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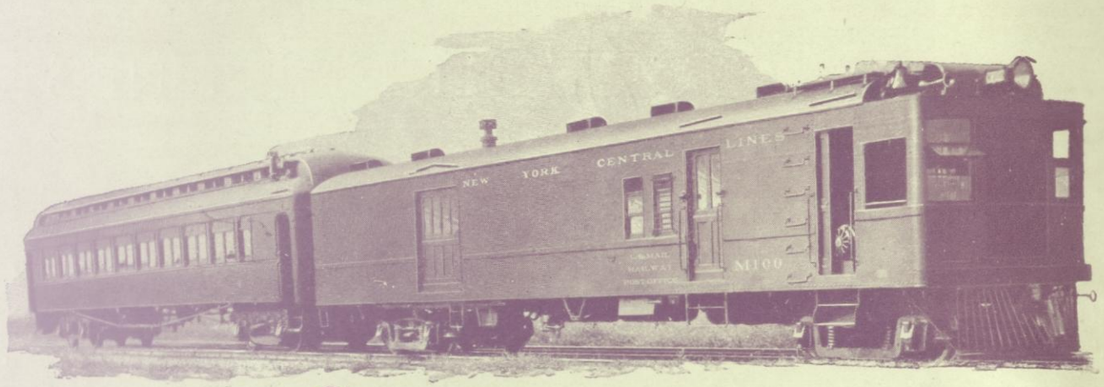
THE NEW YORK CENTRAL LINES MAGAZINE

FEBRUARY 1930



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The record of their performance, as reported by *Railway Age* in the issue of January 26, 1929, is as follows:

Cost of Operation

Over a period of 34 months, to and including July, 1928, the four motor cars had covered approximately 765,000 miles. The fuel consumption during this period totaled approximately 544,000 gal. of gasoline, resulting in an average of 1.4 miles per gal. On the basis of the 34-month period the average cost of motor-train operation per passenger-train-mile is shown in the table.

Average Cost of Motor-Train Operation Per Train Mile

	Cents per train-mile
Repairs	10.21
Crew wages	13.00
Fuel	9.65
Lubricants	0.85
Other supplies	1.38
Principal operating expense, total	35.09
Total expense of motor-train operation, exclusive of relief-train maintenance and operation	52.45
Total expense, including relief-train maintenance and operation	55.39
Cost of equivalent 100 per cent steam-train operation	84.70
Saving, due to motor car operation	29.31

Inspection and Maintenance

Up to the present time there has been no occasion to make heavy repairs to these cars. The principal re-

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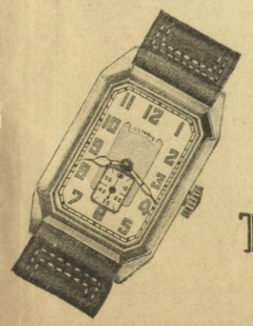

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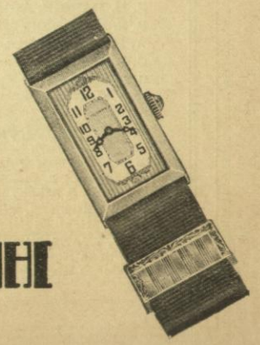

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The New York Central Lines Magazine

466 LEXINGTON AVENUE, NEW YORK CITY

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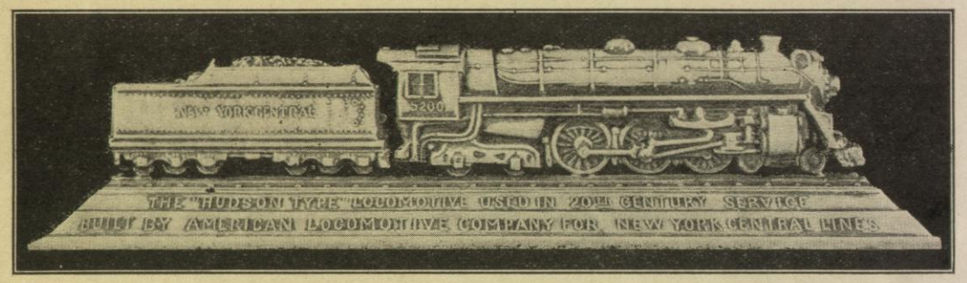

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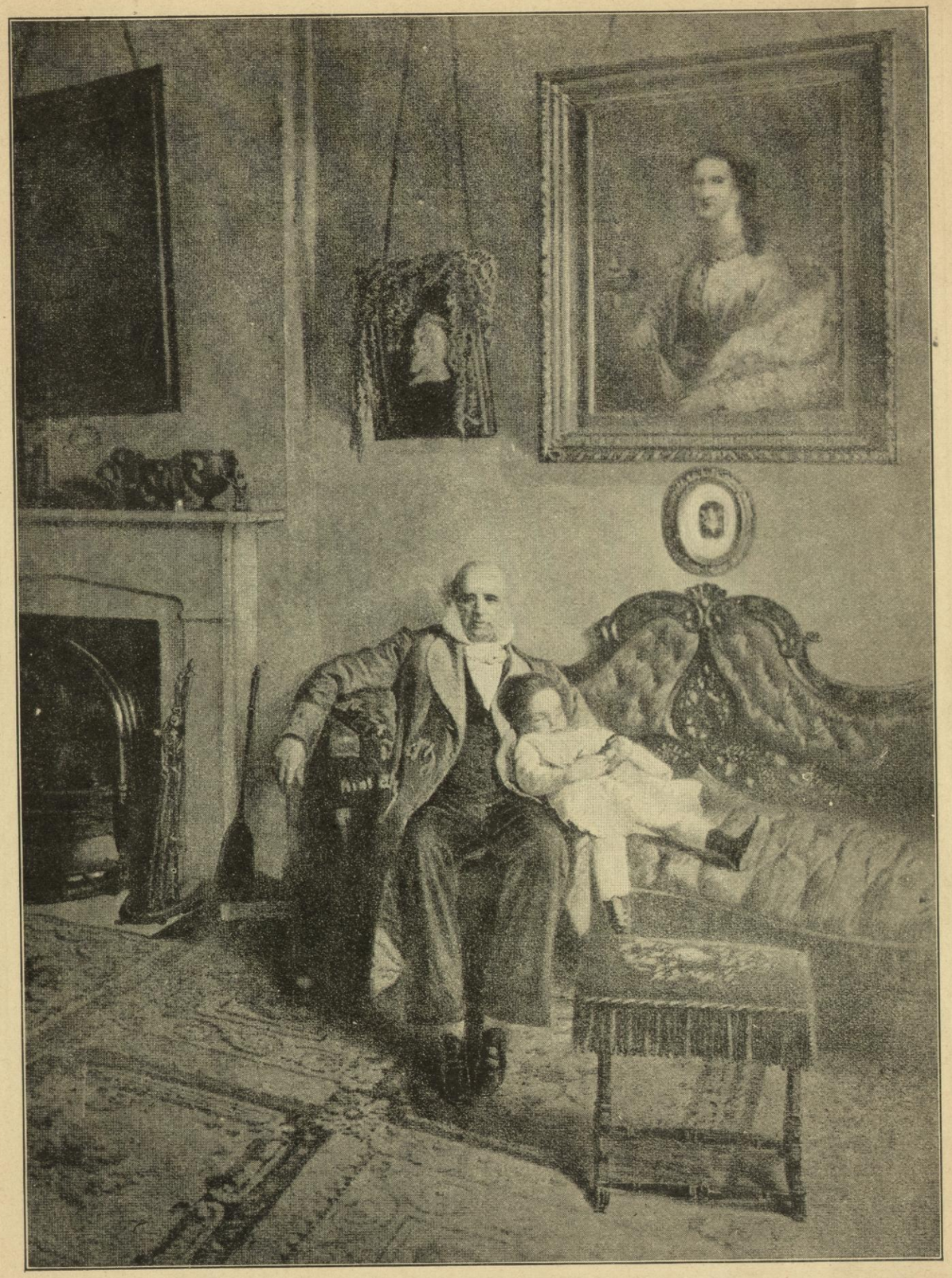


Reproduction of an old-time photograph of Commodore Cornelius Vanderbilt, founder of the New York Central Lines, showing him in his home with one of his grandchildren.

The New York Central Lines Magazine

VOLUME X FEBRUARY, 1930 NUMBER 11

Mayor Starts New York City's Huge West Side Improvement

FORTY YEARS of talk crystallized into action at noon, December 31, 1929, when Mayor Walker and President Crowley in the presence of other officers of the municipality and of the New York Central Railroad formally launched the "West Side Improvement" in New York City.

Briefly summarized, the essential fact about the "West Side improvement" is that it will, when finished, take the railroad's tracks off of all streets in the metropolis. Incidentally, it will also take street traffic out of the way of the New York Central, though no one except railroad people seems to think about that. As a corollary of the mutual efforts of city and corporation to get out of each other's way, many other important things will be accomplished. Leaving details for discussion hereinafter it may be said that the whole character and appearance of the West Side in New York City will be transformed by this notable improvement. But to get back to the events of December 31.

Mayor Walker and President P. E. Crowley at the ceremony on December 31, inaugurating the removal of the West Side tracks. Standing in the rear, and between them, is Vice-President C. C. Paulding.

In response to the joint invitation of Mayor James J. Walker and President Crowley, a notable crowd assembled on Eleventh Avenue near Sixtieth Street to see the ceremony which was to initiate the work of removing the railroad tracks from the surface of this street in the Borough of Manhattan. The ceremonies on this occasion, while simple, were, nevertheless, of so much current and historic interest that they were recorded in both silent and sound motion pictures. According to the evidence of the latter, Mayor Walker said:

"Mr. Crowley, on this very important occasion, greater than any other in my recollection as a life-long resident in the City of New York, I bring to you as President of the New York Central Railroad Company the congratulations of the City of New York for the very fine spirit in which you have approached the final elimination of what has for years been known as 'Death Avenue' tracks. Your splendid spirit of co-operation has made it possible after forty years of difficult struggle to bring about the elimination of these tracks not only for commercial advantage but for prevention of the destruction of life and limb.

"This is one of the oldest portions of Manhattan Island, one in which I have a sentimental interest, having been born on the West Side of Manhattan Island myself. No longer will we speak of 'Death Avenue' but of the West Side of Manhattan, the greatest avenue of commerce and traffic in the City of New York.

"On behalf of the City I bring you this official and grateful recognition of your very fine attitude and the splendid way in which you have co-operated with the City.

"There is just one sad note in this great undertaking today and it is that the very distinguished and estimable gentleman who so long served the railroad company over which you preside is not present. As long as life remains with me I shall remember that splendid personality, that noble character, that superlative mind that contributed so much to the State of New York and the City of New York, Mr. Ira A. Place.

"There is nothing that I would not give because of my admiration and appreciation of Mr. Place to have him present with us today. I well know since 1912 when I introduced in the legislature a bill for the elimination of 'Death Avenue' how Mr. Place la-

bored, how devoted he was to his obligations to the railroad company and the great civic pride that he manifested on all occasions for the City of New York. In his memory, thanks to your generous invitation, we now mark the first step in the elimination of 'Death Avenue' and the creation of the finest avenue of commerce to be found in this broad land."

At this point, Mayor Walker picked up what his aides called a "crowbar," with which he pulled the first spike for the removal of the first rail from Eleventh Avenue. It may be said in confidence in this connection that the Mayor did not use a crowbar to draw the spike but a standard clawbar such as is commonly used on the New York Central and, indeed, on certain other railroads for drawing spikes. Anyway, the spike was drawn.

Having accomplished his share of the joint labor, the smiling Mayor turned the clawbar over to President Crowley, who said as he grasped it:

"I thank you for your compliments, Mr. Mayor. For forty years this West Side Improvement has been talked of. Now the time for talk has passed and the time for work is here." Then a gang of laborers drew the other spikes and ripped out a section of rail.

Spikes to Be Gold Plated

That was all there was to it. The camera men ceased operating their cranks and shutters and attendants took charge of the two historic spikes that had just been drawn to be gold-plated and preserved as mementos.

With Mayor Walker at the ceremony were Transit Commissioner Charles C. Lockwood, Charles F. Kerrigan, assistant to the Mayor; Charles S. Hand, the Mayor's secretary; Rabbi Nathan Krass, of Temple Emanuel; John F. Curry, Major John F. Sullivan and numerous officials from several branches of the city government.

With President Crowley were R. E. Dougherty, his Engineering Assistant, who will have charge of the elimination work; Vice Presidents R. D. Starbuck, G. H. Ingalls and Charles C. Paulding, General Superintendent F. N. Melius, D. W. Dinan, General Manager, Line East of Buffalo, and two score or more of department chiefs and other officers. Mrs. Ira A. Place and her son, Willard F. Place, were also present. A large crowd of other spectators on the railroad tracks, the street adjacent and in the open windows of tenements in the neighborhood also witnessed the ceremonies.

A police detail of ten sergeants, one hundred patrolmen, four mounted men, two traffic sergeants and ten traffic men were in charge of Deputy Chief Inspector Bolan and several inspectors, captains and lieutenants, while the New York Central police were represented by twenty men in charge of Sergeant Jennings.

Recording the removal of first spike from the railroad tracks on Eleventh Avenue. Mayor Walker is seen with a claw bar as he is about to force the spike from the railroad tie at the ceremony on December 31. President P. E. Crowley is standing in the center foreground, and Vice-President G. H. Ingalls is standing just to the left of the Mayor in the picture, while at the extreme right is R. E. Doughterty, Engineering Assistant to the President, who is supervising the improvement.

President Crowley and Mayor Walker pulling the first spike from the tracks at Sixtieth Street and Twelfth Avenue, New York City. This was the start of the work of building the vast West Side Improvement, which will take the railroad tracks off New York City streets.

Part of the stage setting for this notable event in the history of the City of New York and of the New York Central Railroad was the last locomotive and passenger car to pass over this particular stretch of track. The engine was No. 5283 in charge of Engineman J. H. Lyons of No. 2360 Third Avenue and Fireman W. O. Colbart of 239 West 230th Street. William Williams, Road Foreman of Engines, was also on board the locomotive. In charge of this last train was Conductor William M. Polly of Croton, who has seen twenty-four years of service on the West Side, with R. J. Gray as Brakeman.

The last train backed slowly into the yards. Five minutes later two lengths of track had been removed and engineers were setting up their instruments on the spot.

The aggregate cost, when every detail has been completed, will be approximately $175,000,000. Of this sum about $110,000,000 must be borne by the New York Central, $50,000,000 by the City of New York and $15,000,000 by the State of New York under the terms of the Grade Crossing Elimination Act.

The plan provides for removing the tracks of the railroad company from the surface of the streets on the West Side of the city and placing them south of Fifty-ninth Street in a subway to Thirty-fourth Street and on an elevated structure south of Thirtieth Street.

To Abandon St. John's Park

The tracks are now situated, as they have been for many years, on the surface of Tenth and Eleventh Avenues and West Street, crossing a large number of streets at grade and running at grade from St. John's Park to Sixtieth Street. The agreement provides for the abandonment of St. John's Park as a railroad freight station and the construction of a new freight terminal at Spring and Washington Streets on property purchased by the railroad company for that purpose. From this new freight terminal north, the tracks will be taken off the streets and carried on a viaduct parallel to Washington Street, on land owned by the railroad company.

In order to take trucking off the streets the agreement provides that the New York Central shall build and maintain at its expense an arcade upon the company's property.

The viaduct on which the tracks are carried will extend north on an elevated structure built on property belonging to the railroad company east of Tenth Avenue to Sixteenth Street, crossing Tenth Avenue between Sixteenth and Seventeenth Streets, and then north to Thirtieth Street on property one hundred feet west of Tenth Avenue.

The present yard, now extending from Thirtieth to Thirty-seventh Streets is to be entirely reconstructed, not only as to tracks but for the improvement of all facilities. North of the Thirtieth Street yard, that is, from Thirty-sixth Street, the tracks will be located in a subway on property owned by the railroad company, between Tenth and Eleventh Avenues, crossing under all streets with no change in the street grades.

Where the tracks are carried across streets running east and west, south of Thirtieth Street, they will be on a viaduct not less than fourteen feet above the surface of the streets upon a plan which has been approved by the Transit Commission. Construction of the tracks in the method outlined will remove them from the surface of ninety streets and will enable those streets to revert to their proper use as highways.

The railroad owns and operates a railroad yard between Sixtieth Street and Seventy-second Street. North of Seventy-second Street to Spuyten Duyvil the tracks are now at grade with the exception of those grade crossings which have recently been eliminated at Manhattan Street and Dyckman Street where they have been elevated.

Under the agreement with the city the tracks will still remain on grade, excepting at Seventy-ninth, Ninety-sixth and One Hundred and Fifty-

The Name of Names—The Twentieth Century Limited

IN AN EDITORIAL in its issue of January 9, the New York Evening World termed "superb" and "magnificent" the name of the famous leader of the New York Central's great fleet of passenger trains, The Century. The World said:

THE New York, New Haven & Hartford Railroad has accepted John Coolidge's suggestion, "The Yankee Clipper," as the name of the new train that it will presently put into service, and it must be admitted that on his maiden effort as a namer of trains the young man did pretty well. There is a pleasant suggestion of old America about this name, and also the suggestion of a fast pair of heels, which is a good thing for the public to associate with an express train.

And this high score on the part of the young Mr. Coolidge is all the more remarkable when you remember that he rushed in where angels might fear to tread; that he offered his talent, that is, in a field where talent is already so plentiful that in its totality it amounts to genius. Our railroads have displayed high originality in many things, but in nothing so much as in the naming of their trains. Merely to recite the appellations of some of our crack specials is to feel the breath of Elizabethan poetry: "The Wolverine" of the New York Central, "The Orange Blossom" of the Seaboard Air Line, "The Chief" of the Santa Fe, "The Crescent Limited" and "The Birmingham Special" of the Southern, "The Broadway Limited," of the Pennsylvania, "The Colonial Express" of the Pennsylvania and New Haven and "The Detroiter" of the New York Central, "The Sunshine Special" of the Texas Pacific, "The Seminole" of the Atlantic Coast Line and "The Sunset Limited" of the Southern Pacific. These are sonorous as Shakespeare himself, and voluptuous with gaudy colors.

And then, of course, there is the name of names for anything pulled by the Iron Horse, the name so superb that one would almost be tempted to say that after it there are no others. It was given that train of which the New York Central is so proud, and is so magnificent that it should never be printed save in capital letters, thus: "THE TWENTIETH CENTURY LIMITED."

eighth Streets, and such streets as now cross the tracks at grade will be carried over on bridges.

This is the general description of the changes to be made in the railroad tracks, and if the story stopped there, it would appear as if all the advantages to the city were summed up in the statement that the tracks will be taken off the streets; but the agreement goes much further and provides for various improvements which are to be made by the city, some at its own expense and some at the expense of both the city and the railroad company.

Twelve city structures are provided for in the agreement, three of which are to be erected at once, coincidentally with the work of changing the railroad tracks, and the remainder at times at which the city wishes to erect them. The entire cost of the twelve structures will be approximately $49,045,000 but this amount will not be spent by the city at once or, perhaps, for many years.

The structures to be built at once are, first an express highway over the Sixtieth Street Yard, a plan which has been in the mind of Borough President Miller for some years, and which was authorized by statute passed by the Legislature some years ago. Work on this has begun. Second, the extension of West Seventieth Street crossing, the Sixtieth Street Yard and, third, carrying the express highway from West Seventy-second Street to West Seventy-ninth Street, with a connection at West Seventy-second Street to Riverside Drive. The total cost for these three improvements is approximately $6,000,000. Provision is made in the agreement for extension of the express highway over the tracks as far north as a point a quarter-mile north of the Harlem Ship Canal, and for the extension of West One Hundred and Forty-fifth Street crossing the tracks on a bridge. It is agreed that the railroad will pay about one-half of the cost of this last work when it is done.

Reciprocal Advantages

The city gets the tracks off the streets and the cost to the city for this is small in proportion to what it would cost to carry the tracks on viaducts over east- and west-bound streets south of Thirtieth Street. It gets an express highway from Sixtieth Street north over railroad property. It gets the right to extend West Seventieth Street, crossing the railroad property. It gets the right to cover the railroad tracks north of Seventy-second Street as far as Seventy-ninth Street and a substantial contribution by the railroad company toward this work.

The city is to grant to the railroad company for railroad use certain land now owned by the city, chiefly the land which now constitutes parts of streets which under the agreement are to be discontinued and the railroad is to grant to the city, not only a certain option to lands, but is to give up forever the rights and easements which it possesses to the occupancy of a large amount of city property.

Whenever the city wishes, it has the right later under the agreement to cover over the tracks all the way to the Harlem River, including covering the railroad yard at Manhattanville and that, of course, will add the covered portion to the city's park area. When this is done the city's park area will have had eighty acres added to it and the city will be further enabled to develop its park system west of the railroad tracks.

The first contract for the improvement was let on December 16 to the Arthur McMullen Company. This contract provides for the rearrangement of facilities at the southerly end of Sixtieth Street Yard in order to clear the way for subway construction. Here the main tracks will be depressed at the entrance to the yard. A new milk yard and new facilities for handling automobiles will be provided at Sixtieth Street. The milk yard between Twenty-ninth and Thirtieth Streets and Ninth and Tenth Avenues will be abandoned so that erection of the proposed new building for the United States Post Office may proceed.

A considerable amount of work in

(Continued on page 109)

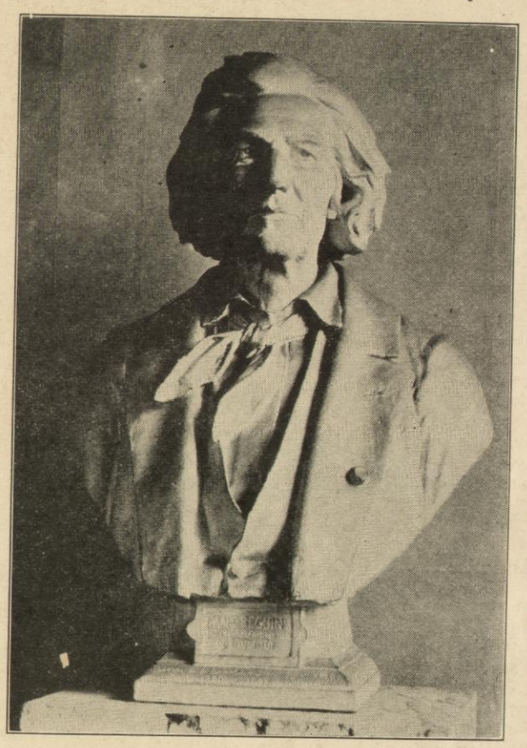
1930 Marks Centenary of Seguin's Tubular Boiler Locomotive

By William Thompson

IN 1930 France will celebrate the one hundredth anniversary of the opening of the first section of the railway between St. Etienne and Lyon, which introduced to the world the tubular boiler locomotive of Marc Seguin.

