

down upon any ill-advised public servant who was going to do it, or who appeared to be by any surprising accident in remote danger of doing it, with a minute, and a memorandum, and a letter of instructions, that extinguished him. It was this spirit of national efficiency in the Circumlocution Office that had gradually led to its having something to do with everything. Mechanicians, natural philosophers, soldiers, sailors, petitioners, memorialists, people with grievances, people who wanted to prevent grievances, people who wanted to redress grievances, jobbing people, jobbed people, people who couldn't get rewarded for merit, and people who couldn't get punished for demerit, were all indiscriminately tucked up under the foolscap paper of the Circumlocution Office.

Numbers of people were lost in the Circumlocution Office. Unfortunates with wrongs, or with projects for the general welfare (and they had better have had wrongs at first, than have taken that bitter English recipe for certainly getting them), who in slow lapse of time and agony had passed safely through other public departments; who, according to rule, had been bullied in this, overreached by that, and evaded by the other; got referred at last to the Circumlocution Office, and never reappeared in the light of day. Boards sat upon them, secretaries minuted upon them, commissioners gabbed about them, clerks registered, entered, checked, and ticked them off, and they melted away. In short, all the business of the country went through the Circumlocution Office, except the business that never came out of it; and its name was Legion.

Sometimes, angry spirits attached the Circumlocution Office. Sometimes, parliamentary questions were asked about it, and even parliamentary motions made or threatened about it, by demagogues so low and ignorant as to hold that the real recipe of government was, How to do

it. Then would the noble lord, or right honorable gentleman, in whose department it was to defend the Circumlocution Office, put an orange in his pocket, and make a regular field-day of the occasion. Then would he come down to that House with a slap upon the table, and meet the honorable gentleman foot to foot. Then would he be there to tell that honorable gentleman that the Circumlocution Office not only was blameless in this matter, but was commendable in this matter, was extollable to the skies in this matter. Then would he be there to tell the honorable gentleman, that, although the Circumlocution Office was invariably right and wholly right, it never was so right as in this matter. Then would he be there to tell that honorable gentleman, that it would have been more to his honor, more to his credit, more to his good taste, more to his good sense, more to half the dictionary of commonplaces, if he had left the Circumlocution Office alone, and never approached this matter. Then would he keep one eye upon a coach or crammer from the Circumlocution Office sitting below the bar and smash the honorable gentleman with the Circumlocution Office account of this matter. And although one of two things always happened; namely, either that the Circumlocution Office had nothing to say and said it, or that it had something to say of which the noble lord, or right honorable gentleman, blundered one half and forgot the other; the Circumlocution Office was always voted immaculate, by an accommodating majority.

Such a nursery of statesmen had the Department become in virtue of a long career of this nature, that several solemn lords had attained the reputation of being quite unearthly prodigies of business, solely from having practiced, How not to do it, at the head of the Circumlocution Office. As to the minor priests and acolytes of that temple, the result of all this was that they stood divided into two

classes, and, down to the junior messenger, either believed in the Circumlocution Office as a heaven-born institution, that

had an absolute right to do whatever it liked; or took refuge in total infidelity, and considered it a flagrant nuisance.



Safety First and the Lubricator

Lubricating Other Parts of the Engine

By an Observer

WE ARE using an apparatus that never put a drop of oil in the steam chest, that is, while using a medium or wide throttle valve opening, when its necessity is the greatest. Why? Because the pressure in the steam chest is higher than that in the oil pipe. Of course there is more refinement and economy by dropping the oil drop by drop into the oil pipe than the old way of flushing the steam chest by hand oiling every few miles.

The engineer or fireman may spend fifteen minutes setting the lubricator to drop five drops per minute, and five miles from the terminal the drops may have changed in size or the number per minute, due to changed conditions of water, temperature of air blowing against the lubricator, or working conditions of the throttle or reverse lever often increases or decreases the drops.

Wide or medium throttle valve opening prevents any oil passing to the steam chest—if you have a five mile up grade pull, and do not ease off the throttle, the valves become so dry that it often becomes necessary to double the hill, and for no other reason than lack of lubrication at the psychological moment.

