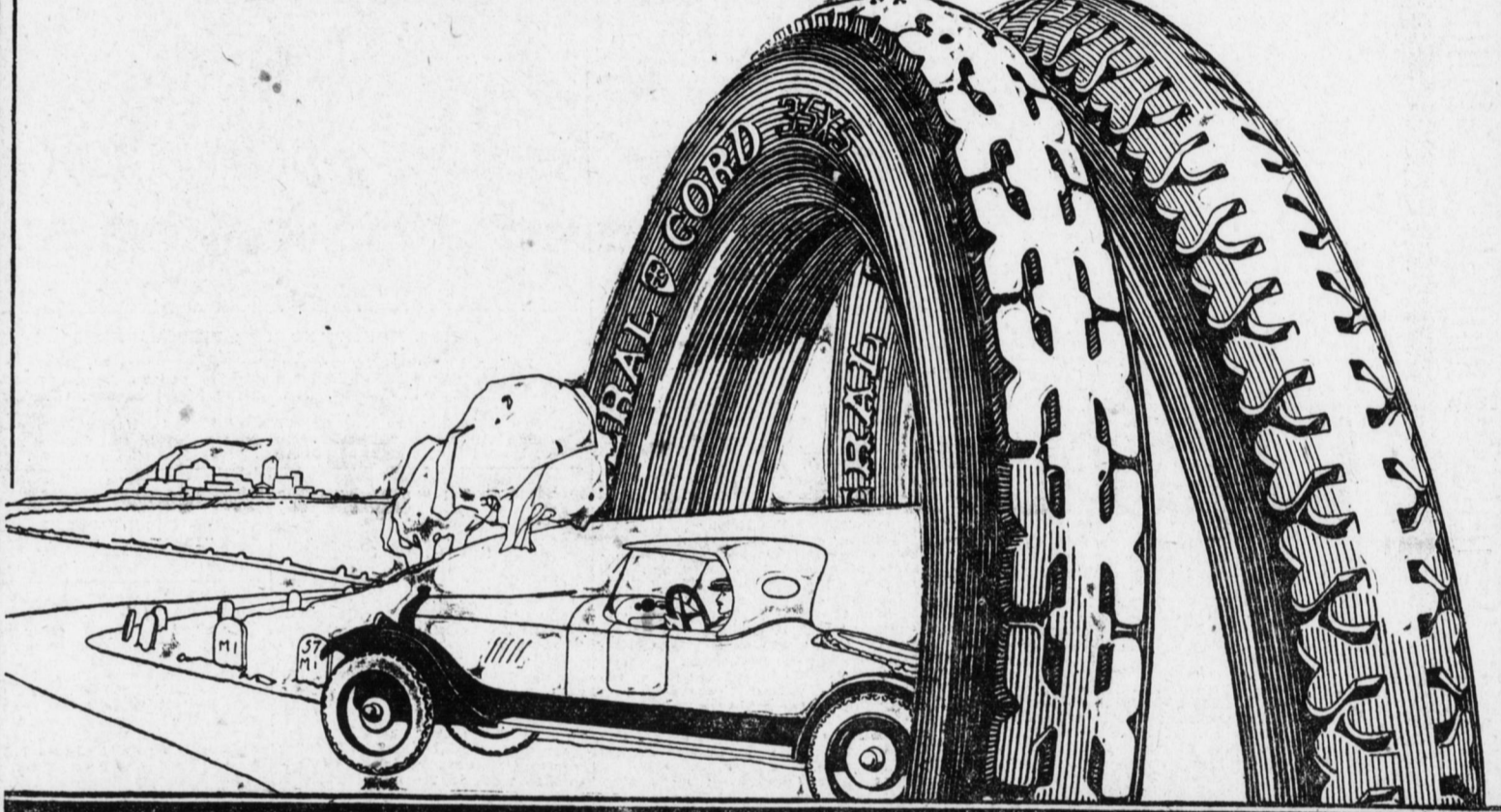
Figuring the service of the General Tire by the mile is like trying to measure the ocean with a teacup.

Users of the General Tire get so many thousands of miles out of their tires that after they pass a certain point it's as hard to realize what this surplus General Service means as it is to comprehend the immensity of the 93 million miles to the sun.

Yesterday people talked in millions—today it's billions—and where only a few years ago 5,000 miles was a big tire record, today users of General Cords are greedy for 20,000 miles and more—little realizing what a lot of extra service they get out of General Tires for the money they pay for them.

The average General Cord Tire will pass enough milestones—so that if they were laid end to end they would make an endless stone track more than ten miles long in itself. Isn't that the kind of tire you want—one that is measured by the miles of milestones it passes?

Buy and try a General Tire today.



THE GENERAL TIRE

—goes a long way to make friends

Built in Akron, Ohio, by The General Tire and Rubber Co.

Asserts New Discovery Brings Blessed Relief to Rose and Hay Fever Sufferers

Can Make It Yourself At Home At Trifling Expense

In spite of all the doubters and scoffers, a man in Kentucky, who charged his annoying and distressing hay fever into less than a mild cold, claims most emphatically that if taken in time hay fever can be conquered or at least made so harmless that it is not even bothersome.

He gave his discovery to scores of other sufferers with the most remarkable results and has recently seen prevailed upon to dispense it through pharmacists to all hay fever sufferers who still have faith that nature has provided an effective remedy for this common yet miserable disease.

And best of all this remedy costs almost nothing. Get a one ounce bottle of Mentholized Arcine at any drug store, pour the contents into a pint bottle and fill the pint bottle with water that has been boiled. Then gargle as directed and twice daily sniff or spray each nostril thoroughly.

That's all there is to it; so simple that a lot of people will say that it can't do the work; but oftentimes simple natural remedies are the best as you will find after using.

If you will make up a pint and use it for a week or ten days you need not be surprised if your unwelcome yearly visitor fails to appear.

BOYS! GIRLS

Would You Grow Up With—

Stooping Shoulders
Contracted Chest
Starved Lungs?

Undeveloped Lungs Invites Tuberculosis
Straighten Up Before It's Too Late

Anti-Tuberculosis Society of Harrisburg and Vicinity

City Library Building, Harrisburg, Pa.

The First Sent Last

MANY a forehanded builder has his plans upset because the lumber comes to him wrong end foremost—shingles and siding first, then flooring, then joists last of all.

It's no joke to the contractor, who has to pay his idle men while the days of good building weather are slipping away.

Fix on your lumber merchant at the start—choose a reliable firm, a big one.

United Ice & Coal Co.
Lumber Department
Forster and Cowden Streets

Bell 561 Distributor for General Tires Dial 4389

Myers Accessory House

"The Home of Better Tires and Accessories"

Eleventh and Mulberry Sts. Harrisburg, Penna.