This line was not the first constructed in France. The centenary of the first railway concession there, that of St. Etienne to Andrezieux, was celebrated in 1925 and Engineers Beaunier, Lur-Saluces, Boigues, and Milleret, who played an important part in its creation, were then honored. The initial line had only a single track of cast-iron laid on blocks of stone and followed the common highway, thereby eliminating the necessity of the construction of roads, crossings and bridges. The train was composed of three coaches drawn by horses.

The St. Etienne to Lyon railway in 1830 had double tracks with rolled iron rails, and was the first to carry passengers. The trains stopped on command to allow passengers to ascend and descend. The speed was six leagues an hour on inclinations and horses were still employed on difficult slopes. And this was the road to use the first tubular boiler, the principle of which has not since been abandoned.



Bust of Marc Seguin, inventor of the tubular boiler locomotive, which was first used in France in 1830 on the St. Etienne & Lyon Railway.

Marc Seguin was born April 20, 1786, at Annonay, France, and when a young man went to Paris where his uncle, Joseph de Montgolfier, Conservateur of the Arts and Crafts Institute, initiated him into scientific methods and developed in him the power of observation and daring of which his works are evidence. Before undertaking the study of problems of which he had dreamed, Seguin disciplined himself by conforming to family tradition. Returning to Annonay, he sought a means by which to improve the methods of fabricating felts for paper mills which his family directed, and from this epoch his inventive genius was recognized.

Following an interview which he had with M. de Plagniol, Engineer of Bridges and Roads, he introduced into France, and improved upon, the construction of suspension bridges which were being used in England and America; he conceived the idea of a cable in place of a chain, and he furnished designs for suspension passerelles constructed at Geneva by Colonel Dufour.

Seguin, dreaming of extending and perfecting means of communication which he judged indispensable to the development of industry, considered the project of establishing a service of steamboats on the Rhone to connect Valence and Lyon. To procure necessary machines he went to England and in the course of his voyage, conceived the idea of creating between St. Etienne and the Rhone a railway which he considered a natural complement of his navigation enterprise. He visited the Stockton & Darlington line and made a connection with Stephenson.

Having observed the impotency of the locomotives he saw in England, he returned to France to commence a series of experiments which resulted in the tubular boiler locomotive, for which he obtained a patent in 1827. In a report published January 13, 1828, the following appeared:

> M. Seguin, the elder, has conceived the idea for a new form of boiler whose first trials have confirmed his theory; if the experience of the railway proves the success which he hopes, the result will be a boiler which weighs one-fifth the weight, and obtains one-fifth more steam.

Therefore, Marc Seguin's tubular boiler locomotive which produced greater power under a relatively restricted volume, was in the course of construction before the announcement of the Rainhill trials in which Stephenson's Rocket triumphed.

Thus endowed with a means of mechanical traction, the railway appeared to Seguin "the surest means and the only practical one of realizing the great service so long desired of joining the Loire and the Rhone."

At first the iron road was considered as a tributary destined to connect the river with industrial centers. The railways were dependencies of navigation. In this connection they were developed and perfected and finally supplanted navigable routes. Seguin anticipated that "transport by rail and water was essential to the commercial success and development of a nation."

M. de Villele, then Minister of Finance, foresaw the benefits to industry which Marc Seguin's project presented, and he seconded the efforts of the French engineer. Following his intervention a royal ordinance authorized MM. Seguin Brothers, E. Biot & Company, to establish a railway between St. Etienne and Lyon, via St. Chamond, Rive-de-Gier, and Givors. Seguin did not hesitate when confronted by the difficult problems of construction, to prove the worth of his invention. He bored tunnels, and dug trenches,

It's a far cry from the tubular boiler locomotive of Seguin, and the Pierrot of 1846, which weighed 20 tons and had 350 horsepower, to the giant Hudsons, of 4,075 horsepower, of the New York Central Lines. But if the form of the boilers has become slimmer, if the chimneys have become lower, in proportion, if new and interesting discoveries have been made, the technique of construction has varied little in principle. Railways have been a stimulant to production and industrial activity. They have been also one of the principal elements in the advancement of contemporaneous civilization; they have penetrated the most desolate regions; they have made colonization possible and have had a great influence in the accomplishment of na-

(Continued on page 105)

New Vice-Presidents for New York Central

Assistant Traffic Head and New Comptroller Also Named

THE following appointments, effective February 1, were announced January 23 by the New York Central:

New York Central Railroad and Pittsburgh & Lake Erie Railroad—Charles J. Brister, Vice-President, in charge of Freight Traffic, with headquarters in New York City.

Loren F. Vosburgh, Vice-President, in charge of Passenger Traffic, with headquarters in New York City.

New York Central Lines—Richard E. Dougherty, Vice-President, Improvements and Development, with headquarters in New York City.

William C. Bower, Vice-President in charge of Purchases and Stores, with headquarters in New York City.

William C. Wishart, Vice-President, Accounting, with headquarters in New York City.

LeRoy V. Porter, Comptroller, with headquarters in New York City.

William T. Stevenson, Assistant Vice-President, Traffic, with headquarters in Chicago.

L. V. Porter, Comptroller

All Have Risen From Ranks

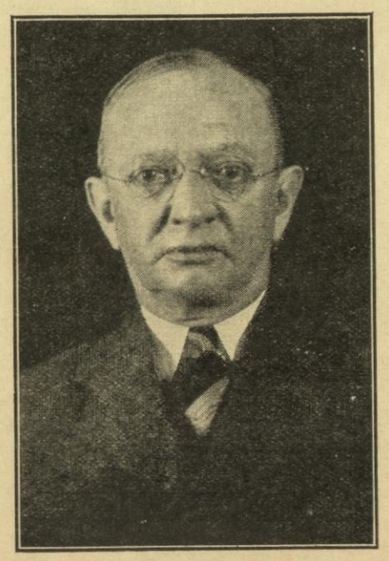
All the appointees have been many years with the railroad company and all have risen from the ranks.

Mr. Brister entered railroad service in 1890, with the Dayton, Fort Wayne & Chicago Railway, two years later entering the service of the Union Pacific Railroad and Chicago & North Western Railway at Cincinnati, where he remained a short time. In 1892 he entered the service of the New York Central, holding various positions in the Traffic Department until March, 1920, when he was made Assistant Vice-President, New York Central Lines, Chicago.

Mr. Vosburgh was born in Adrian, Mich., and entered railway service in 1893, with the old Lake Shore & Michigan Southern, now the western half of the New York Central main line. He rose steadily through the ranks until 1917, when he was appointed General Passenger Agent for the New York Central, later becoming Passenger Traffic Manager and in 1920, Traffic Manager.

Mr. Dougherty is a native of New York City and was educated in the public schools, City College of New York and Columbia University, from which he was graduated in 1901. He entered the service as a rodman at Albany in 1902, holding various positions in the Engineering Department until 1926, when he was made Engineering Assistant to President. The huge West Side Improvement in New York City is one of the many engineering enterprises under his jurisdiction.

Mr. Bower was born at Clarkson, Mich. In 1903, he entered the service of the New York Central and two years later was made secretary to W. C. Brown, then Vice-President. When Mr. Brown was appointed President, in 1909, Mr. Bower continued as his secretary, remaining in that position until 1911, when he was appointed Purchasing Agent. In 1920, he was made General Purchasing Agent; in 1922, Assistant Manager, Purchases and Stores, and in 1923, Manager of Purchases and Stores, which position he held at the time of his new appointment.



W. T. Stevenson
Assistant Vice-President, Traffic

Mr. Wishart was born in Whitesville, N. C. After attending the United States Naval Academy for two years, he entered railway service in 1891 as a station clerk. Later he was with the Public Service Commission of New York State and with the Interstate Commerce Commission. In 1913, he entered the service of the New York Central and in 1918 was made Comptroller, which position he held until his new appointment.

Mr. Porter was born at Hopkins, Mich., and entered railroad service in 1896. In 1906, he entered the service of the Lake Shore & Michigan Southern Railway, since which time he has held various positions in the Accounting Department. In 1918 he was appointed Assistant Comptroller, the position he held up to the time of his new appointment.

Mr. Stevenson entered railroad service in 1890 as a messenger with the Chesapeake & Ohio Railroad and remained with that road until 1896, when he entered the service of the Big Four. In 1902 he was made Division Freight Agent of the Big Four at Jackson, Mich. In 1907 he became Chief of Tariff Bureau. He rose through various other positions until March, 1920, when he was made Traffic Manager of the Big Four, the position he held until his present appointment.

Willard F. Place Is Another New Assistant Vice-President

WILLARD F. PLACE has been appointed Assistant Vice-President, Finance and Corporate Relations, according to an announcement of January 1 from A. H. Harris, Vice-President, Finance and Corporate Relations.

Mr. Place was born in New York City in 1896, and entered New York Central Service as office assistant to the Vice-President, Finance and Corporate Relations in 1925. A few months later he was promoted to Assistant to Vice-President, Finance and Corporate Relations. He is a graduate of Cornell University.

Every new road and building requires construction materials that have to be hauled by rail. The New York Central might have the job if you would send your DFA a Traffic Tip.

THE NEW YORK CENTRAL'S NEWLY APPOINTED VICE-PRESIDENTS

For the New York Central and Pittsburgh & Lake Erie Railroads: 1—Charles J. Brister, Vice-President in charge of Freight Traffic; 2—Loren F. Vosburgh, Vice-President in charge of Passenger Traffic; for the New York Central Lines: 3—Richard E. Dougherty, Vice-President, Improvements and Development; 4—William C. Bower, Vice-President in charge of Purchases and Stores, and 5—William C. Wishart, Vice-President, Accounting.

Cake With Eighty Candles For "Uncle Charley" Hogan

By Charles Frederick Carter

CHARLES H. HOGAN, of Buffalo, Manager of the Department of Shop Labor, New York Central Railroad, widely known by the affectionate sobriquet of "Uncle Charley" Hogan, was eighty years old January 9. That fact in itself was not particularly noteworthy; for while octogenarians are none too numerous, enough achieve that distinction to rob it of the charm of novelty.

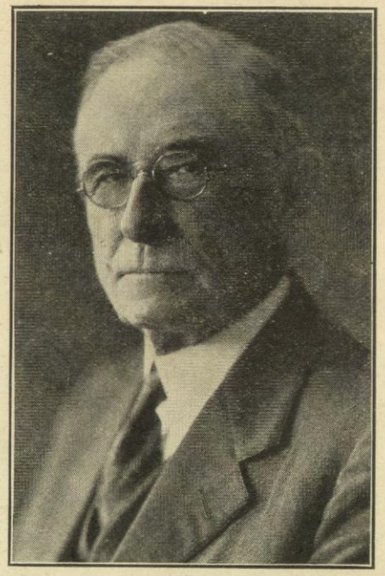
What is decidedly rare is for a man of that age to continue in active service, retaining physical and mental vigor that enables him to perform difficult and delicate duties which make him a most valuable asset to a great railroad company.

It is altogether without precedent for a railroad officer to have attained so ripe an age not merely retaining a reputation for character and achievement, but adding to it from day to day in such notable degree that his fellow officers feel it a privilege to devote a day to honoring him. But that is what happened to Uncle Charley Hogan.

As his eightieth birthday anniversary approached Uncle Charley's friends among New York Central officers decided to give a dinner in his honor. When rumors of this decision spread, those in charge of arrangements were overwhelmed with applications for seats. It would have been easy to have put on a dinner of a thousand covers; for Uncle Charley Hogan is a character of national repute. However, it was decided that a small and intimate affair would be more effective as the tribute of affectionate esteem that it was meant to be.

Apparently rumors of the dinner spread far and wide. On the morning of January 8—the date fixed for the dinner—Uncle Charley's stenographer announced that the shop crafts committee was waiting to see him in the conference room in the tower of Buffalo Central Terminal. This committee has been meeting monthly; but the gentlemen had called on the wrong day, a fact of which Uncle Charley was not slow in reminding them.

Mr. Fitzgerald, the Chairman of the Committee can, when he chooses, assume an aspect that would make a cow hold up her milk. His fellow committeemen looked as solemn as boiled owls. In an aggrieved tone and a rich Irish brogue, Fitzgerald began a recital of alleged shortcomings and deeds of omission and commission by Mr. Hogan, then and there present at the bar of public opinion.



Charles H. Hogan, eighty years old last month.

Well, sir, you could see Uncle Charley's bristles rising by the minute. He had done nothing to deserve such a tirade and he knew it. Not only that, but he had always tried to make those shop crafts persons feel that he understood and sympathized with their point of view and was always prepared to go the full limit for them that exact justice would permit. Fitzgerald, he had always been friendly with; and to have him stand up there and—

A split second before Uncle Charley would have started in to throw the whole outfit out of a second story window, Fitzgerald tuned in on a different key, pulled out the *vox humana* and *tremolo* stops, and in eloquent periods —Fitzgerald is a born orator—told Uncle Charley right to his face of the affectionate regard in which he was held, not alone by the committeemen and those they represented, but by railroad men everywhere.

Fitzgerald must have registered; for Uncle Charley's eyes soon were unmistakably moist. Just before the situation might have become embarrassing, a committeeman slipped out of the room and returned with a handsome desk set which Chairman Fitzgerald presented with a graceful flourish, whereupon the committee vanished.

Well, that started the day off in good shape. At 4 o'clock in the afternoon there was a reception at the Hotel Lafayette in Uncle Charley's honor, attended by all who were to be at the dinner that evening, and also by 150 prominent people of Buffalo.

Then came the dinner, also at the Hotel Lafayette, with Dr. J. W. LeSeur, the New York Central's welter-weight toastmaster in the pink of form. Those present are shown in the photograph on page 16.

A birthday cake of heroic size bearing proudly aloft eighty candles occupied the position of honor on the table; but at the psychological moment at which Uncle Charley should have arisen and plunged a knife into the vitals of that cake his hand was stayed. Instead of being shared among the diners that cake was carefully wrapped up and consigned to his home.

Uncle Charley had to submit to the greatest talking-to of his life. If he does not behave himself from now on he will have no one but himself to blame.

Vice-President Walber led off with what those who heard it assert was the finest speech of his life. Mr. Walber began by asking what it was that brought men together on such an occasion. Answering his own question he said it was a Personality. Reflecting upon the manner in which personality was produced he said that man, born of woman, was of few days and full of trouble. Mr. Hogan had had at least his share of trouble in his eighty years of life.

Mr. Walber asked his hearers to reflect upon the development that has taken place in this country in eighty years; especially of the development in railroading in all its phases. Mr. Hogan has not only witnessed all this but has had an active hand in it and has contributed toward it. He was a high grade workman when he was a workman and he was also an outstanding official when in the official class.

Upon reaching the age of seventy, the age at which so many are retired, Charles H. Hogan was put in charge of handling relations with shop men. At the end of Federal control railroad conditions were chaotic. The shop crafts were affected more, perhaps, than any other class of employes. Return of the railroads to the management of their owners was followed by the shop men's strike of 1922. From that time on Mr. Hogan was in very close contact with employes, handling problems arising out of the strike and growing out of the shop crafts agreement.

All these experiences, Mr. Walber pointed out, contributed to the development of the Personality who had drawn the men together that evening. With all the wonderful facilities which the New York Central has provided, it never could have made the progress it has made without the aid of personalities; it never would have been able to perform adequate service for the public if it had not had in charge of handling difficult negotiations with committees men who had personality and the experience which enabled them to sympathize with their fellow men.

Mr. Hogan knew the problems of the men in the performances of their duties and the problems of the management in getting proper and efficient service from employes. Mr. Hogan did much—few realize how much—in developing confidence between management and employes. These conditions and experiences have produced the Personality to whom that intimate group of men were assembled to pay their respects and tell him of the debt they all owed to him.

Other speakers developed interesting sidelights on New York Central history. M. W. Hassett, for example, contributed information tending to show that Uncle Charley was not to be trifled with. It seems that Hogan was Hassett's first boss, but only intermittently, for Uncle Charley fired him five times. Two of these dismissals came along in a single day. Mr. Hassett believed that he was the most fired man on the New York Central. Also, he was there to maintain that Uncle Charley was about the finest boss that any man could have so long as you attended to your business.

J. S. Hall of Cleveland, General Passengent Agent, Lines West, classed Hogan with Edison and Ford as a national character. He also spoke, like Vice-President Walber, of Mr. Hogan's outstanding personality which, he said, had left a lasting impression on the minds of New York Central patrons of the security and dependability of New York Central service. The impression thus created was of far-reaching effect and a valuable asset to the Passenger Traffic Department.

Mr. Hall then revealed one of the dark secrets of New York Central history. It appears that General Manager D. W. Dinan, Lines East, and General Manager D. R. MacBain, Lines West, had, in some unaccountable way, got the idea in their heads that they could play golf. Mr. Hogan stood this for a time; but two years ago he deemed it fitting that these two should be disillusioned.

At the New York Central Lines athletic meet in Cleveland, Mr. Hogan, selecting Mr. Hall to keep score and make the easy shots, led the two General Managers out on the links. After explaining to Messrs. Dinan and MacBain that it hurt him worse than it did them, he carried out his painful duty. Out of consideration for the families of the General Managers the score will not be published here.

Evidently Mr. MacBain cherished no animosities toward Uncle Charley. Perhaps he realized that he deserved what he got on that memorable occasion on the links at Cleveland. At all events he gave an interesting sketch of the career of Uncle Charley, his close friend for many years. Both had been locomotive enginemen at the same time, running into Buffalo but never on the same division, Mr. Hogan being on the New York Central, Mr. MacBain on the Michigan Central. They were also traveling engineers at the same time on their respective roads, meeting at frequent intervals, their friendship steadily growing.

Mr. MacBain told how successful Uncle Charley had been in composing differences between shop men and management. Mr. Hogan's success was due to his wonderful ability to see beyond the man with whom he was conversing. He not only saw the man he was talking with but he also saw his wife and children.

F. H. Hardin, F. E. McCormack and W. O. Thompson also spoke briefly. Then W. H. Flynn with a few graceful words presented to Uncle Charley on behalf of the assembled company a handsome golf bag and set of clubs.

Last of all Uncle Charley himself, serene and composed as he always is, in a well rounded voice, expressed his appreciation of all the nice things said and done in his honor that day. Speaking of references to his age made by various speakers he said that, after all, the question of age was a matter of mind. If one tried to be happy, tried to do his bit, and kept his mind in good shape, it would be reflected in his physical condition. In short, Uncle Charley said just the right thing in the right way, speaking as the philosopher and sage that he is.

One of those who attended the dinner said afterward that it was "the smoothest, most cordial and home-like affairs of the kind he had ever attended." Another said that, as a he-man he did not like to use the adjective "sweet," but that it was really the only proper term wherewith to characterize the Hogan dinner.

In fact, all with one accord spoke of the Hogan birthday dinner as an event of a lifetime.

How Charles H. Hogan Started and How He Got There

CHARLES H. HOGAN was born in Cleveland, Ohio, January 9, 1850. When he was six months old his father moved to Leroy, Genesee County, New York, twenty-four miles southwest of Rochester. Leroy, which is located on the New York Central, the Erie, the Buffalo, Rochester & Pittsburgh and the Lehigh Valley Railroads, now has a population of 4,384. Here Hogan went to school until he was fourteen years old. The boy was then apprenticed to a carriage iron maker but he did not like the trade. He had always wanted to be a locomotive engineer. As the first step in attaining his ambition he gave up his apprenticeship and found a place as water boy on a section gang of which his father was foreman for forty-eight years on the New York Central. After a few months of this he found another job as extra switch tender on the New York Central, then as brakeman, later as fireman.

When Hogan drew his first pay from the New York Central that railroad was very far from being the national institution it has since become. In those days the New York Central extended from Albany to Buffalo. Dean Richmond was then president.

Although Hogan in later years appeared to have a constitution of iron, in his younger days he was none too strong. As a means of improving his health he left the New York Central and went to Omaha, Neb., where he found a position as machinist's helper in the Union Pacific Shops in the spring of 1867, two years before the first "transcontinental" line was put through from the Missouri River to the Pacific coast. Opportunities for men to get ahead were plentiful on the new railroad. After six months in the shops Hogan found an opportunity to go firing on a through freight between Omaha and Grand Island.

Hogan had received a fair common school education but he realized that that was not enough to carry him as far as he wanted to go. He read all he could get hold of on railroading, which was not a great deal in those days. But his studious habits did attract the attention of Master Mechanic Joseph McConnell at Omaha. Engineer Lou Allen was so favorably impressed by his young fireman that he took great pains in teaching the youngster how to maintain a locomotive, a knowledge indispensable to enginemen in those primitive days. Engineer Lon Tarrington, for whom he also fired, and Traveling Engineer Blake Howard, who examined him for promotion, also did all they could to bring up Fireman Hogan in the way he should go.

Promotions came quickly in those days. It was not long until the young fireman was "set up," and given an engine between Rawlins and Bryan, now Green River, Wyoming. Rotary

CELEBRATING THE EIGHTIETH BIRTHDAY OF CHARLES H. HOGAN, FAMOUS FOR HIS RECORD-BREAKING RUN WITH THE 999, AT THE LAFAYETTE HOTEL, BUFFALO, ON JANUARY 8, THE EVE OF HIS BIRTHDAY.

Front row, left to right, are: A. E. Calkins, Superintendent, Rolling Stock; W. O. Thompson, Equipment Assistant; M. W. Hassett, Assistant Superintendent Motive Power; Dr. J. W. LeSeur, Special Representative of President Crowley; F. E. McCormack, General Superintendent, Buffalo; C. H. Hogan, Manager, Department Shop Labor, and guest of honor; Jno. G. Walber, Vice-President, Personnel; F. H. Hardin, Assistant to President; D. R. MacBain, General Manager, Lines West; W. H. Flynn, General Superintendent Motive Power and Rolling Stock; R. M. Brown, Superintendent Motive Power. Middle row: F. W. Brazier, Assistant to General Superintendent Motive Power and Rolling Stock; O. C. Porcher, Division Freight Agent; F. J. Gilroy, Chief Engineer, Central Terminal; R. L. Chandler, District Master Car Builder, East Buffalo; J. S. Hall, General Passenger Agent, Cleveland; W. S. Randolph, Assistant General Passenger Agent; J. Singer, General Master Mechanic; B. M. McDonald, Division Engineer; George E. Taylor, General Freight Agent; E. H. Croly, Assistant to Freight Traffic Manager; J. F. Jennings, Superintendent Motive Power, Michigan Central, Detroit. Top row: E. Hoagland, Assistant General Freight Agent; M. T. MacLaury, Assistant to Vice-President, Personnel; E. Van Dyne, District Superintendent, the Pullman Company; W. A. Hamler, new Superintendent, Pennsylvania Division; W. F. Jordan, Principal Assistant Engineer; F. H. Kulp, President, Kulp Transportation Company; T. A. Ward, Assistant Freight Claim Agent; F. W. Everett, Assistant to General Superintendent; A. J. Fries, District Superintendent Motive Power; M. J. Murphy, Coal Freight Agent.

snow plows had not then come into fashion; the little eight-wheel American type locomotives were not powerful enough to pull a setting hen off her nest. Consequently it was no unusual thing for trains to be stuck in the snow for days at a time. Hogan got off easy, however, for his limit for a sojourn in one snow drift was two days, though he once put in a full week making the run of seventy-four miles from Rawlins to Bitter Creek.