To successfully distribute a dime's worth of valve oil over a one hundred mile district in, say, fifteen hours, requires the engineer and fireman to be very watchful and give the lubricator close attention, in order to detect the various changes that are taking place in the feed glasses. While the above is taking place, the following questions are constantly bobbing up—

from what side of the train did animal get on track? State where and how animal came on right-of-way, if you know. What was speed of train when animal was first discovered? Why was not the stock or property discovered sooner? What was the animal doing when first discovered by you? What distance was the train from animal when animal was first discovered to be on the track? Many other questions of similar nature are asked, to all of which the engine crew can truthfully state that they were "monkeying" with the lubricator.

After mature consideration, would anybody be foolish enough to pipe water up and attempt to put it into an overflowing dam at less or the same pressure? No, we think not. They would go up stream and pipe it so the pressure would flow with the current of the stream.

The above illustrates the reason the lubricator gives better service for stationary engines, and the above question gives a good idea of the effects of the oil pipes being located in the steam chest.

Have you ever noticed how nice and bright the valves and cylinders are, and how well the packing rings fit and how little wear they show on stationary engines? No, very far from it. The rings are worn, fit poorly, cylinders are worn and cut, and valves are in the same condition. In the case of the stationary engine we see the effects of proper lubrication, and the locomotive, improper lubrication.

Have you ever balanced the cost of wornout packing rings, cylinders, doubling

hills, wear and tear on machinery and excessive fuel used on account of dry valves and cylinders, against the cost of valve oil saved? Which side does the balance favor? The best asset any tonnage train can have, is an engine with *well lubricated valves* and *cylinders* every minute of the trip. Why don't we use a forced feed to put the oil in the steam chest at all times? Why all this *worry* and these *unsafe* conditions? Why do all the above conditions prevail today? Simply because we are following the lines of our educated stupidity on such matters.

When grease was first introduced as a substitute for oil on driving box journals, eccentrics and rod pins, it met with opposition and ridicule especially by those who had oil to sell. Why did hard oil or grease stop with the above named parts? Why have we progressed backwards in lubricating the locomotive? There are no parts or bearings on a locomotive or any other kind of engine, in fact, any moving part of machinery but what can be successfully hard oiled, and a great

many parts could go for thirty or more days without attention.

We have the automobile for a good example, it's true, the auto has the inside splash system of oiling and a case to catch the oil, while the locomotive has the outside splash system, the engineer with a hand oil can, and the whole right-of-way to catch the oil. There are two serious obstacles that stand in the way, if the locomotive bearings are to be hard oiled. First, the engineer with the hand oiling habit must be eliminated; second, the conductor must be furnished with some excuse other than waiting on the engineer to oil around. How long are we going to suck the "hind teat" of efficiency in regard to lubricating the locomotive?

Sometimes we have to wonder why we are so slow in making progress in the matters herein stated, but we are consoled by other historical facts of a kindred nature, the most prominent of which is: Why did all the smart men, who, for centuries, not only say the world was flat, but actually believe it themselves?



WIN A BOX OF CANDY.

The "Unlucky Thirteen" girls of the Car Accountant's office at Springfield. Pick out the girl in this group who will soon marry a boy in Uncle Sam's service. If you are the first one to make a correct guess, you will receive a five pound box of candy—so the girls say.

Lest We Forget

In the present crisis of our nation, it is well for all of us to draw away at times from the flood of controversy and misinformation, and recall a few elemental facts which will be moral and mental tonics.

In the first place our nation is at war as a nation, and we as loyal citizens of our nation must line up passively, but actively with it. The man that spends his time hating his enemy expends a lot of energy which could be used in defeating his enemy, and the one who constantly pours cold water on hot metal produces futile steam.

Therefore, we should calmly and as dispassionately as possible, inform ourselves upon the conditions and strive to learn in what manner we can serve the best.

Many of us in the railroad service can do more for our country by doing our work with all our heart, soul and body.

It should never be forgotten many able men in Washington are confronted by the task of changing a commercial nation into a war nation. These men are working as hard as anyone and in many instances are making almost unbelievable sacrifices. They make mistakes, they disagree, and their progress is often deemed slow and unsatisfactory, but ninety-nine out of a hundred, yes nine hundred and ninety-nine out of a thousand of these men are toiling day and night for the sole and simple interest of the United States of America.

It should never be forgotten that our country has not thoroughly assimilated all of the peoples of other countries; we are still in the melting pot and thousands still have affiliations over the seas and these thousands are a formidable problem with which no other nation is confronted.