During the construction days on the first transcontinental railroad the West was, indeed, wild and woolly. Gamblers, thieves, killers, the off-scourings of the earth, flocked to the new towns along the railroad. Even in those unpromising surroundings Hogan developed the traits of character which have endeared him to all with whom he comes in contact. Even to this day old-timers on the Union Pacific are telling how Hogan not only kept himself out of trouble but was constantly acting as peacemaker, smoothing over difficulties, making life more worth living.

It appears that there was a young lady back in New York State, a long, long way from Green River, Wyoming, in whom he was interested. So on December 1, 1871, Hogan returned to the New York Central as a locomotive engineman and not long thereafter the young lady in question became his wife.

Hogan promptly built up a reputation as a safe and dependable engine driver, so much so that he was selected to pull the special train on which Commodore Vanderbilt traveled. He won the confidence and esteem of the Commodore. It was because of this that Hogan was the first representative of a committee of employes who ever called upon Commodore Vanderbilt. It may be worth mentioning in this connection that Hogan not only got what he went after on this occasion but that he also earned expressions of gratitude from Commodore Vanderbilt for telling him about conditions of which he had never heard.

When not pulling Vanderbilt's special train Hogan had a passenger run between Syracuse and Buffalo.

Previous to October, 1891, the fastest long distance passenger train in this country was scheduled at forty miles an hour. In England at that time there was a long distance train on a schedule of fifty-one miles an hour. The management of the New York Central felt that with its splendid road bed and other facilities for the protection of fast trains that it might install the fastest train in the world.

A few special trips were made for the purpose of determining just what was necessary to operate such a train, and the result was that train 51, known the world over as the Empire State Express, was installed on October 26, 1891, on a schedule of 52½ miles per hour for the 440 miles between New York and Buffalo. That gave this country a mile and a half per hour lead on all long distance trains in the world, which meant a speed of about 60 miles an hour for the entire distance, taking into consideration the number of stops that had to be made.

Just previous to the World's Fair in Chicago, in 1893, the New York Central management felt that other railroads in this and foreign countries might have on exhibition locomotives and other equipment, and they concluded to build in their own shops at West Albany a locomotive that might be in keeping with the reputation of the New York Central, the speed performance of which would be second to none. Their aim was to develop this locomotive up to a point where she would reach 100 miles an hour or more, and after a few trial trips and some changes were made, the feat was accomplished.

The supreme burst of speed was attained May 10, 1893, when the management planned a final test on the westbound Empire State Express. The train was a little late at Syracuse; so when locomotive 999, fresh from the builder's hands, the final product of Master Mechanic Buchanan's years of experimenting with high speed engines, was coupled on, Engineman Charles H. Hogan was given to understand that if he took the bridle off no one would find fault with him. The 999 had cylinders 19 by 24 inches and drivers 86 inches in diameter. Four cars were the limit for the Empire State Express in those days. Although Hogan kept 'em rolling nicely for the eighty miles from Syracuse to Rochester, the grand finale was reserved for the thirty-six miles from Batavia to Buffalo. For two miles west of Batavia there is a slightly rising grade, then a level stretch of fourteen miles, then a slight downward incline the rest of the way to Buffalo. After passing the curve outside of Batavia the road is straight except for a slight curve at Winspier bridge.

According to the testimony of a speed recorder and two men with stop watches in the buffet car, one of the thirty-six miles was covered at the rate of 112½ miles an hour. Other miles were covered in thirty-eight seconds, forty-one and forty-two seconds respectively. The management had achieved its ambition to have the fastest train in the world.

The net result of the long series of experiments was the placing in service of the Exposition Flyer in the summer of 1893, making the run between New York and Chicago in twenty hours, the fastest time for the longest distance the world had known up to that time.

But all this fancy sprinting is over and done with now. No more does the engineer take the bridle off whenever he feels so disposed. There are speed limits to be observed; and the engineer who fails to observe them may look forward confidently to a great deal of explaining. The great art of running an engine is not so much the ability to make the wheels go 'round as to deliver the passengers at their destination alive.

An engineer must have a sixth sense, not to mention plenty of common sense, if he is to keep out of danger. To illustrate, Engineer C. H. Hogan was approaching Buffalo Creek crossing

Hero Stuff

By A. K. Sanderson
Retired Switchtender, N. Y. Central
East Buffalo, N. Y.
(In "The Railway Conductor")

THE engineer of olden times
The crowd would canonize;
Pulpit and press would praise and bless,
And laud him to the skies.
All those who earned immortal fame
Encomiums deserve;
Some lives were saved, much danger braved
By monumental nerve.
But "hogheads" were not all alike,
And those were roundly cursed
Who "went ashore" with shouts galore,
Thinking of Safety First.

The "shack" stood on the rolling deck,
(The rolling deck is right)
He scanned the lot for softest spot
Where gently he could 'light
He had no time to reason out
The wherefors and the whys;
All hero stuff is naught but bluff
When bumping o'er the ties.
So this old-time, brave brakie lad,
In railroad lore well versed,
Made one grand slide and saved his hide;
Sure, that was Safety First!

Old-timers in the bygone days
Could twist the "armstrong gear";
At link and pin they'd swear like sin,
And yet they knew no fear.
Conditions often would arise
Testing all their mettle;
Yet at the front they'd stand the brunt,
Always in fine fettle.
But with "Old Huldah" squealing brakes,
Drivers on the sand reversed,
Then who will say 'twas not their play
To think of Safety First?

Now, as a slogan, Safety First
Is making good each day;
'Twill oft prevent an accident,
It is the better way.
Where danger lurks, don't take a chance,
A life might be the cost;
Your actions guide on Safety's side,
Your time will not be lost.
Perfect yourself in all the rules,
For knowledge be athirst,
If this you do, you'll never rue
Espousing Safety First.

Three Suggestions For Greater Safety In 1930 From Charles E. Hill

To All Officers and Employes:

DURING the year 1929 there were 144 employes on the New York Central Lines killed on duty, according to the reports made to the Interstate Commerce Commission. Of this number *85, or 60 per cent of the deaths, were due to being struck by locomotives or cars.* These 85 deaths are distributed among the various classes of service as follows:

Track	36	Car	3
Yard	15	Motive Power	3
Road	9	Bridge and Building	1
Signal	8	Miscellaneous	10
Total			85

We are just entering a new year and everything possible should be done not only to prevent accidents of all kinds, but particularly to reduce materially the number of deaths to employes. Your attention is specifically called to the large proportion of these deaths caused by being *struck by engines or cars* for the reason that herein lies our greatest field for effective accomplishments. During the past year employes have been killed on duty through circumstances that it is most difficult to understand. Accidents resulting from being *struck by engines or cars* can so easily be avoided. If each individual employe will simply *think* and *keep in mind the safe method of doing the work,* not only will these deaths be prevented, but 94 per cent of all accidents will likewise be avoided.

We are constantly calling attention to the importance of *obedience to Safety Rules.* Safety Rules have been promulgated for the purpose of preventing accidents that result in death and injury to our employes. All of the 85 deaths last year due to being *struck by engines or cars* would have been avoided had all of the following Safety Rules been obeyed.

Rule 4007—Employes must look in each direction before stepping upon, crossing or standing too close to tracks.

Rule 4008—They must avoid standing or walking on the tracks except when necessary in the performance of duty; face the current of traffic where possible, looking out for trains in each direction, as trains may move on any track in either direction without notice.

Rule 4009—They must not pass between cars that are standing close together on the same track without first making sure it is safe to do so.

Rule 4010—They must not cross track close to engines or cars.

So that the best possible results may be achieved in our efforts to prevent all accidents, and particularly those due to being *struck by engines or cars,* the following suggestions are offered.

1. That this circular be read and discussed at every meeting of the Division, Shop or Sub-Safety Committees during the entire year.

2. That each member of these various Safety Committees make it his duty to talk with at least 50 employes each month regarding the efforts being made to prevent accidents, particularly calling attention to the number of employes killed by being *struck by engines or cars,* and calling attention to the Safety Rules above enumerated.

3. That each supervisory officer or foreman, regardless of the number of employes under his jurisdiction, talk to each one of his employes regarding the subject mentioned above, particularly emphasizing how these accidents can be avoided.

It is of vast importance that in talking with the employes they be impressed in such manner that they will remember the information given them. Keep in mind the Safety Contests on the various roads and departments, familiarizing yourself with the requests contained in the circulars of the President and General Manager.

Your co-operation along the lines suggested will be greatly appreciated. CHARLES E. HILL, *Safety Agent.*

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with a passenger train one very stormy night. The signal governing the crossing was on the fireman's side. That personage had been warned to keep a sharp lookout, but did not speak up when the engineer thought he should. In reply to a question the fireman said he saw no signal. Although it was darker than the proverbial stack of black cats the engineer knew he was right on that signal, so he stopped. The signal was at danger and the crossing was occupied by a train. If Hogan's prudent sixth sense had not prompted him to stop, there would have been a frightful slaughter.

On another occasion Hogan was approaching Lyons at sixty miles an hour where there was a railroad crossing at grade. Although the signal governing the crossing was at clear, the engineer clapped on the air and brought his train to a stop with the pilot within two car lengths of a coal train wending its leisurely way over the crossing. The engineer had not been satisfied with the signal indication because there were certain lights low down beyond the crossing that he was accustomed to see; and when he did not see them on this occasion his alert mind warned him they must be hidden by a train on the crossing.

Approaching East Palmyra one day Hogan's engine blew out a cylinder head. The engineer shut off and applied the brakes; but reasoning that if he stopped he could not start the train again with the cripple, which would mean a long delay on account of engine failure, but that he might keep going on one side four miles farther to East Palmyra, where there was a work train engine which could be commandeered to take the train into Buffalo, he released the brakes, gave her steam and worked the problem out exactly as he had calculated. There was no delay, no explanations to make, just good railroading.

Hogan was never "up on the carpet," "never cost the company a dollar." Soon after establishing his sensational speed record Hogan was taken off his engine July 1, 1893, and made Traveling Engineer on the Western Division and shortly thereafter was promoted to Master Mechanic in Buffalo. Here he soon showed that he was as capable as an official as he was as an engineman. Apparently discipline among enginemen and firemen was no better than it should have been. Hogan very quickly straightened things out. When a man violated the rules he was not called into the master mechanic's office for a private, long-winded gabfest. Hogan did not do business that way. All the delinquents were assembled in the master mechanic's outer room each Monday morning. At first there might be as many as twenty or thirty of them. Hogan with his clerk at his side would stand on the other side of the rail. The clerk would read off the charge against the first man on the list. Then would ensue something like this:

"Flanigan, how did you come to miss your train Thursday morning?"

"I went to sleep after the caller waked me."

"Don't let it happen again."

The clerk would read another charge.

"Young man, this is your third offense. Go and get your time."

Thus in half an hour Hogan would dispose of matters that might easily have been permitted to consume the day. Moreover his administration of justice was performed in full public view so that it had a maximum moral effect.

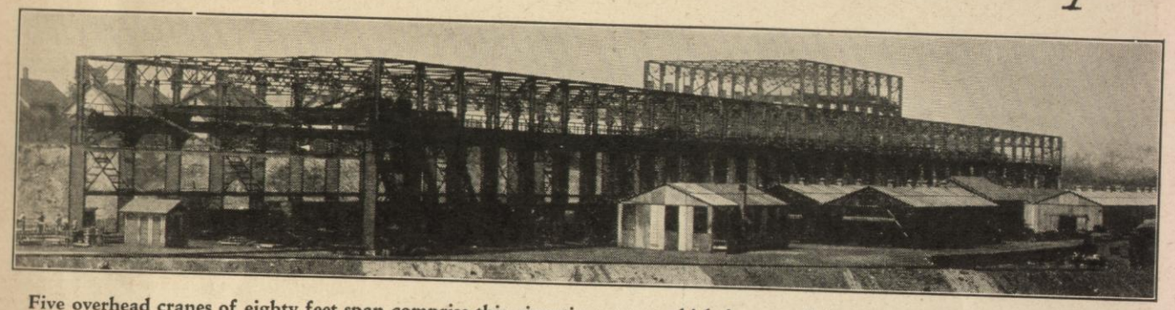
It was not very long before infractions of rules under the Hogan administration were few and far between.

In May, 1904, Hogan was made Division Superintendent of Motive Power at Depew. In August, 1910, he was made Assistant Superintendent of Motive Power, Line East, stationed at Albany, a position which he held until July, 1920, when he returned to Buffalo as Manager, Department of Shop Labor.

The period of Federal control had left the railroads demoralized with *esprit de corps* almost non-existent. Among the shop crafts conditions were worse than in other departments. The task for Hogan was to bring order out of chaos, substitute harmony for discord, content for discontent. He had hardly gotten under way when the shopmen's strike of 1922 came along to make a bad matter worse.

But Hogan mastered every situation, interpeting the shop crafts agreement with wisdom and tact, holding the scales of justice even between employer and employe until he won the implicit confidence of both; and in doing so rendered a service the value of which cannot be computed in dollars and cents.

Cleveland Scrap and Reclamation Plant Saves Half Million Dollars Yearly



Five overhead cranes of eighty feet span comprise this gigantic runway which is part of the New York Central's Scrap and Reclamation Plant in Cleveland.

By A. L. Prentice
Supervisor of Scrap and Reclamation New York Central

EVERY year a half a million dollars is being saved by the New York Central Railroad through scrap which is salvaged and reconditioned. Were it not for the great plant in Cleveland where all material no longer usable in its existing state is sent, several million pieces of partly worn equipment would be wasted annually, and the company would be buying new ones to take their places.

But under an efficient system of collecting, classifying and reconditioning, this potential waste is turned into a valuable saving.

The New York Central Railroad started the operation of its Cleveland Scrap and Reclamation Plant on January 2, 1924. Previous to this time miscellaneous scrap was handled at various points on the line, mainly Albany, East Buffalo, Avis, Collinwood and Elkhart.

With the opening of the Cleveland plant a new method for handling and disposing of railroad scrap was inaugurated. For a number of years it had been the practice to dispose of scrap, sorted according to the standard A.R.A. classification, to scrap iron dealers who would prepare it to charging box or cupola size and in turn dispose of it to the ultimate consumer. It is of course obvious that bridge girders, structural iron, locomotive boilers, fireboxes, frogs, switches, car underframes, car sides, etc. cannot be used for remelting purposes without further preparation. Accordingly, negotiations were started, and late in 1923 a contract was entered into whereby the Corrigan-McKinney Steel Company of Cleveland would purchase all the wrought iron and steel scap of the New York Central Railroad with the exception of wheels, axles, turnings, borings and re-rolling rails, after it had been prepared to charging box size, eighteen inches by six feet.

The Scrap Plant consists of 880 feet of crane runway with five overhead cranes of eighty feet span, equipped with sixty-inch magnets (Figure 1). Within the crane runway the scrap is sorted (Figure 2) and there are six alligator shears (Figure 3) and thirty-three oxy-acetylene outlets (Figure 4) for use in the preparation of scrap. Average annual sales of scrap handled at this plant amount to 176,425 gross tons, or $2,973,835.

All locomotives that have been retired and authorized for demolishing are scrapped at this plant (Figure 5). The locomotives move to the scrap plant on their own wheels and are demolished at the rate of one a day during the period that they are available. In 1929, 161 locomotives were demolished at this plant. All scrap from locomotives and tenders with the exception of the cylinders and axles is cut to charging box size. An inspector designates all parts that should be reclaimed and such material is returned to the General Storehouse for further use. All flues are rattled and inspected and those which are not satisfactory for further use are manufactured into steel-fence posts for use of the Engineering Department.

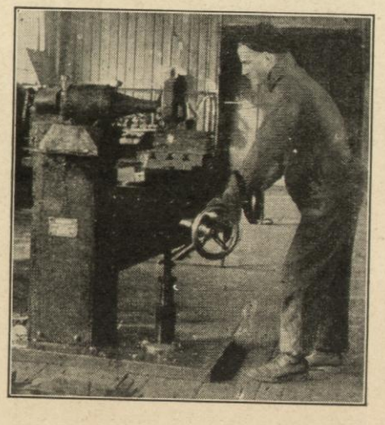


Fig. 10—Journal bearing wedges being reground—one of the many economies in use of material performed at the Cleveland Plant.

Adjacent to the scrap plant is the Reclamation Plant consisting of Blacksmith, Coupler, Shear and Machine Shops, covering an area of more than 18,000 square feet, which is double the floor space originally provided in 1924.

Reclamation is divided into three classes: 1—Recovery of material which is satisfactory for further use without any work being performed upon it. 2—Material requiring reconditioning to restore it to serviceable condition for further use for which it was originally intended. 3—Material that is no longer required or is unsatisfactory for the purpose originally intended which can be re-worked or manufactured into other items.

Material that is recovered includes that removed from demolished equipment; material picked up along the right of way, or material erroneously or carelessly scrapped. Much care must be exercised by all employes so that any material that is satisfactory for further use and which is not obsolete is not included in shipments of scrap. Such material, however, needs to be passed on by some competent person before returning to stock.

There are many items of material requiring reconditioning that are scrapped, when in reality they should be returned to the local shop for repairs. The only items which are recommended to be shipped to the Reclamation Plant for repairs are brake beams, angle and cut-out cocks for rebushing, couplers for straightening, knuckles and knuckle locks for building up to original contour by oxy-acetylene process, draft gears and springs for resetting. Facilities are provided at practically all the principal car and locomotive shops for repairing nearly

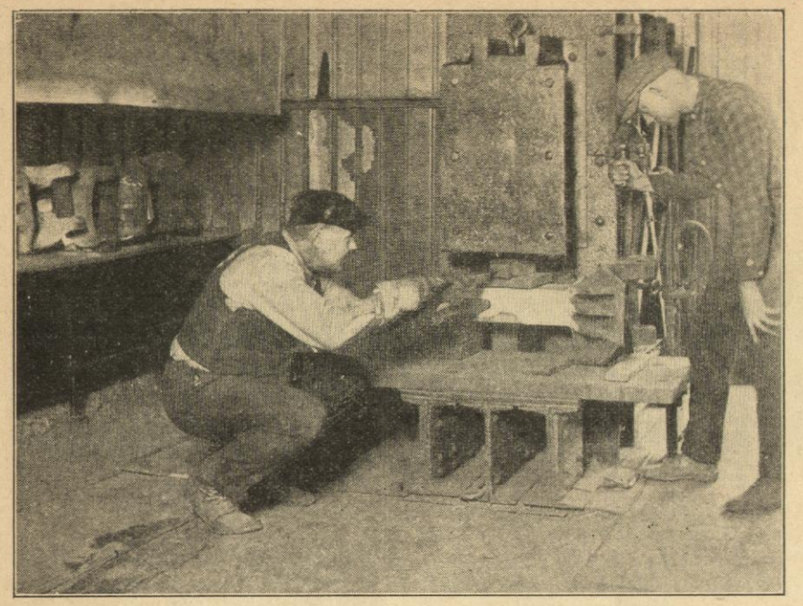


Fig. 9—Coupler being straightened under an air press, which will make it once more usable.

all other items, and such items should be repaired locally up to the amounts required by that point.

There are many items of material that require assembling with one or more new parts to make them serviceable. This assembling should be done locally instead of scrapping usable parts and relying on the Reclamation Plant to do such assembling. Such items as insulated joints, signal pipe compensators, transverse pipe carriers, car couplers, door hangers, globe valves and guard rail clamps can easily be assembled in shop or field, and such items are in demand at practically all times.

In addition to reclaiming or repairing items of material that are legitimately shipped to be scrapped, the Reclamation Plant also protects the repairing of all items that are erroneously or carelessly scrapped. A force of six inspectors witnesses the unloading of all scrap and designates all items that can be reclaimed so that they can be sorted out and sent to the Reclamation Shop.

The largest single operation of the plant is that of repairing all the railroad's brake beams, which means an average of 50,812 beams annually. The repaired beams are given the standard A.R.A. test (Figure 6) before being shipped (Figure 7).

The principal operations in the Blacksmith Shop consist of the reclamation of brake beams, brake connections, uncoupling levers and lifters, and journal box lids, the manufacture of fence posts from old boiler flues, switch stands and switch rods, the manufacture of brake shoe keys from scrap three-quarters inch round iron, follower plates, Harvey springs (Figure 8), knuckle pins, rail anchors, door material and various car forgings. In the reclamation of such items, gauges or templets are used so that any material worn beyond limit is scrapped.

The coupler shop is used for the removing of the wrought iron riveted yokes from the coupler body, straightening of coupler shank and guard arm and assembling. Couplers for straightening are heated on an open top coke furnace and straightened under an air press designed for that purpose. (Figure 9). All couplers are then assembled and standard A.R.A. gauges are used.

In addition to the coupler work, spring planks for use with integral type side frames are converted from scrap thirteen inch channels removed from obsolete type of trucks.

Punching of washers from scrap car sides and shearing of scrap plates for manufacture of spring plates is done in the Shear Shop. This shop is also used for the stripping and dissecting of all kinds of valves and electrical fittings before this material is sent to the Machine Shop for repairs.

The Machine Shop is properly equipped for reclaiming air brake material, globe and gate valves, electrical material, switch lamps, rethreading of bolts; signal material, manufacture of pipe nipples, regrinding of journal bearing wedges (Figure 10), and many other items.

It is important that all reclamation be done in accordance with a standard, and at this plant it has been the practice to obtain wherever possible tolerance or limits so that proper gauges could be provided. All holes are checked with plug gauges, threads with standard ring or plug gauges, and all material subject to pressure is given a pressure test. Gauges are used to check thickness and diameter, and switch stands are checked on a specially designed table for the correct throw.

An annual saving of $557,000 is made by the reclamation of discarded material based on the new value less cost of conditioning including scrap value, labor, material and overhead. The following statement indicates the average amount of the principal items reclaimed annually:

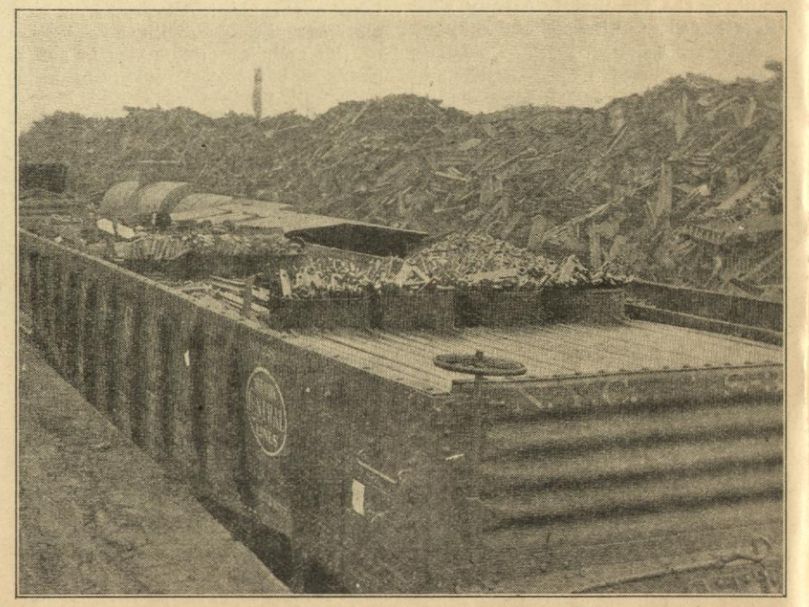


Fig. 11—Reclaimed material being returned to the general storehouse, from where it will be distributed upon requisition.

In the Cleveland Scrap and Reclamation Plant. Upper left (Fig. 1)—Within the great crane runway where the scrap is sorted, as shown at the right in Fig. 2. Second row, left (Fig. 3)—One of the six pairs of alligator shears for cutting scrap. Second row, right (Fig. 4). Thirty-three oxy-acetylene outlets also help in preparing scrap for reclamation. Third row, left (Fig. 5)—A worn-out locomotive being scrapped. Third row, right (Fig. 6)—Giving repaired brake beams the standard A.R.A. test before they are shipped—Fig. 7 (lower left). Lower row, right (Fig. 8)—In the Blacksmith Shop.

NUMBER OF PIECES	ITEMS RECLAIMED
44,199	Air Brake Material, Miscellaneous
13,833	Air Brake Material, Angle Cocks
4,584	Air Brake Material, Cut-out Cocks
2,046	Air Brake Material, Triple Valves
1,175	Air Brake Material, Cylinders and Reservoirs
4,421	Air Brake Material, Brass Cut-out Cocks
50,802	Beams, Brake
103,049	Bolts, square head Machine
1,860	Boxes, Journal
50,648	Castings, Misc. C.I., M.I. & C.S.
4,223	Couplers, Fitted Complete
15,651	Details, Steel Car Door
88,457	Forgings, Misc. Car
3,559	Gears, Draft
3,267	Hooks, Clinker (Fire Rakes)
509,279	Iron, Bar and Sheet Steel
7,249	Joints—McLaughlin, Franklin, Barco—and Parts
154,296	Keys, Brake Shoe
5,946	Knuckles, Coupler
4,200	Levers, Imperial Uncoupling
3,308	Levers, Brake
23,205	Lids, Journal Box
9,811	Lifters, Pin
15,742	Locomotive and Electrical Material
82,040	Nipples, Pipe (Made from Scrap Pipe)
13,107	Pins, Knuckle
2,697	Planks, Bettendorf Spring (Made from 13" Channel)
36,909	Posts, Boiler Tube Fence
35,294	Shoes, Freight Car Brake
16,665	Signal Material
78,105	Springs, Coil
511	Stands, Switch
11,213	Tools, Misc. Hand and Track
2,036	Tubes, Roadway Drainage
4,661	Valves, Globe
1,968,396	Washers, Wrought Iron
3,984	Wheels, Brake
1,098	Yokes, Coupler C.S.
1,661	Yokes, Coupler W.I.
28,567	Miscellaneous M. of W. Dept. Items
28,277	Miscellaneous M. of E. Dept. Items

Items Reclaimed According to Need

All reclamation is in accordance with requirements furnished the office of the Supervisor of Scrap & Reclamation by the General Storekeeper. These requirements are based on the consumption of the items the previous twelve months together with the knowledge of the General Storekeeper's forces. It is necessary that reclamation be based on a twelve-month previous consumption instead of on a monthly requisition, due to the fact that much of the material is seasonable and it is advisable to reclaim when the material is available. Reclaim material is returned to the General Storehouse (Figure 11) where it is distributed on requisitions.

In handling of scrap and reclaim material, it is necessary to have the co-operation of all employes to secure the best results. Scrap should be loaded in open top equipment only, as all unloading is done with overhead crane and magnet. The average inbound weight of cars of scrap is 76,000 pounds, and all cars should be loaded as near capacity as possible. The scrap piles or bins at shops or along the right of way should be inspected currently by the supervision to see that usable material is not scrapped.

Heads Rome Kiwanis Club

JAMES W. PACKER, New York Central Ticket Agent at Rome, N. Y., was elected president of the Rome Kiwanis Club for the ensuing year at a meeting of the club on December 4. Professor Earl Bates, Cornell University, was the guest speaker of the day.

Wheat Prices and Freight Rates

"DEVELOPMENTS of recent months have exploded the theory that freight rates from this country to Europe determine the price of wheat in this country," the *Railway Age* declared, in an editorial last month.

The emergency reduction of railway rates on export wheat put into effect on May 29 expired on September 30. This reduction was made to relieve the congestion resulting from the accumulation of an unprecedented amount of wheat in terminal elevators in the United States, and to enable the farmer to get a better price for his wheat.

"During these four months," said the *Railway Age*, "the cost of moving wheat from Chicago to Liverpool remained steady at about 14½ cents a bushel. Meantime, the price at Chicago, the largest of our 'primary markets,' ranged from as low as 96 cents to as high as $1.55 a bushel. This range of 59 cents was more than four times as great as the total transportation charge from Chicago to Liverpool, and 18 times as great as the emergency reduction in rates. These facts demonstrate conclusively that the price of wheat at Chicago was not to any considerable extent determined by the transportation charges. Furthermore, during this period the difference between wheat prices at Chicago and Liverpool ranged from as high as 14¾ cents a bushel to as low as less than nothing at all, because at one time the price of wheat at Chicago was actually higher than at Liverpool.

Theory Does Not Prove True

"A doctrine that has long been enunciated by most spokesmen for the farmers is that the price of wheat in the United States is the price at Liverpool, less the freight charges for moving it from this country to Liverpool, and therefore a reduction of the transportation charges will tend to raise the price in this country. This is also one of the principal arguments advanced for the development of inland waterways. On this theory the price at Chicago before the rate reduction should have been approximately 17½ cents a bushel less than the price at Liverpool, and during the time that the emergency rates were in effect, about 14 cents a bushel less than at Liverpool. Public announcement of the proposed emergency reduction in rates was made on May 2. From January 1 to that date the price of wheat at Liverpool had exceeded the price at Chicago by 3½ to 16⅛ cents. The difference had never equaled the combined freight charges by rail and ocean.

"The announcement that the reduction of rates would be made was followed immediately by declines of prices at Liverpool and Chicago, and, in fact, in other markets throughout the world. On the theory that the price in this country is the price at Liverpool less the freight charges, the reduction in rates should at least have caused the decline in prices at Chicago to be less than at Liverpool, but the exact opposite occurred. In the week ended May 4, before the reduction in rates was made, the range of prices at Chicago, as already stated, was 7¼ to 9½ cents less than at Liverpool. In the week ended June 1, after the reduction in rates had gone into effect, the range at Chicago was 12⅛ to 14¾ cents less than at Liverpool.

The Difference Analyzed

"There followed soon afterward advances in the prices of wheat. Information began to flow in that the world's production was going to be much less than had been anticipated. Throughout June and July prices increased. But it is an outstanding fact that at no time was the difference between the prices at Liverpool and Chicago equal to the transportation charges. The rate for moving wheat from Chicago to Liverpool, via New York, for example, remained steady at about 14.7 cents, while in the week ended July 27 the differences between the prices of December wheat at Chicago and Liverpool were only 5½ to 5⅜ cents.

"In August the price of wheat declined. And still the difference between wheat prices at the two points was less than the freight charges, the difference in prices in the week ended August 31 being only 3⅝ to 4¼ cents, or only about one-fourth as great as the freight charges from Chicago to Liverpool.

"In view of such figures it is easily possible to accept the statement recently made by one of the largest wheat exporters in the United States that 'Our experience this crop-year has certainly demonstrated conclusively that the world price does not determine the price of our wheat.' If it is not determined by transportation charges or the world price, or both of them, by what is it determined? Apparently it is principally determined by the supply and demand for wheat in the United States."

One Step Removed

A mine superintendent, who had gone down into the lower levels to talk to a crew of men imprisoned by a cave-in, was getting their last messages.

"George," he shouted to one colored miner, through a narrow aperture, "are you married?"

"Nossuh," answered a lugubrious voice, "dis hyah am de wustest fix Ah evah been in yit."

Premium Winners Announced In Annual Line East Track Inspection

AS a result of the Annual Track Inspection of the Maintenance of Way Department of the New York Central during 1929, the premium awards for section foremen were announced last month.

The main committee made the inspection for this year's premiums on the Main Line, Harlem, West Shore, Auburn Road; Falls Road, Rochester to Suspension Bridge; Ontario Division between Suspension Bridge and Watertown; St. Lawrence Division between Watertown, DeKalb, Ogdensburg and Utica. On other divisions, inspection was made by the Sub-Committees.

Premiums were awarded to those foremen whose sections in their respective groups were maintained up to the standard set by the Maintenance of Way Department. Sections were so arranged in classification and groups as to include in each group only sections of a similar character. This gave all an equal opportunity of working for and securing a premium. The averages indicate that the maintenance of New York Central tracks and roadbed has continued with the high standard of practice that has been established.

The foremen who have maintained their sections in their respective groups to a premium-awarding mark for four or more consecutive years preceding this year, received special recognition. The object of the premium system is to reward foremen for their individual efforts during the year, rather than for the appearance of their sections on the day of inspection.

The following foremen are those who have won prizes for their sections for four or more consecutive years: J. Andros, Eastern Division; J. Musacchio, Mohawk Division; C. Diodate, Mohawk Division; A. Peronne, Buffalo Division; E. Teats, Pennsylvania Division; C. Saunders, Ontario Division; C. Marcott, St. Lawrence Division; M. Duquette, Adirondack Division, and S. Terresse, Mohawk Division. Of these men, J. Andros, J. Musacchio, E. Teats, C. Marcott and S. Terresse have won the special premium for seven consecutive years.

Each of these men will receive five dollars a month extra, plus ten dollars in gold for a keepsake. In addition to the above foremen, those who received the highest mark in their respective classification will receive three dollars extra, making a total of eight dollars, in Classifications 1, 2, 3 and 5, and two dollars, making a total of seven dollars per month, in Classification 4. These men are: A. Burke, Classification 1; E. Teats, Classification 2; M. Duquette,

Section Foremen on Line East Who Won 1929 Premiums From Maintenance of Way Dept.

CLASSIFICATION No. 1
Main Line, New York to Bay View (Buffalo)

Group No.	Division	Sub-Div.	Sect. No.	Avg.	Foreman
3	Eastern	3	20	85.0	Y7 J. Andros
1	Electric	A	11	84.0	A. Rosa
2	"	B	10	84.8	S. Moschiano
3	Eastern	3	21	84.0	T. Caccamo
4	"	4	19	84.2	R. Pasqualitti
5	Mohawk	6	1	85.3	T. Lomini
6	"	6	12	84.3	O. Pellegrini
7	"	7	16	84.3	M. Dalla
8	Syracuse	10	2	85.4	P. Cerilli
9	"	11	15	84.1	D. Matteus
10	Buffalo	13	3	86.1	*A. Burke

CLASSIFICATION No. 2

Group No.	Division	Sub-Div.	Sect. No.	Avg.	Foreman
3	Mohawk	7-A	18	82.7	Y7 J. Musacchio
3	"	22-A	12	82.4	Y4 C. Diodate
5	Buffalo	13	9	85.3	Y5 A. Peronne
11	Penn.	27	8	87.8	*Y7 E. Teats
1	Eastern	1	20	81.2	M. Grogan
2	Mohawk	22	1	83.3	J. Dean
3	"	7-A	16	81.9	C. Lisi
4	Syracuse	11	24	83.4	J. Pulitano
5	"	11	28	83.4	H. W. Lanman
6	Rochester	14	21	83.4	P. T. Healy
7	River	20	27	82.8	E. White
8	"	21	4	85.9	W. D. Burger
9	Penn.	24	22	85.0	J. Welty
10	"	25	13	85.3	W. E. Beauter
11	"	27	4	85.4	E. H. Lachat

CLASSIFICATION No. 3

Group No.	Division	Sub-Div.	Sect. No.	Avg.	Foreman
4	Ontario	16-A	7	82.3	Y4 C. Saunders
7	St. Lawrence	19	16	82.2	Y7 C. Marcott
9	Adirondack	9	14	84.2	*Y4 M. Duquette
1	Electric	B	27	81.3	T. Angelo
2	Rochester	12	7	81.1	M. Fitzgerald
3	Ontario	15	7	82.5	P. Lorenzo
4	"	16-A	17	81.7	L. Alteri
5	"	16-A	1	84.1	D. Sullivan
6	St. Lawrence	18	10	82.6	A. Fiacco
7	"	17	24	81.9	L. Natali
8	Adirondack	8	6	84.1	C. Persutte
9	"	9	22	83.7	J. Rushford
10	Penn.	26	4	82.6	C. R. Swanson

CLASSIFICATION No. 4

Group No.	Division	Sub-Div.	Sect. No.	Avg.	Foreman
1	Mohawk	5	17	81.0	R. Baron
2	Rochester	12	16	81.8	D. De Nardo
3	St. Lawrence	17	17	81.9	*F. Simons
4	Adirondack	9-B	17	78.9	N. Campbell
5	Penn.	27	14	80.6	A. Burfield

CLASSIFICATION No. 5
Yards and Industrial Tracks

Group No.	Division	Sub-Div.	Sect. No.	Avg.	Foreman
9	Mohawk	22-A	15	81.7	Y7 S. Terresse
1	Electric	A	15	79.8	D. Engler
2	Mohawk	22	2	80.8	F. Onifri
3	"	7	13	81.7	A. Truti
4	Syracuse	10	15	79.5	N. Buccio
5	"	10	10	81.5	P. Palladino
6	Buffalo	13	1	84.1	*John Smith
7	"	13-B	2	83.2	J. Jefferlone
8	Ontario	16-A	12	81.0	R. W. Phares
9	St. Lawrence	18	12	81.1	H. Frasco
10	Penn.	28	12	81.0	A. Andrew

Foremen receiving the highest marks in the respective groups for four or more consecutive years, including the present year, are indicated with a Y and numeral, the numeral signifying the number of consecutive years.
* Indicates Classification prize.

The slate of reportable accidents has been kept clean for two years by these Peoria & Eastern men in the shops at Urbana, Ill. They have been working under the foremanship of D. J. Stephens, and are still putting across an ardent Safety campaign.

Classification 3; F. Simons, Classification 4, and John Smith, Classification 5.

The supervisors of inspection on the various divisions and the number of sections each had under his charge were: C. E. Doty, 5, and O. C. Anderson, 20, Electric Division; T. H. Murnett, 20, and A. M. Egan, 18, Eastern; J. E. Egan, 10, J. W. Bowe, 19, F. L. Vault, 14 and J. H. Anger, 11, Mohawk; W. N. Skelton, 4, D. L. Robertson, 13, J. W. Powers, 18 and A. M. Clough, 16, Syracuse; T. J. Sexton, 3 and J. P. Sexton, 2, Buffalo.

The Division Engineers over the territory inspected are: N. W. McCallum, Electric; F. S. Hunt, Eastern; A. R. Jones, Mohawk; P. H. Winchester, Syracuse; B. M. McDonald, Buffalo; H. I. Hoag, Rochester; P. L. Barker, Ontario; E. R. Tattershall, St. Lawrence; J. N. Grim, Adirondack; J. H. Kelly, River, and S. A. Seely, Pennsylvania.

J. H. Ingersoll Now Heads Capitol Veterans

J. H. INGERSOLL was named president of Capitol Chapter, New York Central Veterans, at the regular meeting of that chapter in Odd Fellows Temple, Albany, on December 18, to succeed D. C. Sherwood, who was elected a member of the executive committee for a period of three years.

E. F. McMahon was again returned to the post of secretary-treasurer, an office he has filled for many years with distinction and efficiency. G. J. Winkler was elected vice-president; W. P. Davis, historian, and A. Fuller was named as the second member of the executive committee elected this year. Mr. Fuller will also serve for three years.

Urbana Car Shops Go Two Years Without A Reportable Accident

UNDER Car Foreman D. J. Stephens, the employes of the Peoria & Eastern Car Shops at Urbana, Ill., have gone twenty-four months without a reportable accident. During this time they have had only a few minor injuries.

The men take great pride in this record and are still going clear. They hope to increase this record considerably.

This shop employed an average of fifty-eight men during this two-year period, including train yard inspectors, wrecking crew, repair track, coach shop and mill room employes, and have worked 262,388 man-hours without a reportable accident.

While the supervisory forces, the Safety committees, and the local Safety Agent have done intensive work to accomplish this, it is believed to have been largely brought about by the splendid co-operation and the spirit of Safety, which prevails among the shop forces.

Brooklyn Traffic Club Learns Value of Skids

A. W. SHAFFER, Assistant Manager of the New York Central's Marine Department, addressed more than 125 members of the Brooklyn Chamber of Commerce Traffic Club in the Brooklyn Elks' Club, when they met on November 21. He told them that one of the major factors in modern handling of freight was the use of skids.

Skids are probably one of the oldest known and yet most modern methods of handling heavy objects, said Mr. Shaffer, and they save shippers millions of dollars yearly in time, labor and damage costs.

F. W. Butt Describes New Engines

THE NEW YORK CENTRAL'S new switching locomotives of the combination oil-electric battery-trolley type were explained by F. W. Butt, Assistant Engineer of the New York Central, at a meeting of the American Institute of Electrical Engineers in the Engineering Societies Building, New York City, on January 13.

The progress which has been made in oil engine design and application was explained by L. G. Coleman, Manager, Locomotive Department of the Ingersoll-Rand Company, and other recent developments were discussed by Westinghouse Electric & Manufacturing Company engineers.

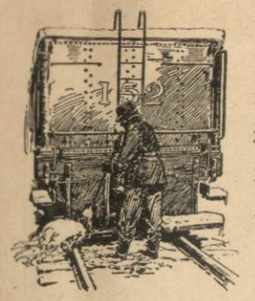
Heads County Police Group

E. W. SCHOONMAKER, New York Central Police Sergeant, was elected president of the Orange County, N. Y., Terminal Association of Railroad Police at the annual meeting of that organization on December 19 in the Common Council Chamber, Middletown, N. Y. A chicken dinner at the Elks' Club followed the election and installation.

O. P. Cole Promoted

O. P. COLE has been appointed Traveling Freight and Passenger Agent of the New York Central, with headquarters at Corning, N. Y., to succeed W. D. Wright, retired.

Mr. Cole has been in service for over thirty-one years, and has been Chief Clerk in the Division Freight and Passenger office at Corning for the past twenty years.



Safety Rules for Wintry Weather

1. Keep walks free from snow and ice, using salt or ashes when necessary, to prevent slipping.
2. Remove icicles from eaves to prevent their falling on employes or others.
3. Remove snow and ice from footboards and grab-irons of locomotives.
4. Prohibit, when necessary, employes from mounting or dismounting moving engines and cars during sleety weather conditions.

5. When such work is necessary, however, caution employes to use good judgment, and not to attempt it when cars or engines are moving at a speed that would make the move unsafe.
6. Caution firemen to take care when taking water, not to over-run tank, as the water freezes on steps, grab-irons and footboards, making movements unsafe.
7. Remove snow and ice, when possible, from ladders and leads in yards where trainmen are constantly employed.
8. Suggest that trainmen wear short overcoats of the lumber-jack type, as long coats are dangerous and prevent the free use of limbs.
9. Warn employes who are bundled up to keep warm that special look-out must be kept for approaching cars and engines on account of the possibility of not hearing their approach.
10. Provide or make available ice grippers to be worn on shoes when weather conditions require.

World's Railways Now Approximate 760,000 Miles

A SURVEY of the mileage of the railways of the world as recently compiled by accepted authorities reveals a present day total of approximately 760,000 miles against about 700,000 in 1913, 500,000 in 1900, 400,000 in 1890, 250,000 in 1880, and 25,000 in 1850, these totals of course being in round numbers.

The share of the world's railways owned by the governments is at present about 38 per cent against approximately 33 per cent in 1913, 28 per cent in 1906, and 24 per cent in 1896. Governmental ownership, however, differs widely in the various countries and continents. In Europe as a whole about 52 per cent of the railroads are governmentally owned, in South America approximately 35 per cent, in Africa 45 per cent, in Asia 72 per cent, in Australasia 90 per cent and North America exclusive of the United States about 59 per cent.

In the United States and Great Britain, as is well known, government ownership does not exist, and this is true also of Spain. On the other hand, in Germany about 92 per cent of the railways are owned by the government, in Italy approximately 74 per cent, Belgium 93 per cent, and France about 20 per cent, while in the newly created country of Poland, 82 per cent of the railways are owned by the government.

Outside of Europe conditions also differ widely. In India, including the native states, the share owned and controlled by the government is about 96 per cent, Japan 58 per cent, Canada 50 per cent, British South Africa 94 per cent and British Australasia 90 per cent.

The growth of the world's railways since the recent World War is approximately 60,000 miles, the total for 1913 having been, according to that generally accepted German authority, *Archiv für Eisenbahnwesen*, 690,133, and for 1924-25, as stated by the 1929 edition of the London Railway Year Book, 758,686, while the known additions made in 1928 and 1929 would apparently justify bringing the world total at this time to approximately 760,000 miles against about 700,000 at the beginning of the war.

The world's need in the construction of railway mileage is for further expansion in the undeveloped sections of the globe, especially the tropical areas, where the untold producing possibilities lack transportation facilities to move the products to the water's edge.

The railways in the temperate zone average 84 per cent to each 1,000 square miles of area, and in Europe 65 miles of line per 1,000 square miles of area; while, on the other hand, South America, chiefly tropical, has but eight miles of line per 1,000 square miles of area, Asia four, and Africa three miles per thousand.

Big Four Veterans of St. Louis Elect After Banquet

BIG FOUR VETERANS have been so schooled in systematic work, that it was not out of the ordinary for the members of St. Louis chapter to crowd into the space of three hours, a banquet, election, entertainment, and signing of charter, all without the loss of a minute and all on scheduled time.

The affair was held at the American Annex Hotel, Wednesday Evening, January 22.