We who see but little of the picture should refrain from passing judgment upon those who see almost all of it, and remember that belittling them in no wise helps.

Responsibility on Railroads and Employes

Director General McAdoo has announced that while the railroads are under the control of the Government it is futile to impose fines upon them for violations of the law and of the orders of the Interstate Commerce Commission, and it therefore becomes the duty of the Director General in the enforcement of the law and said orders to impose punishment for willful and inexcusable violations thereof upon the person or persons responsible therefor.

It is also announced that when the prompt public transportation service requires it, employes will be required to work a reasonable amount of overtime, but excessive hours of employment will not be required.

Pending a disposition of the question of wages and hours, all requests of employees involving revisions of schedules or general changes affecting wages and hours will be held in abeyance. The question of wages when determined will be made retroactive to January 1, 1918.

The Director General states that if he is notified of the location of specific supplies for transport to Europe and the port or ports in the United States to which such supplies should be sent he will guarantee the necessary transportation subject alone to interruptions from blizzards and floods.



Our Cover Picture

The remarkable photograph used on the cover page of this month's issue, shows the British tank Britannia, going through acrobatic stunts at Camp Upton so that the National Army man in training could get a first hand idea of things the tank can do. This picture, probably the most striking ever taken of a tank, shows the redoubtable tank standing on its "Hind Legs," burrowing in and over a trench. Three quarters of the tank is in mid-air,

but still it never wavers, and overcomes the obstacle. Nothing can stop the tank, which on the battlefield has performed many extraordinary feats, tearing through houses, bowing trees over, clearing trenches, bombarding the enemy all the time with the machine guns.

The Britannia has started on a recruiting tour of the United States for the British and Canadian Recruiting Mission which is headed by Brigadier General W. A. White. The object of the tour is to inspire 175,000 Britishers and Canadians in the United States as well as citizens of this country to volunteer for war service.

The Britannia, known as a female tank, weighs thirty-six tons, travels over all sorts of rough country and is armed with six Lewis machine guns. The sort of things she can do is well illustrated in the photograph.

What War-Savings Stamps Will Buy

A single Thrift Stamp will buy a tent pole or five tent pins, a waist belt or hat cord, shoe laces or identification tags; two will buy one trench tool or a pair of woolen gloves. Four Thrift Stamps will buy two pairs of canvas leggins, six will buy five pairs of woolen socks or three suits of summer underwear; twelve will buy a steel helmet.

One War-Savings Stamp will buy one hundred cartridges or a cartridge belt or a scabbard for a bayonet; two will purchase two pairs of woolen breeches or two flannel shirts; two and a half will buy a gas mask. Three War-Savings Stamps will buy an overcoat or two woolen service coats; three and a half will buy three pairs of woolen blankets; four will buy a rifle.



The Railway Employees' "Bit"

By M. C. Whelan, Blacksmith Foreman, Kansas City, in Railway Mechanical Engineer

So much has been said lately about the efficiency of machinery and methods needed to win the war, that I feel impelled to call attention to the importance of the personal equation and our attitude.

Among the supervisors of departments and shop foremen we find a few who are living in the wrong age. They do not seem to realize that trying to drive men is long since out of date and much better results are obtained by treating an employee like a man and rewarding faithful effort with a generous word, if nothing more. Do you think that the foreman who always wears a frown, reprimands a man in the presence of fellow workers and gives his orders in a domineering, slurring manner, is working for the best interests of his employer and of his country? Certainly not. Such men are impeding our progress and interfering with the successful prosecution of the war.

If the browbeating foreman is hurting our cause, so also is the workman who

continually picks the easiest job he can find and then does as little at it as possible.

Since our country entered the war some remarkable achievements have been attained by the great army of railroad workers. So let us continue the good work and co-operate in every way for the solution of our common problem.

All unnecessary work must take second place and attention be concentrated on matters of vital interest. Paint and polish will never carry our grain from the middle west to the boys in France. We must watch our scrap piles and prove the fallacy of that old proverb as to the extravagance and improvidence of American methods. The welding process has made possible the reclamation of many articles. Use it to the fullest extent. Keep the drop pit busy so that the locomotives with light mileage will not block the back shop, and above all, let every one of us be awake to his job, and wear a smile if it hurts.