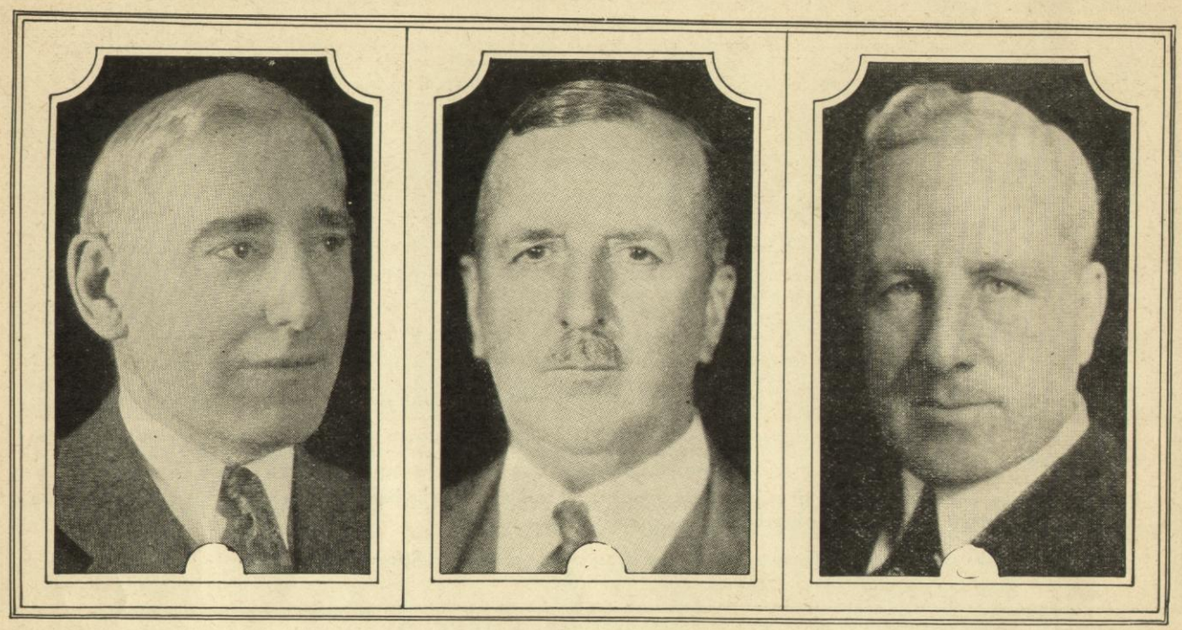
Among the speakers were J. W. Clark, J. W. Gardner, S. A. Townsend, D. L. Hutchinson, E. L. Roederer, E. E. Cowles of St. Louis and R. Wright of Alton, Ill., the last two being pensioners. The Grand Chapter was represented by William Koch, Executive Secretary-Treasurer, Cincinnati.

O. W. Canan of Granite City, Ill., and E. R. Windsor, Hillsboro, Ill., both members of the Chapter, sang, with Mr. Darst as accompanist.

R. F. Justice, president during the past year, was master of ceremonies, and W. E. Thomas was chairman of entertainment. In the election, P. J. Zinmer, who was secretary last year, was elected president by acclamation. Other candidates who were honored were E. R. Windsor, vice-president; R. F. Justice, secretary; A. S. Croft, treasurer; H. F. Mitchell, J. W. Gardner, and George Webster, Board of Governors, and R. F. Justice, Grand Chapter representative.

Hunt for Traffic Tips in your daily paper and in your trade magazines. They mean business for the road, which means you.

Traffic Department Promotions Made



RECENTLY APPOINTED OFFICERS OF THE NEW YORK CENTRAL

Louis W. Landman is at the left, Robert J. Menzies, center, and F. O. Stafford, right. Mr. Landman was made General Passenger Traffic Manager, with headquarters in Chicago; Mr. Menzies was made Traffic Manager in New York, with jurisdiction over the freight Traffic Department. Mr. Stafford was appointed Traffic Manager in Chicago, with jurisdiction over the Freight Traffic Department. Mr. Landman's appointment covers the New York Central, Line West; the Big Four, the Michigan Central, and the Pittsburgh & Lake Erie Railroads. Mr. Menzies' appointment covers the New York Central, Buffalo and East, while Mr. Stafford's appointment covers the New York Central, Line West.

THE following appointments, effective February 1, were announced that day by the New York Central Railroad:

New York Central, Line West; Cleveland, Cincinnati, Chicago & St. Louis Railway, (Big Four); Michigan Central Railroad and Pittsburgh & Lake Erie Railroad:

Louis W. Landman, General Passenger Traffic Manager, with headquarters in Chicago.

Daniel M. Bowman, Passenger Traffic Manager, with headquarters in Chicago.

New York Central Railroad, Buffalo and East:

Robert J. Menzies, Traffic Manager in New York, with jurisdiction over the Freight Traffic Department.

New York Central Railroad, Line West:

F. O. Stafford, Traffic Manager in Chicago, with jurisdiction over the Freight Traffic Department.

Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four):

J. E. Anderson, Traffic Manager in Cincinnati, with jurisdiction over the Freight Traffic Department.

* * *

Mr. Landman, from March, 1920, to February 1, was Passenger Traffic Manager of the New York Central (Line West) and Michigan Central Railroads. He was born at Waynetown, Ind., and entered railway service in 1889 as a telegraph operator on the Indiana, Bloomington & Western Railway. He entered traffic work and on September 1, 1904, left the Hocking Valley Railway, where he was General Traveling Agent, Passenger Department, to become General Agent, Freight and Passenger Department, Big Four, at Toledo. From 1906 to 1909, he was General Western Passenger Agent of the Lake Shore & Michigan Southern Railway in Chicago, now part of the New York Central. From 1910 to 1911 he was General Passenger Agent of the Lake Erie & Western Railroad at Indianapolis and from 1911 to March, 1920, he was General Passenger Agent, Michigan Central Railroad, Chicago.

DANIEL M. BOWMAN
Passenger Traffic Manager of the New York Central, Line West, the Big Four, the Michigan Central and the P. & L. E., with headquarters in Chicago.

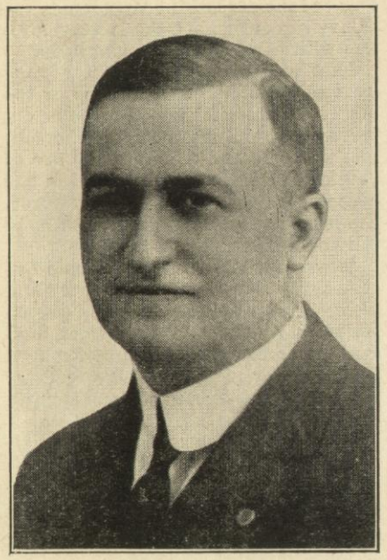
Mr. Bowman was born in St. Charles County, Mo., and entered railway service in the Passenger Department of the Missouri Pacific. He held various positions with the Southern Pacific, Erie Railroad, Pittsburgh & Lake Erie and other railroads. In 1913, he was appointed Assistant General Passenger Agent of the Big Four Railway. In 1915, he was made General Passenger Agent for the Big Four.

Mr. Menzies was born in Detroit, Mich., and entered railway service in 1882 as a messenger in Detroit with the Merchants Despatch Transportation Company. He was successively Assistant Agent, Traveling Agent, Agent at Buffalo and State Agent in New York for this company. In 1907, he was appointed General Eastern

gent for the Merchants Despatch ompany and in 1908 he entered the irect service of the New York Cen- ral, the following year being appointed General Eastern Freight Agent in New York, which position he held until 1918, when he left the service. Returning in 1925 he was appointed Assistant Traffic Manager.

Mr. Stafford was born in Tiverton, Ontario. He began his service with the New York Central Lines (Merchants Despatch Transportation Company) at Sioux City, Iowa, April 1, 1899. He continued with the same company in various capacities until 1911, when he was appointed General Westbound Agent for the New York Central in Chicago. For a year he was Manager of the New York Central's Fast Freight Lines in Chicago. For four years, beginning July 1, 1920, he was General Freight and Passenger Agent of the Rutland Railroad. In 1924, he was appointed Assistant Freight Traffic Manager, New York Central, Chicago, and in 1926 he was made Freight Traffic Manager, a year later becoming Assistant Traffic Manager in Chicago.

Mr. Anderson was born in Lawrence, Kan. All of his railroad service has been on the Big Four, where he started work in 1905 as a clerk. In 1928 he was appointed General Freight Agent, with headquarters in Cincinnati, having been steadily promoted during the intervening years.



J. E. ANDERSON
Traffic Manager of the Big Four Route with headquarters in Cincinnati.

M. C. and Big Four Appointments

WITH the taking over of the Michigan Central and the Cleveland, Cincinnati, Chicago & St. Louis (Big Four) Railroads and their subsidiaries by lease on February 1, President P. E. Crowley of the New York Central made the following announcement of appointments:

The New York Central Railroad Company, having leased the properties of the Michigan Central Railroad Company; Chicago, Kalamazoo & Saginaw Railway Company; Cleveland, Cincinnati, Chicago & St. Louis Railway Company; Cincinnati Northern Railroad Company, and the Evansville, Indianapolis & Terre Haute Railway Company, announcement is made of these appointments, effective this date:

Edmond D. Bronner, Vice-President
Henry Shearer, Assistant Vice-President & General Manager
Frank E. Robson, General Counsel
Louis W. Landman, General Passenger Traffic Manager
Oswald R. Bromley, Traffic Manager
James F. Deimling, Chief Engineer
Eugene A. Wigren, General Auditor
Walter E. Hackett, Assistant Treasurer

with jurisdiction over the Michigan Central and Chicago, Kalamazoo & Saginaw Railroads;

Harry A. Worcester, Vice-President
Charles S. Millard, General Manager
Harry N. Quigley, General Counsel
Louis W. Landman, General Passenger Traffic Manager
John E. Anderson, Traffic Manager
Hadley Baldwin, Chief Engineer
James C. Wallace, General Auditor

Albert P. Burke, Assistant Treasurer

with jurisdiction over the Cleveland, Cincinnati, Chicago and St. Louis, the Cincinnati Northern, and Evansville, Indianapolis & Terre Haute Railroads.

All other officers and employes of the lessor companies above mentioned are continued in their respective capacities.

Changes in Operating Dept. Personnel

THE following appointments, effective February 1 in the Operating Department, were announced by the New York Central Railroad:

F. N. Melius is appointed Assistant General Manager of the New York Terminal District including the Marine Department, with headquarters in New York City. The positions of General Superintendent of the New York Terminal District and Marine Manager, formerly held by Mr. Melius, are abolished.

A. H. Wright is appointed Assistant to Assistant General Manager, New York Terminal District. Mr. Wright until Feb. 1 was Assistant to General Superintendent of the New York Terminal District and Marine Manager.

J. E. Davenport is appointed Assistant to Assistant General Manager, the Harlem and Putnam Divisions.

G. H. Wilson, at present Superintendent of the Hudson Division, has his territory extended to include both the Harlem and Putnam Division.

M. E. Welch is appointed Superintendent of the Electric Division and Superintendent of Grand Central Terminal. Mr. Welch was formerly Superintendent of the Syracuse Division at Syracuse, N. Y.

Owen O'Connor, formerly Superintendent of the Harlem and Putnam Divisions at White Plains, N. Y., is appointed Superintendent of the River Division.

C. E. Olp, Superintendent of the Rochester Division at Rochester, N. Y., is appointed Superintendent of the Syracuse Division.

W. H. Wood, Superintendent of the Ontario Division at Oswego, N. Y., is appointed Superintendent of the Rochester Division at Rochester, N. Y.

C. K. Brodhead, heretofore Assistant Superintendent of the Electric Division and Superintendent of Grand Central Terminal, succeeds Mr. Wood as Superintendent of the Ontario Division.

The territory of the Electric Division is extended to include that part of the Hudson Division between Spuyten Duyvil and St. Johns Park, on the west side of Manhattan.

President Sends Message To Big Four and Michigan Central Forces

IN connection with the leasing of the Michigan Central Railroad, and all its subsidiaries, and the Cleveland, Cincinnati, Chicago & St. Louis Railway, and all its subsidiaries, to the New York Central Railroad, President P. E. Crowley on January 30 sent the following message to the officers and employes:

"To all Officers and Employes:

"The lease of the properties of the Cleveland, Cincinnati, Chicago & St. Louis Railway and the Michigan Central Railroad Company and its subsidiaries to the New York Central Railroad Company becomes effective February 1.

"For many years these properties have been operated as a part of the New York Central system. While they will presently become leased lines of the New York Central Railroad Company, they will be operated as a constituent unit of the New York Central system, with headquarters and management located at Cincinnati and Detroit, as heretofore.

"I bespeak for the future the same loyal and efficient co-operation of the officers and employes of the Big Four and the Michigan Central organizations that has been so gratifying in the past."

motive is dependent upon oxidation of coal to produce steam.

Such substances as sarcolactic acid, acid potassium phosphate and carbon dioxide are produced through muscular activity and there is chemical proof to substantiate the theory that these substances cause a sensation of fatigue.

During our waking hours there is a gradual production of these by-products of muscular oxidation. Because the function of elimination cannot keep pace with this production of waste matter there is a gradual accumulation with the result that at the end of a day there is sufficient of these substances retained in the system finally to reduce the irritability of the brain and nerve cells.

The result is a sense of drowsiness added to the general feeling of fatigue. Eventually, sleep overcomes consciousness and suspended activity is produced during which the function of elimination can catch up, as it were, with work. The acid wastes are thrown off through the kidneys and the lungs and eventually the person wakens, refreshed and capable of once again taking up his duties.

We all have witnessed the effect of fatigue and in this article two incidents have been reported in which lack of rest resulted in serious consequences. All of this is natural enough.

From a standpoint of efficiency, a person who is tired can not long compete with the person who is careful to provide himself with periods of adequate recuperation from the wear and tear of life.

Fatigue Has Caused Accidents

Years ago, before limitation as to periods of continuous service was imposed by law on railroad workers, serious wrecks were frequently caused by fatigue.

A brain that is dulled by the by-products of continuous activity lacks the alertness to danger that the normal brain possesses. Enginemen fell asleep at the throttle and train dispatchers dozed over their desks occasionally in the old days. Wrecks with great loss of life and property resulted.

Not long ago a truck driver working in a small city in the midwest fell asleep while driving. His work required ten hours a day, and being a fun-loving young fool he devoted six to eight hours each night to the various pursuits productive of modern recreation. The result was that he did not get enough rest and one day he fell asleep over his steering wheel.

I believe he is still in the hospital with two broken legs to mend, one of two persons in a car he collided with is dead and the other suffers from serious internal injuries. And while all this suffering is being endured his employer and a casualty insurance company are defendants in a damage suit that totals around $40,000.

A grim example of the cost of being tired.

Even though such serious disasters need not necessarily follow a person whose efficiency has been reduced because of fatigue, there are other baneful effects. One is inability to hold a decent position. For no employer will retain a dull, sleepy, pepless person on his payroll.

What Happened to a Sleepy Typist

Four years ago I employed a young woman out in Hollywood to make a copy from a manuscript of a novel I had written.

She worked four hours on the day she started and then I gave her the air. The waste-basket was full of paper on which she had started to write but which she had discarded because of typographical errors. After four hours of work she had finished nine typewritten pages. And in these there were an average of four errors to the page.

When I explained to her that she was entitled to the proverbial Congressional rubber medal for a most amazing ability of making mistakes, she merely yawned bravely into my face and said:

"Oh, yeah?"

When I asked her to explain her very obvious drowsiness she told me that she played around "with the boy-friend" at the various night clubs every night.

I then pointed out to her that it probably would impair her efficiency as a night-club frequenter if she worked by day and I suggested that she had better go home and sleep so that she would be fit for the coming evening.

She went, after wishing me a joyous journey to Gehenna — only she pronounced it differently.

Later I learned, from the newspapers, that this same young woman had been run down by a Los Angeles trolley car. And witnesses who saw the accident stated that she seemed asleep on her feet.

Not only can a person lose a good position through lack of adequate rest, but because of dulling of the instinct of self-preservation — that sense that warns one of danger and causes one to avoid it — serious injuries may be suffered. And there is also involved a serious hazard to one's health.

We have learned that activity causes fatigue because of accumulation of certain acid waste products. These substances are, in reality, poisons. And a surcharging of the system with them — which results when one disregards Nature's warning that it is time to take a rest—is injurious to the body as a whole.

In addition to causing direct organic injury — especially to the kidneys — these substances lay a heavy stress on the body generally. They affect the function of the heart as well as the organ itself. They have a tendency to lower resistance with the consequence that a person so self-abused is more liable to contract infectious diseases than he otherwise would be.

Serious colds ending in pneumonia and sometimes death frequently follow in the wake of profound fatigue. A person who is very tired is quite liable to suffer an excruciating attack of indigestion (old-fashioned belly-ache) if a heavy meal is consumed while he is in the throes of fatigue. This is because the gastric function is impaired by the general effect of exhaustion.

Young Need Rest

But it is especially the young men and women in that dangerous age-period between the fifteenth and the thirtieth year who are prone to suffer the most baneful effects from improper rest.

For it is during this age-period that tuberculosis comes stealing over the hapless victim like a murderous fiend on a dark night. And there is adequate evidence at hand to prove that fatigue —lack of rest and sleep—is one of the main predisposing factors.

Finally, there is nothing that ages a person quite as quickly and as definitely as lack of rest and sleep. If our young men would retain their masculine pep and virility and that keen, penetrating gaze of the eye—all of which are such intriguing qualities in the eyes of girls and such salient requisites for worldly success—they will see to it that rest and sleep are not overlooked. The same applies to those charming young creatures of the opposite sex who are capable of doing such startling turners to the masculine heart. If they could maintain a normal batting average it would be well for them to woo them. For nothing kills that poignant indefinable quality called "it" so surely as does lack of proper relaxation and sleep. It is the writer's business to study humanity so he can write convincingly, and he knows that a young woman who is tired and sleepy cannot hide those hollow eyes and those hard lines of fatigue with any known make-up. And he also knows that such a young woman is about as exciting as a game of poker with nothing but matches for stakes.

In closing the writer desires to pass on to his readers a little trick that does marvelous things to tired nerves and muscles. It is especially valuable to those who must work during the day—to office workers, outside toilers and housewives.

If they will, either during the forenoon or afternoon, spend ten minutes in proper relaxation it will give the organs of elimination a chance to throw off much of the waste that has accumulated and give the lagging batteries a chance to recharge. To practise this all that is necessary is to sit or lie down for a few minutes and allow the entire system to fall into a spell of utter inactivity. Let all the muscles relax. Cultivate the habit of shunting the brain into a blank—purge it of all thoughts and think of nothing for a few minutes.

If this cannot be done during work hours it is well to try it daily before eating the evening meal. A bath and ten minutes in complete relaxation on the bed or davenport; then the evening meal and a few hours of recreation. After that, to bed and to sleep. Remember you have only one candle to burn, so burn it carefully and as slowly as possible.

Hair Tonic

By Harry Goldberg

Assistant Supervisor of Transmission

Mott Haven, N. Y.

YOU'D better watch out, or "the gobblers will git yer;"
If you don't look around, something's going to hit yer.
Don't shrug your shoulders in a care-free way,
Don't be indifferent; it doesn't pay.
There's no anti-toxin to cure you, if careless;
What good is hair tonic, if you are hairless?
If you want to live happy for many long years
Keep both eyes wide open in this valley of tears.
It would be worth while to take extra care,
And make this your slogan,
"Of accidents, beware!"

Pity the Poor Ostrich!

FOR CENTURIES he's been maligned. Fiction has it that in the presence of danger he hides his head in the sand.

Naturalists assure us that this is not true. But still the fable persists.

We know of one creature, however, that figuratively does bury his head when danger threatens.

This creature is none other than *man*—and in no way does he play the proverbial ostrich more than when it concerns his health.

"Oh, I'm all right," says Mr. Averageman, "I don't need a doctor."

And thereby he tosses reason to the wind and buries his head a few inches deeper into the quicksands of false security.

The chances are that he *is* all right. But the probabilities are that his condition is not as good as it might be. There is also the ever-present possibility that despite his "feeling" all right, he may be harboring one of the insidious illnesses that are so common in life, and that give few signs of their presence until they reach an advanced stage. The cost to the individual and society in terms of money and premature deaths is then enormous.

Mr. Averageman is also a believer in magic. At least he thinks that doctors are magicians.

After years of neglect he brings to the physician his worn and abused body, and literally says, "Here, make me a new man."

Medicine is capable of many marvels but of no magic.

The doctor is more effective as a guardian of health than as a mender of broken-down bodies.

Prevention is the keynote of modern medical practice.

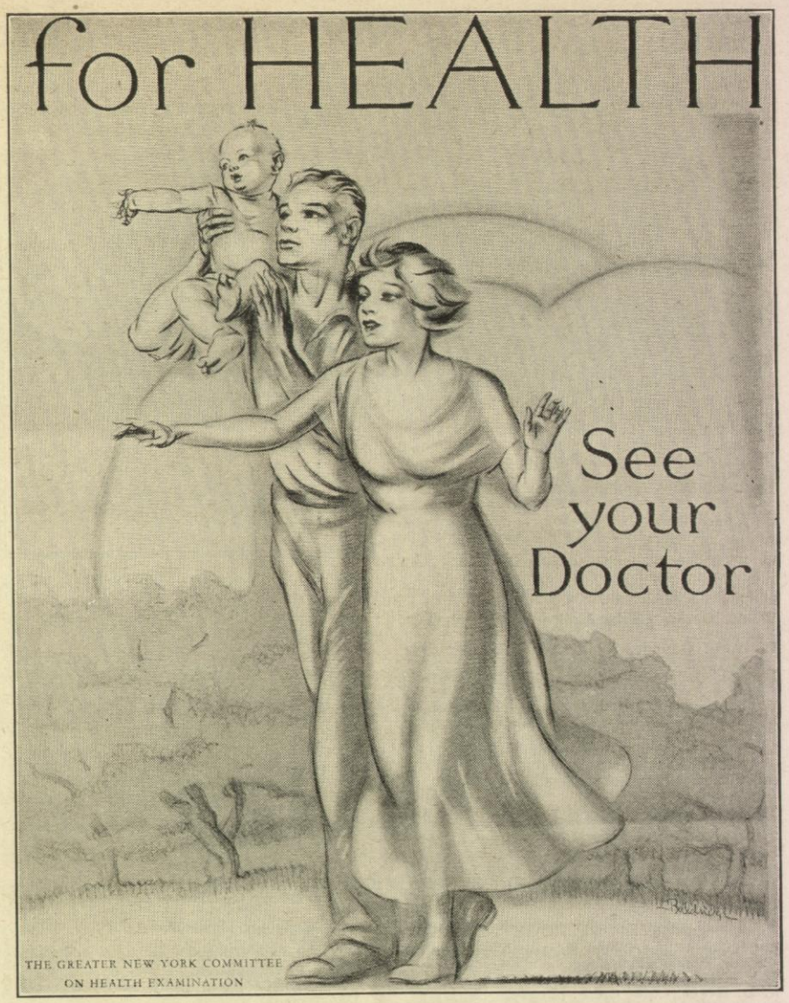
The periodic health examination is the embodiment of prevention.

It is wise economy to have a health examination.

It is the essence of precaution.

It is good sense.

Everyone needs a health examination at regular intervals.



Medical authorities agree on the following schedule:

The infant should be examined once a month
From 6 months to 2 years once every 3 months
From 2 years to 5 years once every 6 months
From 6 years to 25 years once a year
From 25 years to 45 years once every 2 years
From 45 years to 65 years once a year
From 65 years and over once every 6 months

It is especially important that your children should be regularly examined. Without a sound body the odds are strongly against them in the battle of life. Many of the serious ailments of later life have their origin during the illnesses of infancy and early youth. Complications multiply as the years go by. The victims may be quite unaware of what is keeping them behind others in the race.

You, too, are entitled to your share of medical protection.

See to it that you get it.

Go to your doctor before he *has* to come to you.

Arrange with him for periodic health examinations. They cost but little, and may save you hospital bills and heavy fees later.

Do it *now!* Have a health examination.

Traffic Tips Bring New Business to New York Central Lines

Go-Getters of the New York Central Lines, ever on the look-out for new business, are again listed below. The names this month are of those who helped the company to gain additional traffic during December by sending in Traffic Tips to their Division Freight and Passenger Agents.

New York Central

ADIRONDACK DIVISION

A. A. Johnson, Assistant Foreman, Car Department, Utica.
G. E. Townshend (2), Chief-Clerk, Canadian Freight and Passenger Agent, Montreal.
H. P. Trainor, Rate Clerk-Stenographer, Montreal.
A. Lynch, Clerk, Montreal.
W. Clermont (2), Operator, Chateauguay, Que.
O. Charlebois, Clerk, Valleyfield, Que.

OTTAWA DIVISION

J. E. Blais (2), Agent, Russell, Ont.

NEW YORK DISTRICT

R. N. Brockway (21), Clerk, Seventy-second Street Yard.
John Malkmus (16), Clerk, Treasury Department.
W. C. Greber, Clerk, Seventy-second Street Station.
F. J. Schilling, Conductor, Grand Central Terminal.
A. W. Elliman (2), Cashier.
F. H. Woolfall, Jr., Secretary to Engineering Assistant to President.
G. K. Scarlett, Clerk, Auditor Coal and Coke Accounts.
J. H. Greenshields, Clerk, Auditor Coal and Coke Accounts.
W. H. Gates, Clerk, Auditor Coal and Coke Accounts.
W. I. L. Onyans, Head Clerk, Auditor Coal and Coke Accounts.
Mrs. E. G. Kenny (3), Clerk, Auditor of Passenger Accounts.
W. L. Swapp (2), Clerk, Auditor of Revenue.
Miss K. Beetson (2), Stenographer, AGFA office.
Louis Baer, Cashier, Seventeenth Street Yard.
G. L. Vanderbeck, DFCA.
Miss L. Trevorah, Stenographer, Auditor of Revenue office.
W. W. Dammann, Traveling Auditor, Auditor of Revenue office.
C. L. Stevens, Agent, Franklin Street Station.
R. P. Hayes, Clerk, Information Bureau, Grand Central Terminal.
W. B. White, Rate Clerk, G. F. Department.
J. A. Joyce, Assistant Agent, Westchester Avenue Station.

RIVER DIVISION

J. Gleason, Chief Clerk, General Yardmaster's office, Weehawken.
C. V. Clark, Agent, West Nyack, N. Y.
R. D. Evans, Chief Clerk, Kingston, N. Y.

ERIE DIVISION

G. D. Bertie, Agent, Fairview, Pa.
F. H. Schmatz, Rate Clerk to Freight Agent, Dunkirk, N. Y.
C. J. Reed (2), Freight Agent, Falconer, N. Y. (Valley Branch).
C. B. Ames, Clerk to Freight Agent, Falconer, N. Y. (Valley Branch).
G. A. Cone, Agent, Erie.
Edward Scott, Yard Master, Erie.
L. T. Eppler, Conductor, Erie.
H. C. Jacobson, Engineman, Erie.
E. H. Girard, Dispatcher, Erie.
J. H. Leamy, Clerk, Erie.
Joseph Rajs, Craneman, Erie.
J. J. Burgoyne, Ticket Agent, Erie.
C. W. Diebler, Agent, Conneaut, O.
C. L. Tyrell, Agent, North Girard, Pa.
H. R. Shaw, Agent, Willoughby, O.

HUDSON DIVISION

E. F. Haun, Agent, Peekskill, N. Y.
R. J. Adams, Ticket Agent, Yonkers, N. Y.

BUFFALO DIVISION

A. Giarusso (2), Claim Investigator to DFCA.
H. W. Wilson, Chief Clerk to Freight Agent, Buffalo.
O. H. McDonough, Head Outbound Clerk, Carroll Street Freight Station, Buffalo.
E. C. Neeb (4), Chief Clerk to Freight Agent, Erie Street Freight Station, Buffalo.
Jerry Murphy, Engineman, Buffalo.
Joseph C. Schwab (2), Clerk, Carroll Street Freight Station, Buffalo.
J. A. Sands, DFCA, Buffalo.
Mrs. I. R. Sterling, Information Clerk, Central Terminal, Buffalo.
E. N. Blodd, Ticket Agent, Buffalo.
G. A. Maynard, Clerk, Yard office, East Buffalo.
R. F. Halev, Patrolman, Suspension Bridge.
A. L. Box, Maintenance of Way Worker, Suspension Bridge, N. Y.
J. L. Van Ornam, Clerk to General Yardmaster, Suspension Bridge, N. Y.
S. E. Rice, Conductor, Buffalo.

Two Big Tips From C. E. Wing

ONLY one name is on the list this month of employes furnishing tips of new industries which might locate on the New York Central Lines, but that one Go-Getter has learned of two such possibilities, and has told his Division Freight Agent about them.

He is C. E. Wing, New York Central Agent at Fonda, N. Y., on the Mohawk Division.

H. Wilson, Chief Clerk to Freight Agent, Black Rock, N. Y.
T. A. Ward, AFCA, Buffalo.
J. H. Root, DFC, Buffalo.
Miss R. B. Bostwick, Chief Information Clerk, Buffalo.
John Davey (4), Clerk, Claim Department, Buffalo.
L. F. Meyers, City Freight Agent, AGFA office, Buffalo.

SYRACUSE DIVISION

L. S. Waite, Billing Clerk to Freight Agent, Batavia, N. Y.
C. E. Wentz, Ticket Agent, Byron, N. Y.
A. G. Osborne, Head Adjustment Clerk, Accounting Department, Syracuse.
J. F. Vischer, Checker, West Street Operating Department, Syracuse.
W. J. Collins, Signalman, Operating Department, Warners, N. Y.
G. E. Metcalf, Clerk, Assistant General Manager's office, Operating Department, Syracuse.
H. M. Quigley, Head Report Clerk, DFAB, Syracuse.
J. Nash, Clerk, Foreman's office, Operating Department, Syracuse.
P. Russell, Clerk, Freight office, Operating Department, Syracuse.

ROCHESTER DIVISION

H. A. Reynolds, Operator and Ticket Clerk, Medina, N. Y.
F. J. Fennell, Operator, Middleport, N. Y.
E. E. Phillips, Operator, Operating Department, Camillus, N. Y.
M. Graney (5), Agent, Operating Department, Auburn, N. Y.
C. S. Bowersox, Baggage Foreman, Rochester.
W. R. Bunbury, Conductor, Rochester.
B. K. Bronson, Clerk, Yard office, Rochester.
Thomas Cleary, Assistant Foreman, Kent Street, Rochester.
Frank Gloor, Assistant Foreman, Rochester Yard, Rochester.
F. E. Hurlburt (2), Captain of Police, Rochester.
Harry Lowes (2), Diversion Clerk, Kent Street, Rochester.
William P. Meagher, Engineman, Rochester.
J. T. O'Connor, Freight Claim Department, Rochester.
G. C. Rivier (3), Clerk, Kent Street, Rochester.
C. H. Timms, Fireman, Rochester.
D. W. Walrath, Freight Agent, Rochester.
G. W. Wilson (3), Freight Agent, Seneca Falls, N. Y.
Miss A. Carroll, Clerk, Geneva, N. Y.
W. J. Graney (3), Freight Agent, Geneva, N. Y.
C. M. Ludwig, Freight Agent, Victor, N. Y.
C. M. Mack, Freight Agent, Shortsville, N. Y.

ST. LAWRENCE DIVISION

C. Hayden, Agent, Sackets Harbor, N. Y.
S. B. Finnegan, Agent, Lowville, N. Y.
S. M. Lynch, Agent, Antwerp, N. Y.
C. L. Amblo, Operator, Watertown, N. Y.
B. P. Ward, Chief Clerk, Freight Agent's office, Watertown, N. Y.

ONTARIO DIVISION

C. Hutchins, Cook, Richland
S. B. Reeves, Conductor, Rochester.
C. L. Davis (7), Agent, Fulton, N. Y.
H. R. McGrath (3), Agent, Oswego, N. Y.
H. E. Partrick, Freight Agent, North Rose, N. Y.

MOHAWK DIVISION

Thomas H. Dowd, Maintenance of Way Department, Utica.
G. D. Chrisman, Agent, Rome, N. Y.
L. M. Mason, Brakeman, Minoa, N. Y.
W. J. Donlon, Traveling Fireman, Syracuse.
L. E. Del Matter, Signalman, Operating Department, Canastota, N. Y.
R. S. G. Parent (2), Rate Clerk, Freight office, Herkimer, N. Y.
O. L. Abbott (3), Rate Clerk, Freight office, Troy, N. Y.
L. E. Lasher (7), Checker, Freight House, Albany.
C. Aldrich, Yard Master, Troy, N. Y.
John Skerritt, Recording Clerk, Freight House, Albany.
W. J. Ryan, Freight Agent, South Schenectady, N. Y.
W. C. Shaw, Pensioner, Albany.
W. E. Faas (2), General Yard Master, Albany.
G. J. Winkler (3), Freight Agent, Albany.
Louis Hausen (5), Chief Clerk, Freight office, Albany.
John Morrison, Claim Inspector, Albany.
M. B. Landers, Foreman, Freight House, Green Island, N. Y.
Maurice Fitzgerald, Rate Clerk, Freight House, Albany.
L. W. Greene (2), Assistant Division Engineer, Albany.
J. J. Kelly, Recording Clerk, Freight House, Albany.
C. H. Steele, Freight Agent, Ft. Plain, N. Y.
R. E. Walworth, Land Tax Agent, Albany.

CLEVELAND TERMINAL

E. R. Snead, Clerk, AFA, Cleveland.
Sue Davis, Clerk, AFA, Cleveland.
W. F. Streving (2), Clerk, AFA, Cleveland.
E. M. Pugh (2), Clerk, AFA, Cleveland.
C. P. Georgi (2), Clerk, AFA, Cleveland.
J. J. McMullen (2), Clerk, AFA, Cleveland.
H. E. Singer (4), Clerk, AFA, Cleveland.
J. E. Cronin (2), Clerk, AFA, Cleveland.
A. E. Helms, Clerk, AFA, Cleveland.
Robert Blaha (2), Clerk, AFA, Cleveland.
J. H. Kwochka, Clerk DFAB, Cleveland.
W. C. Godfrey (2), Clerk, DFAB, Cleveland.
Miss R. C. Procop (2), Clerk, DFAB, Cleveland.
J. M. Kirkpatrick, Assistant Chief Clerk, AGFA, Cleveland.
S. W. Jacobson, Clerk, GFA, Cleveland.
D. E. Kinney, Yard Clerk, Cleveland.
H. D. Anderson, Repairman, Collinwood, O.
W. L. Fish, Assistant Foreman, Collinwood, O.
W. T. Westall, DMCB, Collinwood, O.
Miss L. M. Hill, Assistant Agent, Collinwood, O.
George Brederell, Foreman, Linndale Yard, Cleveland.

CLEVELAND DIVISION

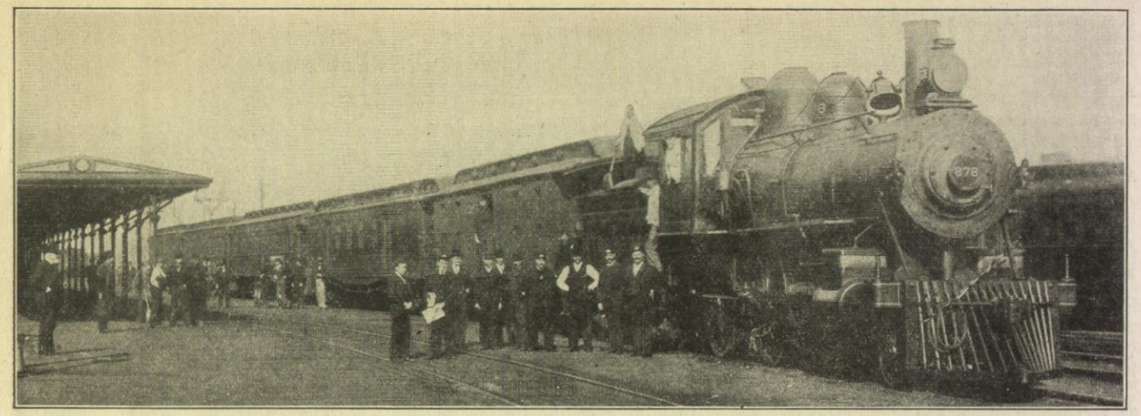
Miss Minnie Sunday, Clerk, Freight Agent, Bellevue, O.
C. W. Bell (2), Agent, Bellevue, O.
W. S. O'Rourke, Agent, Ceylon, O.
H. E. Vibber, Sergeant of Police, Elyria, O.
A. E. Woodruff (2), Operator, Fremont, O.
E. C. Brehm, Agent, Fremont, O.
A. D. Strong, Agent, Norwalk, O.
R. D. Sanger, Cashier, Agent, Norwalk, O.
E. F. Fleckner, Agent, La Carne, O.
Eugene Daniel (2), Freight Car Painter, Sandusky, O.
M. S. Bahnsen, Ticket Clerk, Sandusky, O.

ALLIANCE DIVISION

Ben Johnson, Warehouseman, Alliance, O.
H. E. Ruggles (3), Agent, Alliance, O.

TOLEDO DIVISION

J. A. McCollum (2), Clerk, DFA, Toledo.
W. F. Lynch (2), Assistant Chief Clerk, AGFA, Toledo.
C. G. Van Osdale (4), Bag Checker, Union Station, Toledo.
J. P. Danford, Clerk, DFA, Toledo.
E. M. Stroupe, Special Agent, Claim Department, Toledo.
A. G. Eberlein, Operator, Operating Department, Toledo.
J. A. Costello (2), Clerk, Ohio Central Yards, Toledo.
J. H. Spooner, Train Master, Ohio Central Yards, Toledo.
A. C. Ricklefs, Engineman, Operating Department, Toledo.
W. E. Rose, Ticket Clerk, Operating Department, Findlay, O.
E. J. Troike, Chief Rate Clerk, AGF office, Toledo.



A NEW YORK CENTRAL TRAIN OF 1894 WITH ITS CREW IN THE UTICA, N. Y., STATION

Gus Gage, the Engineman, is in the cab, while William Cramer, Fireman, and George Fellows, with a shovel in his hand, are on the tank. William Van Valkenburg, Messenger, is standing in the express car door, and on the ground, left to right, are: Lee Raser, Usher; Willie Cohen, News Agent at Utica; T. L. Green, Brakeman; Tom Slingerland, Baggageman; John Kelsey, Brakeman, and E. Dockstader, Conductor. Mr. Green, who was formerly a brakeman on the third section of the Twentieth Century Limited, and is now on the Commodore Vanderbilt, sent the photograph to the Magazine, and said that, as far as he is able to discover, all of these men have passed away with the exception of Frank Pratt, in the group at the left, who is expected to retire from service in the Utica Storeroom in April; Willie Cohen, who is now in the Argentine, South America, and Lee Raser, Usher at the Utica Station.

C. A. Mairo, Clerk, Operating Department, Edgerton, O.

LANSING DIVISION

W. J. McKay, Agent, Operating Department, Onsted, Mich.
C. W. Hoolihan (2), Agent, Operating Department, Angola, Ind.

MICHIGAN DIVISION

F. L. Aldrich, Agent, Operating Department, Hudson, Mich.
C. F. Smith, Car Inspector, Operating Department, Adrian, Mich.
P. T. Cosgrove (2), Chief Clerk, Freight Department, Adrian, Mich.
M. J Finisy (5), Agent, Freight Department, Adrian, Mich.

FRANKLIN DIVISION

M. W. Ehler, Agent, Sutton, Pa.
G. E. Ramsdell (3), Agent, Ashtabula.
D. J. Evans (4), Assistant Superintendent, Youngstown.
R. J. Cowin, Agent, Sharon, Pa.
A. C. Cowin, Agent, Franklin, Pa.
P. C. Cole, Agent, Sandy Lake, Pa.
R. G. McCormick, Chief Clerk, Franklin, Pa.
Marjorie A. Nelson, Clerk, Franklin, Pa.
N. V. Moore, Clerk, Franklin, Pa.
William Cooper, Clerk, Franklin, Pa.
F. Baldwin, Agent, Oil City, Pa.
G. B. Baker, Agent, Osgood, Pa.
O. G. Blood, General Foreman, Ashtabula.
Mrs. Martha Brown, Cashier, Hubbard, Ohio.
F. C. Snow, Dispatcher, Youngstown.

WESTERN DIVISION

A. L. Brinkman (3), Chief Clerk, Agent, Michigan Central Railroad, Michigan City, Ind.
W. O. Ferguson, Manager, Taylor Street Warehouse, Chicago.
E. S. Fisher, Machinist, Elkhart, Ind.
R. C. Hochstadter (2), Rate Clerk, IHB RR, Blue Island, Ill.
R. C. Hubbard, Agent, Porter, Ind.
T. G. Inwood (2), Signal Supervisor, Englewood, Ill.
C. S. Kline, Agent, Gary, Ind.
W. H. Lathrop, Yard Clerk, Englewood, Ill.
R. F. Martin, City Passenger Agent, Chicago.
John Offenlock, WDA, Chicago.
M. R. Roche (2), Agent, Chicago.
C. E. Rowe (2), Signal Supervisor, Englewood, Ill.
Doris Shadrow, Manager, Taylor Street Warehouse, Chicago.
C. H. Temple, TFA, AGFA, Chicago.
Joseph Wilson, A. G. Johnson, Chicago.

ILLINOIS DIVISION

W. D. Andrews, Yard Clerk, Danville.
Roy Belangea (2), Cashier, Danville.
T. R. Childress (2), Car Clerk, Danville.
W. D. Cutsinger, Agent, Free, Ind.
S. A. Dodson, Pumper, Schneider, Ind.
H. C. Drews, Delivery Clerk, Danville.
Dorothy Fleck, Clerk, Lyons, Ill.
George Green (2), Rate Clerk, Danville.
R. N. Griffith (2), Clerk, Danville.
P. J. Hostetler (2), Claim Clerk, Danville.
A. E. Lane, Chief Clerk, Danville.
Orville Lynn, Chief Yard Clerk, Danville.
J. F. Manz, Agent, No. Judson, Ind.
Lee Merdinger, Clerk, Danville.
E. J. Ruda (2), Bill Clerk, Danville.
W. G. Tinkham, Agent, Granville, Ill.
Albert Teeters, Warehouse Foreman, Danville.
Maude Van Hook (2), Stenographer, Danville.

JOINT ILLINOIS-WESTERN DIVISION

H. L. Ambre, Agent, Gibson.
H. G. Austgen, Agent, Gibson.
V. W. DuFrain, Agent, Gibson.
Celia Nowak, Agent, Gibson.
C. K. Thomas, Agent, Gibson.

OHIO DIVISION

H. A. Horch (5), Agent, St. Marys, O.
W. O. Dollings, Clerk, Columbus.
J. O. Woodruff, Clerk, Columbus.
A. F. Shafer, Agent, Portage.
W. M. Bronson, Agent, Mt. Gilead, O.
C. D. Smith, Agent, Russells Point, O.
G. A. Richardson, Clerk, Bucyrus, O.
H. B. Fisher (2), Clerk, Columbus.
C. E. Glassford, Agent, Findlay, O.
P. B. Holmes, Agent, Bucyrus.
J. M. Outcalt, Agent, Pleasantville, O.
C. W. Collins, Agent, Fostoria, O.
C. E. Downour, Agent, Rushville, O.
C. L. Stalder, Clerk, Columbus.
O. L. Boal, Agent, Zanesville, O.
W. O. Brashear, Agent, So. Columbus, O.
Bess Powell, Agent, Thornville, O.

SOUTHERN DIVISION

G. W. Douglass, Yard Master, Dickinson, W. Va.
L. D. Smith (5), Agent, Nitro, W. Va.
A. C. Hall (4), Agent, Belle, W. Va.
H. B. Oakes, Agent, Cedar Grove, W. Va.
W. W. Brown, Conductor, Hobson, Ohio.
C. O. Parsons, Agent, Boomer, W. Va.
C. R. Wheeler, Claim Agent, Columbus, Ohio.
N. A. Gibbs (3), Agent, Hobson, Ohio.
S. O. Pickens, Agent, Buffalo, W. Va.
F. W. Dixon, Agent, Dickinson, W. Va.
S. S. Underwood (4), Agent, Trimble, Ohio
F. S. Wilson, Train Master, Hobson, Ohio.
G. W. Johnson (3), Agent, Glouster, Ohio.
R. H. Frasher (4), Agent, Elkview, W. Va.
W. S. Peck, Agent, West Charleston, W. Va.
H. A. Paonter, Ticket Agent, Charleston.
J. A. Shaver, Agent, Dunbar, W. Va.

Michigan Central

R. Hunter, Clerk, Valuation Department, Detroit.
William K. Reeves (6), Yard Clerk, Holden Avenue, Detroit.
Mary Tilley, Clerk, Superintendent Freight Transportation, Detroit.
Gerald S. Scally, Chief Clerk, Beaufait Station, Detroit.
H. E. Zerbe, Chief Car Cleaner, Third Street, Detroit.
Laura Bowie, Clerk, Third Street, Detroit.
J. J. Conklin (5), Agent, Beaufait Station, Detroit.
Frank Richmond (5), Receiving Clerk, Detroit.
L. A. Papka (5), Agent, Chicago Heights.
George Rakow (5), Chief Clerk, Local Office, Kensington, Ill.
D. E. Reigel (2), Agent, Joliet, Ill.
H. C. Brown (2), Agent, Gary, Ind.
A. L. Brinkman (22), Chief Clerk, Michigan City, Ind.
W. H. Walters (12), Agent, Porter, Ind.
W. E. Goodrich (3), Agent, Michigan City, Ind.
C. E. Hearne (2), Agent, Dyer, Ind.
C. E. Horton (3), Agent, So. Bend, Ind.
W. Leasure, Repair Track Inspector, Kensington, Ill.
H. P. Clemons, Chief Clerk, Western Dairy Agent, Chicago.
Joseph J. Caraber (2), Track Inspector, Argo, Ill.
Edward Densmore, Ticket Clerk, Albion, Mich.
J. A. Snyder, Division Engineer, Detroit.
F. T. Riley (25), Agent, Jackson.
G. L. Lee, Chief Clerk to Station Accountant, Detroit.
Rosaline Cheren, Car District Clerk, Third St., Detroit.
H. C. Renwick (2), Clerk, Dairy Agent, Detroit.
R. T. McDonald, Yard Master, Palmer Yard, Detroit.
F. G. Emerson, Clerk, Division Engineer, Bay City, Mich.
N. F. Kenady, Agent, Warren, Mich.
H. W. Cady (2), Traveling Freight Agent, Detroit.
W. Eames (2), Operator, Monroe, Mich.
Louise Nathan (4), Clerk to AFA, Detroit.
D. C. Hilts (3), Rate Clerk, Wyandotte, Mich.
T. J. Markey, Car Foreman, North Yards, Detroit.
C. T. Ness, Agent, Metamora, Mich.
R. E. Thompson, Engineman, Detroit.
P. F. VanDore, Clerk, Superintendent Freight Transportation, Detroit.
H. W. Harnett, Chief Clerk to Division Master Mechanic Locomotive Department, Detroit.
Miss Evans, Law Department, Detroit.
N. J. Popma, Chief Clerk Division Engineer, Jackson, Mich.
C. R. Mozier (2), Pensioned Agent, Edison, O.
C. R. Strattman, Special Engineer, Jackson.
A. N. Collins, Operator-Clerk, Chelsea, Mich.
E. G. Brisbin, Engineman, Jackson.
O. A. Hoffman, Machinist, River Rouge, Mich.
Charles Adams (3), Mechanic Car Shops, Detroit, Mich.
M. J. Kappler (3), Agent, Ann Harbor, Mich.
H. E. Bratt, Train Master, North Yards, Detroit.
R. B. Harrison, Chief Car Record, Superintendent's office, W. Detroit.
C. H. Wellman, Superintendent's office, Jackson.
E. G. Brisbin, Junior Engineer, Jackson.
A. J. Shaw, Agent, Munger, Mich.
V. J. Logan (2), Interchange Clerk, Bay City, Mich.
M. E. Toles (2), Secretary to AGFA, Bay City, Mich.

Eva Pomerville, Stenographer, Bay City, Mich.
O. J. Gowans, Agent, Saginaw, Mich.
F. G. Meyer, Cashier, Kirby Avenue, Detroit.
N. F. Mould, Yard Clerk, Saginaw, Mich.
H. L. Gowans (3), Accountant, Mackinaw City, Mich.
L. N. Parsons, Chief Operator, St. Thomas, Ont.
E. Adderman, Conductor, St. Thomas, Ont.
D. S. Bale (2), Agent, Waterford, Ont.
J. Farrell (2), Clerk, Freight office, St. Thomas, Ont.
E. A. Mitchener, Coach Foreman, St. Thomas, Ont.
C. L. Bennett (2), Agent, Mull, Ont.
F. W. Cowley, Pensioned Train Master, St. Thomas, Ont.
J. W. Miller, Conductor, St. Thomas, Ont.
C. D. Archer, Operator, W. Lorne, Ont.
Murray Cohoon, Switchtender, St. Thomas, Ont.
George Fenwick, Bridge Supervisor, St. Thomas, Ont.
L. Dean (4), Agent, Comber, Ont.
Miss L. Dickinson, Agent, Aylmer, Ont.
J. J. Mansell (3), Agent, Woodslee, Ont.
D. A. Campbell, Operator, Windsor, Ont.
W. E. Webster, Agent, Bridgeburg, Ont.
W. A. Becker (5), Agent, St. Thomas, Ont.
T. L. Coughlin, Train Master, St. Thomas, Ont.
C. W. Schere, Agent, Ridgetown, Ont.
W. W. Grant, Agent, Niagara Falls, Ont.
J. F. Cartier, Agent, Chippawa, Ont.
L. R. Hoag, Superintendent Railroad Hospital, St. Thomas, Ont.
J. W. McDonald, Agent, Rodney, Ont.

Pittsburgh & Lake Erie

George E. Ayres, Pumper, West Newton, Pa.
F. G. Haynes, Pipe Fitter, Motive Power Department, McKees Rocks, Pa.
J. E. Philabaum (3), Pumper, West Newton, Pa.
Rosa Wittish (3), Clerk, AFA office, Pittsburgh.
Frank K. Otto, Yard Clerk, New Castle Junction, Pa.
Kenneth M. Thompson, Yard Clerk, New Castle Junction, Pa.
Vera W. Braley, Assistant Cashier, Freight office, New Castle, Pa.
J. N. Sloan (3), Steward, Trains 85, 86, 19 and 90.
S. M. Heborn, C. File Clerk, Pittsburgh.
W. H. McVay, Rate Clerk, Braddock, Pa.
John A. Meade, Sr., Yard Master, Montour Junction, Pa.
W. J. Mobiski, Brakeman, Train No. 55, Pittsburgh.
Emmet Lewis, Clerk, General Manager's office, Pittsburgh.
James R. Hague (4), Teller, Freight Cashier's office, Pittsburgh.

Rutland Railroad

Julia Costello, Chief Clerk, General Freight Agent.
N. S. Dashner, Stenographer-Clerk, General Freight Agent.
W. Daniel, Agent, Ogdensburg, N. Y.
L. L. Moomey, Agent, North Lawrence, N. Y.
G. M. Roberts, Chief Clerk, Malone, N. Y.
A. Aubertine, Agent, Mooers Forks, N. Y.
W. H. Smith, Agent, Rouses Point, N. Y.
G. W. Neil, Agent, Center Rutland, Vt.
A. H. Switzer, Agent, North Bennington, Vt.

Using the Telephone

(From "The Express Messenger")

By R. Park, Claim Agent, Railway Express Agency, Inc., Chicago

ANSWER the telephone promptly.

Your answer should be "———Department"—followed by your name, as "——— Department, Rogers, speaking."

Don't try to do something else while answering the telephone. Do one thing at a time and do that well.

Speak in ordinary tone, directly into the mouthpiece. Don't use the tone of voice that leaves the impression we are doing the patron a favor by listening to him.

If the person called is not available, get name and telephone of the party calling, and give data to him without delay.

If you get a call by mistake, be especially courteous and use your best efforts to get the party wanted. Remember it is not the error of the party calling. Avoid transferring calls as far as is possible.

When desired information cannot be furnished without delay, secure name and telephone number of patron and tell him you will call him back. Then keep your promise.

Let the patron close the conversation. Don't run the risk of hanging up before he is through.

Say "Thank You" where possible, when closing your conversation. It is entirely correct we should thank a patron for calling in regard to a complaint.

State the facts to the best of your ability. Don't be positive. Even if you know you are right, you may be wrong.

DON'T ARGUE. DON'T ARGUE. DON'T ARGUE.
Don't lose your temper. Don't lose your temper.

Above all, be courteous. The patron can only "see" your voice.

Remember the carefully built up good-will of a patron can be easily destroyed by discourteous or improper handling of a telephone call.

We are here to serve. We are under an obligation to the patron with a complaint, and, regardless of whether he is right or wrong in his complaint, don't argue; be polite, be courteous. Nothing else will be satisfactory—regardless of any condition.

1929 Exceeded Only By 1926 In Revenue Freight Hauled

COMPLETE REPORTS for the year show that 52,789,789 cars were loaded with revenue freight in 1929, the Car Service Division of the American Railway Association announced last month.

This was the largest number of cars loaded with revenue freight on record, except for the year 1926, when there were 53,098,819 cars, and surplus of 309,030 or .6 per cent above the total for 1929.

Freight traffic during the past year measured by the number of cars loaded showed an increase of 1,199,902 cars, or 2.3 per cent above 1928, and an increase of 1,153,983 cars or 2.2 per cent above 1927.

The heavy movement of freight in 1929 was handled with the greatest efficiency ever reported by the railroad systems of this country. Not only were fewer trains and locomotives required, in proportion to the amount of traffic handled, but the average load per train was higher and freight shipments were moved over the rails with the greatest promptness ever attained by the railroads.

Loading of revenue freight exceeded one million cars in twenty-eight separate weeks in 1929 compared with twenty-four weeks in 1928. In 1927 there were also twenty-eight weeks in which loading exceeded one million cars.

F. E. McCormack Draws Votes In Buffalo C. of C.

THE HIGHEST VOTE polled in the last three years by the Chamber of Commerce of Buffalo was cast at the annual election of directors on January 10. F. E. McCormack, General Superintendent of the New York Central in Buffalo, led a field of eighteen candidates for the nine directors' positions which were open.

All of the candidates were named by a nominating committee because of their unusual qualifications to guide the Chamber in its program of industrial expansion for Buffalo and the Niagara Area.

General Superintendent McCormack was one of the board of directors who attended the annual dinner given by President Hanrahan to them on January 16 in the Chinese Room of the Hotel Statler, Buffalo.

Executives Attend Meeting of Traffic Men in Milwaukee

G. H. INGALLS, Vice-President, Traffic, New York Central Lines, and C. J. Brister, Assistant Vice-President, New York Central Lines, in Chicago, were among the more than a score of railroad executives, mainly from the Middle West, who attended the twenty-fifth annual dinner of the Milwaukee Traffic Club on January 22 at the Hotel Schroeder, Milwaukee, Wis.

In addition to the railroad executives who were guests of the Traffic Club, more than 900 traffic officials, representing all of the railroads of the central states, attended the banquet.

Many Changes Follow Promotion of D. L. Sommerville

THE appointment of D. L. Sommerville to Assistant to General Superintendent of the Second District, effective January 16, has caused the promotion of several Superintendents on the New York Central Railroad.

W. A. Hamler succeeded Mr. Sommerville as Superintendent of the Pennsylvania Division, with headquarters at Corning, N. Y., and he has been succeeded as Superintendent of the Buffalo Division by J. J. Brinkworth, formerly Superintendent of the Ohio Division of the Ohio Central Lines.

It was announced at the same time that P. C. Agans was appointed Assistant Superintendent of the Mohawk Division, with headquarters in Albany, to succeed W. H. Wood, recently appointed Superintendent of the Ontario Division, as announced last month. R. H. McGraw, Train Master of the Hudson Division, was appointed Train Master of the Mohawk Division, to succeed Mr. Agans.

Mr. Sommerville was born at Bellefonte, Pa., in 1870, and was educated at Pennsylvania State College. He entered railroad service in 1891 on construction and Maintenance of Way work for the Beech Creek Railway, and was appointed Supervisor of Bridges and Buildings in 1890, later becoming Division Engineer of the Pennsylvania Division. He was transferred to the Western Division in the same capacity in 1911, and the following year was appointed Assistant Superintendent of the Pennsylvania Division, serving in that position until 1915, when he was made Superintendent of the Adirondack Division. The following year Mr. Sommerville was transferred to the St. Lawrence Division as Superintendent, then to the Mohawk Division, the Rochester Division, and finally to the Pennsylvania Division.

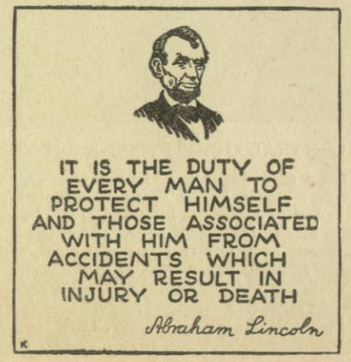
Mr. Hamler entered New York Central service in 1891 as an operator on the Pennsylvania Division and was made train dispatcher at Jersey Shore nine years later. He was promoted to Chief Train Dispatcher at the same place in 1904, and Assistant Train Master at Clearfield, Pa., in 1907, later serving in that capacity at Jersey Shore, Corning, and Buffalo. Mr. Hamler's next promotion came in 1917 when he was appointed Assistant Superintendent of the Pennsylvania Division, with headquarters at Jersey Shore. In 1924, he was made Superintendent of the Ontario Division; Superintendent of the St. Lawrence Division two years later, and Superintendent of the Buffalo Division in 1927.

Mr. Brinkworth was born and educated in Buffalo, and entered New York Central employ as a clerk in the East Buffalo Yard in 1902, later being transferred to the Superintendent's office. He was appointed Assistant Train Master of the Buffalo Division in 1912; Train Master in 1916; General Yard Master, East Buffalo Yard, in 1921, and Train Master of the Buffalo Division in 1924. He was transferred to the River Division as Assistant Superintendent some months later, serving there for two years before he was appointed Superintendent of the Ohio Division.

D. L. SOMMERVILLE, at the left, is the new Assistant to General Superintendent of the Second District. J. J. BRINKWORTH, right, succeeds W. A. Hamler, who is now Superintendent of the Pennsylvania Division, in his former post of Superintendent of the Buffalo Division.

Mr. Agans began his service as a signalman on the Mohawk Division in 1902, and was made an assistant dispatcher in Albany three years later. He was then made copy operator, dispatcher, acting chief signalman, dispatcher, chief signalman, train master at Albany in 1920, then successively, chief signalman, dispatcher and train master.

Mr. McGraw was first a fireman on the Ontario Division in 1912, then assistant road foreman of engines on the R. W. & O.; fuel instructor of the Second District at Syracuse; fireman, and train master of the Adirondack Division, with headquarters at Malone, N. Y. Last June he was appointed train master, with headquarters at Poughkeepsie, N. Y.



Oswego Rotary Club Pays Honor to C. E. Olp on Promotion

CHARLES E. OLP, recently appointed Superintendent of the Rochester Division, was the guest of honor of the Oswego Rotary Club at its weekly meeting in the Hotel Pontiac, Oswego, N. Y., December 31. Mr. Olp had been Superintendent of the Ontario Division, with headquarters in that city, for more than three years and during his stay there had made a host of friends.

He told the members of the club that he regretted leaving Oswego, but that promotion took him back to his home town, Rochester, where he first started railroading. He then mentioned the names of several officials who were at one time stationed at Oswego. Included among them were F. E. McCormack, W. A. Hamler, M. E. Welch, Howard Scott, and C. F. Moyer.

Mr. Olp said that improvements for the lines entering Oswego were being planned and that stronger rails and bridges would be constructed to take care of the heavier power. Some of these improvements, he said, are expected this year.

Employes Present Gift

A few days later more than one hundred officials and employes of the Ontario Division gathered at the Elks' Club, Oswego, for a testimonial dinner to Mr. Olp. Harry S. Rauch, District Superintendent of Motive Power, was toastmaster, and introduced P. B. Barker, Division Engineer, who presented Mr. Olp with a desk set, a gift of the Ontario Division employes.

Other speakers at the dinner were W. H. Wood, who succeeded Mr. Olp as Superintendent of the Ontario Division; C. F. Moyer, Superintendent of the St. Lawrence Division, and representatives of the various railroad brotherhoods in Oswego.

Officials Attend Big Four Entertainment

MORE THAN one hundred employes of the Big Four Stores and Equipment Accounting Department of Indianapolis were present at the annual luncheon-dance at the Severin Hotel Roof Garden, Indianapolis, on December 24. The room was attractively decorated with holiday colors for the occasion.

Among those present were P. T. White, General Superintendent; D. J. Mullen, Superintendent of Motive Power; J. A. Brossart, Superintendent Rolling Stock, and E. H. Landers, General Storekeeper, all of whom delivered short talks.

Pittsfield Has Air-Rail Agents

DANIELS-ROOT & Company have been appointed Agents of the Western Air Express and the New York Central Lines in providing air-rail service to the West Coast at Pittsfield, Mass. The air-rail trip from Pittsfield to the coast requires forty-nine hours.

President Crowley Appoints Each Employe a Special Freigh And Passenger Solicitor At Metropolitan Banquet

EVERY New York Central employe who attended the Eighth Annual Banquet of Metropolitan Chapter of the New York Central Veterans' Association received a personal appointment directly from President P. E. Crowley in the Grand Ballroom of the Commodore Hotel, New York City, on January 23. For that matter, every employe of the New York Central Lines was included in the President's appointment.

For each and every employe of the New York Central Lines is now a Special Freight and Passenger Solicitor, the appointment to take effect immediately, according to the announcement of Mr. Crowley.

The President was only one of the many officials who were present at the Eighth Annual Banquet of Metropolitan Chapter. The seating list read like a directory of New York Central Lines officers and employes, for there were well over 1,000 in attendance.

There was a reception just prior to the time when the veterans, their families and friends took their seats in the banquet room. Before the diners had time to begin their meal, J. M. Wooldridge, president of the chapter, announced the list of nominees for office for the year 1930. Mr. Wooldridge headed the list as president for the fourth successive year. Other nominees, all of whom were unanimously elected, were J. M. Covington, vice-president; G. E. V. Osborne, secretary-treasurer, and Frederick T. Slack, historian. J. M. Wooldridge, J. K. Lovell, C. E. Doty, J. D. Laughlin, J. M. Covington, D. H. Riley, John Denboer, R. M. Backus and G. E. V. Osborne are the members of the executive committee.

Following the banquet, Mr. Wooldridge again took the dais and introduced Mr. Crowley, saying that the President hadn't come to speak but to enjoy himself like anyone else present.

However, Mr. Crowley said it was a great pleasure for him to attend this Eighth Annual Banquet. He declared that the New York Central had a great year during 1929, and that it was the employes who made it possible. He then expressed the appreciation of the management for the co-operation of all New York Central Lines employes. It was then that he made the appointment of Special Freight and Passenger Solicitor for each one in service during 1930.

Mr. Crowley suggested a toast to A. S. Lyman, Valuation Counsel of the New York Central Lines, hoping that he would soon be completely recovered from his illness.

Mr. Wooldrige then told of a visit he made Mr. Lyman on the night previous, saying that Mr. Lyman had told him it was the first Metropolitan banquet he had missed, and that he expressed his regret at not being able to attend. He also asked Mr. Wooldridge to extend his best personal wishes to everyone present.

Going back to the time when he was a young man, Mr. Wooldridge told of the year 1904, when he and another young man worked for the Brooklyn Manhattan Transit Company, and sketched an outline of the career of the other man from then until the present. He is, said Mr. Wooldridge, Jacob Aronson, newly appointed General Counsel of the New York Central.

Mr. Aronson stated that the Veterans' organization is not adequately appreciated, even by those who are members. Some have the feeling that they have gone over the hill and are on the way down when they become members of a veterans' chapter. There should be, he continued, no hestitation on the part of the veterans to admit their membership in the New York Central Veterans' Association.

There are many reasons why all should be proud of the New York Central Veterans' Association and the company which sponsors it, he said. For the New York Central employs between 160,000 and 170,000 employes, so, probably, if statistics are taken as a medium, one million persons now look to the New York Central for sustenance, the figures being based on the statistical finding that the average family has five members. The company is an institution from which all here get their living, he said, and everyone owes it his loyalty.

Mr. Aronson then took up Mr. Crowley's appointment of the evening, and stated that there was not one person present so friendless that he or she couldn't have a friend ship some

ANNUAL DINNER OF NEW YORK CENTRAL GO-GETTERS AT HOTEL COMMODORE, DECEMBER 30

Following the dinner a minstrel show in the form of a skit called "In Conference," was put on by the Passenger and Freight Solicitors. The skit depicted the Board of Directors of the Hotsy Totsy Black Belt Line in conference, and was written for the members of the Go-Getters by a friend. The Board of Directors included J. W. Porter, Ira Holmes, F. J. Halley, R. J. Lynch, W. G. Evans and G. W. Blaser, and all others in black face were the red caps of the Black Belt Line. W. R. Dallow, Manager Industrial Development, was musical director. Front row, left to right are: C. F. Smith, Manager Passenger Transportation; A. L. Miller, Assistant General Passenger Agent; Harry Parry, Passenger Traffic Manager; Ira Hubbel, Assistant Traffic Manager; D. W. Dinan, General Manager; L. F. Vosburgh, Vice-President Passenger Traffic; R. J. Menzies, Assistant Traffic Manager, and R. J. Hopper, Assistant General Freight Agent. Rear Row: H. N. Meyer, C. O. Brown, H. Lawrence, R. J. Lynch, G. J. Halley, J. W. Porter, C. S. Woodruff, G. W. Blaser, F. A. McAuliffe, W. G. Evans, W. R. Dallow, F. H. Yeo, R. G. Gebert, Robert Thorn, Ira Holmes, W. P. Knowlden and B. M. Thompson.

THE EIGHTH ANNUAL BANQUET OF METROPOLITAN CHAPTER OF THE NEW YORK CENTRAL VETERANS' ASSOCIATION, HELD IN THE GRAND BALL ROOM OF THE COMMODORE HOTEL ON JANUARY 23

More than one thousand veterans, wives and friends were present, with a large group of New York Central officials among those attending. The principal speaker was Jacob Aronson, General Counsel of the New York Central Railroad. Preceding the banquet, the officers nominated by the Chapter were elected unanimously by acclamation. Among the officials attending was President P. E. Crowley, who appointed each participant in the Metropolitan Chapter banquet a Special Passenger and Freight Solicitor of the New York Central Lines. Dancing followed and continued throughout the evening. J. M. Wooldridge, who was re-elected president, was toastmaster.

freight over the New York Central Lines or induce a friend to travel on its cars.

"We belong to the railroad," he continued, "and we owe it our enthusiastic support. How many of us realize how many people are on the New York Central? We are an army greater than that commanded by Washington; we are a wonderful army because we are headed by a general who knows how to lead without commanding."

Among those who attended were: Ward W. Adair, M. J. Alger, J. Aronson, R. N. Brockway, W. C. Bower, C. H. Blackmore, C. K. Brodhead, O. G. Browne, J. G. S. Brennan, H. M. Bassett, W. S. Baker, S. M. Bickford, F. S. Boardman, P. E. Crowley, J. S. Conover, A. W. Carpenter, M. R. Connell, T. G. Case, E. B. Collister, C. W. Y. Currie, G. H. Clark, A. D. Dugan, J. E. Davenport, C. E. Doty, H. H. Downs, E. A. Dougherty, J. B. Dwyer, D. W. Dinan, J. P. Dervin, C. C. Fletcher, M. Gilligan, D. E. Gelatt, J. R. Grant and M. R. Garrison.

F. H. Hardin, S. P. Hull, C. A. Harris, R. J. Hopper, W. S. Haley, F. J. Hahn, W. V. Ingraham, E. T. Jones, F. C. Jerome, P. W. Kiefer, J. K. Lovell, P. V. D. Lockwood, E. W. Lane, J. A. Loftus, Dr. J. W. LeSeur, E. B. Menuez, A. L. Miller, W. C. Maurice, W. Mann, A. MacMichael, G. A. Noren, G. E. V. Osborne, F. H. Owen, John J. Powers, Harry Parry, J. W. Pfau, L. V. Porter, W. F. Place, E. L. Rossiter, L. Relyea, R. D. Starbuck, C. F. Smith, W. Stevenson, H. A. Stahl, G. A. Stan..., L. A. Schroder, G. H. Stevens, C. L. Spaulding, Z. H. Sikes, J. L. Snow, E. B. Sabin, I. M. Taylor, S. L. Van Akin, G. H. Wilson, Jno. G. Walber, C. S. White, A. D. Wolff and J. M. Wooldridge.

The Marine Department of the New York Central was reported to have had the largest individual delegation present, their number totaling sixty.

During the evening the Three Jolly Fellows entertained with many novelty songs, which made a great hit with all present. Immediately following Mr. Aronson's talk, the floor was cleared of tables, and dancing was enjoyed until midnight.

Mohawk Valley Auxiliary Joins Adirondack Veterans in Banquet, Installation and Dance

FOR the third successive year the Adirondack Chapter and its Auxiliary, the Mohawk Valley Chapter of the New York Central Veteran's Association, held their joint installation of officers and banquet in the ballroom of the Hotel Martin, Utica, N. Y., before a group of veterans, auxiliary members, younger railroaders and railroad officials that totaled well over 600.

L. H. Hassel was again inducted into the office of president of the Adirondack Chapter by Dr. J. W. LeSeur and Mrs. Helen E. Pallas into the Auxiliary, of which she was first president.

Dr. LeSeur conducted a simple ceremony just at the close of the banquet and preceding the dancing. He called each of the elected officers of the chapters to the speakers' table, where they stood in front of him while he quietly directed the inaugural exercise.

Those who took office in the Adirondack Chapter were: L. H. Hassel, president; J. G. Cahill, vice-president; Porter Palmer, secretary-treasurer, and George Funk and Carl Keene, trustees for three years; Mohawk Valley Auxiliary: Mrs. Helen E. Pallas, president; Miss Florence Gallagher, vice-president; Miss Bernice Green, secretary-treasurer; Miss Catherine Vosburg, historian, and Mrs. Emma Shipman and Miss Cecelia Thompson, directors for three years.

At the conclusion of the installation, Dr. LeSeur presented Mrs. A. E. Moore, retiring president, with a gift of silver candlesticks; Mrs. Pallas, new president, with a bouquet of roses, and Mr. Hassel with a basket of roses, which eventually found its way into the hands of Mrs. Hassel. All of these gifts were from the combined chapters.

Acting in his usual capacity as toastmaster, Dr. LeSeur laid down a rule limiting the speakers to three minutes, which was enforced by the peals of a silvery tongued bell. Needless to say the Doctor had recourse to his bell on many occasions, as he called on a number of those present for talks. The speakers were: Superintendent J. K. Brown of the Adirondack Division; Assistant Superintendent P. C. Agans of the Mohawk Division; Mrs. Pallas, Mr. Hassel, Charles H. Belding, president of the Onondaga Chapter, Syracuse; Nathan W. Cole, president of the Fall Brook Association; Mrs. A. E. Moore, retiring president; Mrs. George H. Worthington, Chief Director of the DeWitt Clinton Auxiliary, and Dr. LeSeur.

Frequently, during the course of the talks, a fun-loving veteran would tap his drinking glass with a fork, getting a tone similar in effect to Dr. LeSeur's bell, causing no end of embarrassment to the speaker and endless amusement to those attending. Mr. Hassel had completed a minute and a half of a carefully prepared talk, when P. C. Agans tapped his glass, inducing the chapter president to retire in confusion with his message of welcome only half done.

Mr. Hassel sounded a note of optimism in his abbreviated talk of thanks for the confidence placed in him by the veterans. He called attention to the fact that next year he expected to retire and that he hoped to turn over to the next president a membership of 1,500.

Mrs. Pallas thanked the Auxiliary for re-electing her, and said that she would do all in her power to make the year a success. She told of the new Accounting Bureau of the Maintenance of Way Department which has brought many new rail people to Utica, and took the opportunity to welcome them. It was deemed necessary by both presidents, she said, to offer these people new in Utica something that would let them know that they were welcome. So, she said, an indoor dart baseball game was opened in the Assembly Room of the Utica Station, and a noonday dancing period of thirty-five minutes was inaugurated. The music for the dancing is furnished by musicians of both chapters at their expense.

Mr. Brown told of the prosperous condition of the Veterans, and said it was due, in great part, to the co-operation of the members. Deviating for a moment from Association affairs, Mr. Brown spoke briefly of Safety, saying he knew that the occasion didn't warrant such a talk, but he couldn't let such an opportunity pass to send a message over the division through such a large group. He asked the men to redouble their efforts to better the Adirondack Safety record.

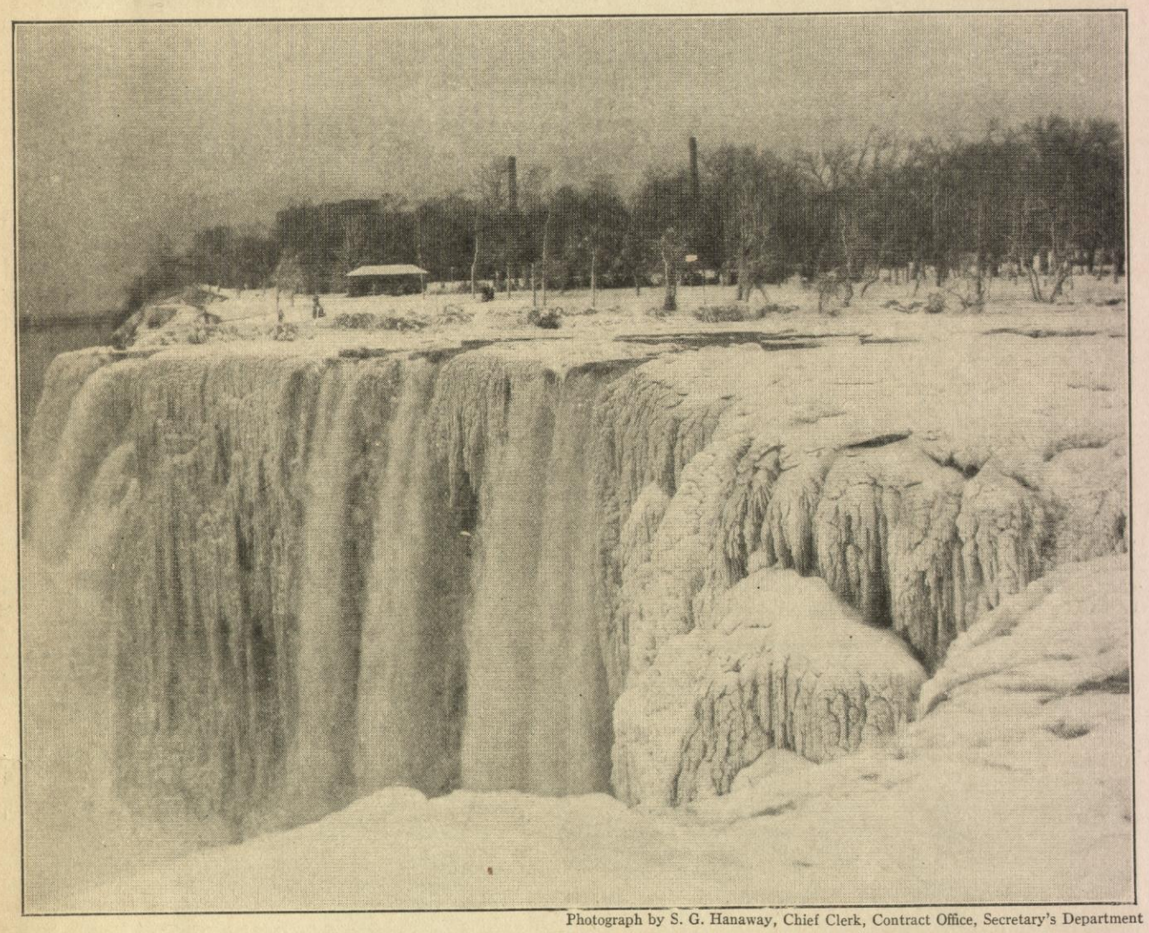
Mrs. Moore, retiring president, thanked the members for their support during her administration, and also thanked the members for their gift. Mrs. Worthington expressed her pleasure at being present, and invited all to join in the joint installation of the Capitol Chapter and DeWitt Clinton Auxiliary.

Mr. Agans said it was always a joy for him to attend an Adirondack affair, and entertained with a few humorous stories which greatly pleased the veterans. Mr. Belding and Mr. Cole also expressed their pleasure at being present, and commented on the feeling of good fellowship which filled the banquet room.

Dr. LeSeur added his congratulations, and said that the Adirondack Chapter and its Auxiliary were among the friendliest chapters on the New York Central. He later called Messrs. Brown, Agans, Edward Chesebro and Mr. Hassel to the center of the platform and asked them to join him in several songs. The quintet, entirely unlooked for, being impromptu, made a tremendous hit with everyone present, and it was repeatedly encored.

Following the singing of the last song, the floor was cleared for dancing which continued until morning.

TRAFFIC DEPARTMENT



Photograph by S. G. Hanaway, Chief Clerk, Contract Office, Secretary's Department

Niagara in winter is as great a scenic wonder as in summer-time, attracting many travelers who use the Michigan Central especially that they may see the great waterfall armored in ice. At night the spectacle is illuminated in varying colors.

Los Angeles to Copenhagen Trip Made In Eight Days

WHAT IS BELIEVED to be a record for long distance traveling was set by Miss Ellen Lunn, who traveled from Los Angeles to Copenhagen, making the journey in eight days. Miss Lunn made the journey from St. Louis, Mo., to New York City on the Missourian, Big Four train, and from there she engaged passage on the North German Lloyd steamship, *Bremen*, to Bremen, Germany, from which point she used air service to her home in Copenhagen.

Miss Lunn, whose professional name is Ellen Danar, is known as a danseuse-artiste of Hollywood. She left Los Angeles on December 12 and traveled on the Standard Air Lines, Texas & Pacific Railway and Southwestern Air Fast Express to St. Louis, where she boarded the Missourian.

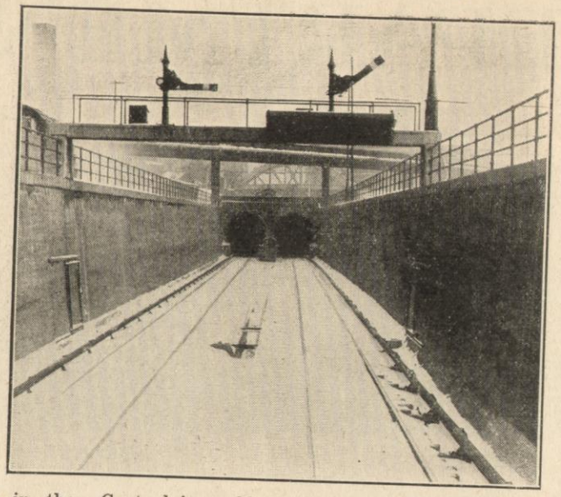
Passion Play Again to Be Given at Bloomington, Ill.

THE SEVENTH SEASON of the Passion Play, as produced by Delmar D. Darrah in the Scottish Rite Temple, Bloomington, Ill., will begin on Sunday afternoon, March 16, and will continue every Sunday during that month. Following that, eight performances will be given in April and four in May, the concluding performance to be given on May 11.

The performance takes three hours and forty minutes, with no time for intermission. The cast has 250 people; there are two choirs and a pipe organ to provide appropriate music, and fifty-eight scenes.

A complete resume of the life of Jesus, from the Sermon on the Mount to His ascension into Heaven is enacted in this play.

Michigan Central's Twin-Tube Tunnel Between Detroit a Windsor Now In Use Twenty-one Years



THE twenty-first anniversary of the Detroit twin-tube tunnel, used exclusively by the Michigan Central Railroad, will be celebrated this year both by that road and by shippers. The twin-tube, the only one of its kind in existence, is a unique railroad facility, for, being free from all climatic interference, it enables the Michigan Central to give a service to its patrons that is unequaled by any other railroad using the Detroit-Windsor, Ont., gateway.

The tunnel is one and three-eighths miles in length from portal to portal, and two and one-half miles from summit to grade. Only electric locomotives, insuring speed and safety, are used in the tunnel.

Prior to the opening of the Detroit River tunnel, ten car ferries were abandoned by the Michigan Central as they were no longer necessary for its purposes. When those ferries, with those of other railroads, were in use, the peak year covering all carload traffic ferried across the river by all Detroit showed in round numbers, 735,000 cars. Now, however, through the use of the twin-tube tunnel, the Michigan Central is enabled to care for triple that number whenever the situation warrants. In building the tunnel, the railroad was looking far into the future, and will be able to handle any traffic that might, through extraordinary conditions, prohibit the use of ferries.

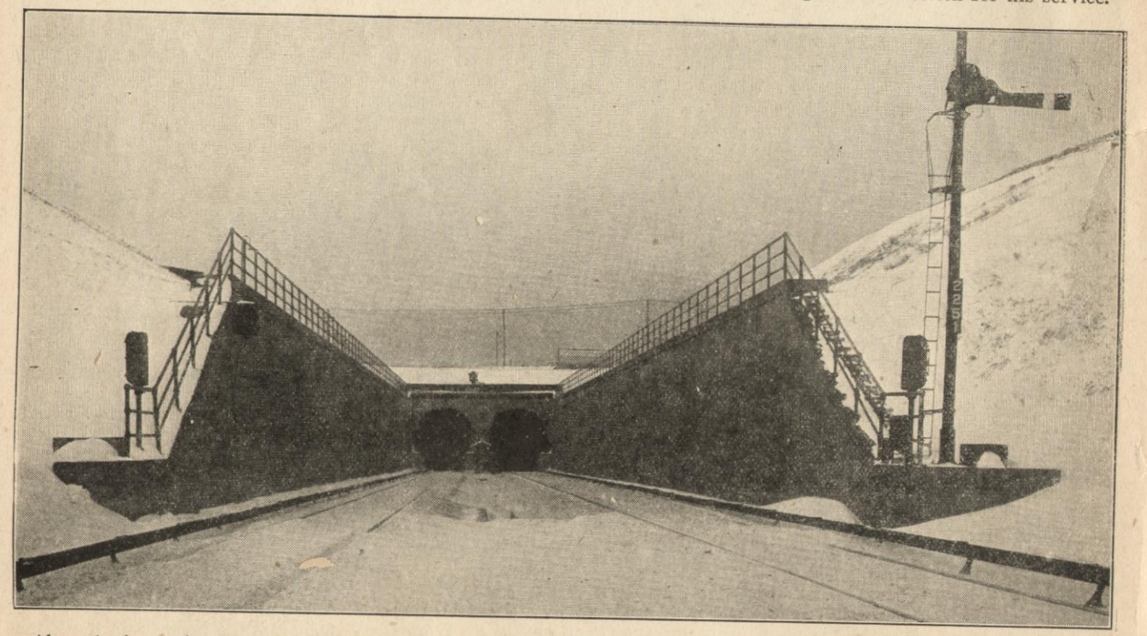
Now that the winter months are offering hazardous crossing to the remaining ferry boats on the Detroit River, the use of the tunnel is especially appreciated by shippers. Fast freight demands uninterrupted service, and the Michigan Central, by the elimination of the old, obsolete car ferries, is the only line in the Detroit district that is able to offer such service.

A distinct honor was paid the Michigan Central, when the builder of the vehicular and pedestrian tunnel between Detroit and Windsor, now under construction, patterned it after and made it the same type as the Detroit River tunnel used by the Michigan Central. Thus was the efficiency of that type of tube proved and the service, which can be afforded through a railroad facility such as the Michigan Central constructed, realized.

Engineman Stops Leak of Grain

WITH ALL THE FORCES of the New York Central Lines actively campaigning to prevent claims, the action of F. H. Dietrick, Engineman at Hillsdale, Mich., in stopping a profuse leak in a grain car enroute from Homer, Mich., for delivery to the Michigan Central at Albion, is pleasing.

Superintendent E. R. Bissell, Lansing Division, thanked and commended Engineman Dietrick for his service.



Above is show the American and below the Canadian portal of the twin-tube tunnel of the Michigan Central under the Detro River between Detroit, Mich., and Windsor, Ont., which begins its twenty-first year of operation in 1930.

One of the electric locomotives used by the Michigan Central in the twin-tube tunnel which connects Detroit with Windsor, Ont., by speedy rail service under the Detroit River. These efficient locomotives are one of the important factors in the satisfactory all-season transportation provided by the Michigan Central at this point.

London's Railway Figures Colossal

WHAT an astonishing spectacle it would be if it were possible to gaze down on Greater London and in one sweeping comprehensive glance, get an intimate view of its whole immensity just as one looks down on the feverish activity of an ant-heap. Not even an airplane affords such a vantage point. London is revealed to most of us in tiny fragments—a chaotic stretch of the Strand, a short vista of Whitehall and a longer but still limited glimpse of the City from the top of the Monument.

One pieces the fragments together and the mind receives an undefinable picture of a teeming London of nearly 8,000,000 people, and with this mental impression of a busy, restless community forever bustling to and fro, come wondering speculations of what this Greater London demands in the way of railway facilities to keep its great heart beating.

The railways are the arteries that carry the life stream to and from the heart of the empire. See them in your mental picture stretched out in a vast network, radiating in all directions. Threaded under the streets, over the streets, spanning the river, crossing and re-crossing each other. Burrowing out of sight another network honeycombs the London clay and dives deep under Thames shipping. Outside where green fields begin, the main lines reach out to every point of the compass. Lines of business, friendship, trade—lines of pulsating life.

Look down closely on this teeming ant-heap. Frantic movement everywhere. The City of London to be filled with millions each day and emptied each night so that the most famous square mile in the world dreams peacefully with fewer people in its area than in many a country market town.

Peer at the forest of shops, factories, warehouses, work, docks and wharves and the bewildering miles of residential streets. See the millions that ceaselessly come and go. A restless mass of humanity whose very lives depend upon these busy arteries. Boat trains, shopping trains, business trains, workers' trains, theatre trains, holiday trains. You realize what this endless activity means to Britain. You realize that if anything happened permanently to disorganize the network, the pulse of the nation would stop.

Nearly a Billion Passengers

Facts and figures sharpen the outlines. Those relating to railway service, published here in detail for the first time, are staggering.

In Greater London alone last year the railways carried 929,521,919 passengers.

The number of passengers using the big main line terminal stations in London each day together with those carried by the Underground Companies, amounts to a total of nearly 3,000,000.

There are 580 passenger stations within a ten-mile radius of Charing Cross of which 125 are underground.

There are scores of other stations in what may rightly be called Greater London.

The statistics of passengers per day at main line terminal are:

Paddington 55,000, King's Cross 60,000, Liverpool St. 230,000, Marylebone 10,500, Euston 60,000, St. Pancras 30,000, Fenchurch Street 50,000, Broad Street 120,000, Waterloo 121,000, Victoria 96,500, London Bridge 135,000, Charing Cross 59,000, Cannon St. 57,000, Holborn and St. Paul's 44,000, Waterloo and City 28,000, and at Baker Street as many as 637 cars are dealt with in an hour.

At these stations alone over 9,000 trains are dealt with every day, and to be added to this enormous total are the thousands of underground trains which run at peak periods with intervals that can be measured in seconds.

The figures shown above include the numerous journeys made by London's vast army of season ticket holders who may travel from Balham or Brighton, Clacton or Clapham, Southend or Southall, Reading or Romford, Guildford or Gillespie Rd., Watford or Wandsworth. A man on Brighton Promenade once said that he traveled at least 30,000 miles a year. It was remarked that he must have seen some strange countries.

"No," he replied "I've never been further than London. I'm a season ticket holder and I travel up and down every day."

The part that the railway arteries play in the movement of millions of tons of food, materials, and manufactured articles from the docks, through London and so up and down England, the record of those long, long trains made up daily in the vast acreages of London's goods yards is another story.

Addresses Anti-Smoke League

A. A. RAYMOND, Superintendent of Fuel & Locomotive Performance for the New York Central, was the principal speaker at a meeting of the Toledo Smoke Abatement League in Toledo on January 7. Supper was served preceding the meeting.

The American Insurance Union Building in Columbus, one of the most spectacular buildings in the State of Ohio. Practically all the material used in this building was handled by the New York Central Lines.

New Service, With Use of Union Station, Announced For Columbus, Ohio

IN order better to serve the traveling public on the Ohio Central Lines, passenger trains will now arrive and depart from Union Station, Columbus, making unnecessary the change of stations by passengers transferring to other lines in Columbus. In the past the Ohio Central has used the Broad Street Station, while all other lines entering Columbus, including the Big Four, have used the Union Station.

The change, which was effective January 26, gives passengers going through Columbus the added advantage of departing from and arriving at LaSalle Street Station, Chicago, and the Michigan Central Station in Detroit, traveling on the New York Central all the way.

At the same time through sleeping car service was established between Chicago and Columbus; Detroit and Columbus; Toledo and Columbus and Detroit; Toledo and Norfolk, via the Norfolk & Western Railway, through Bluefields and the Pocahontas coal region. Convenient connections for Winston-Salem and Durham, N. C., have also been arranged.

The new schedules put into effect are: from Chicago (Central Time), 9 P. M. daily, arriving in Columbus at 7:15 A. M. and Charleston at 4:05 P. M.; from Columbus (Eastern Time), 12:15 A. M., arriving in Chicago at 8 A. M. Other daily service from Chicago includes two trains leaving Chicago at 10:35 A. M. and 2:20 A. M., arriving in Columbus at 9:10 P. M. and 1:30 P. M.

The returning trains leave Columbus at 7:45 A. M. and 2:15 P. M., making stops in Toledo at 11:15 A. M. and 6:20 P. M., and arriving in Chicago at 3:30 P. M. and 10:15 P. M.

The 10:35 A. M. out of Chicago carries a parlor car and coach to Toledo and Columbus and also provides dining car service, while the 2:20 A. M. has sleeping car service from Chicago to Toledo and a parlor car from Toledo to Columbus.

On the return trip the 1:45 A. M., out of Columbus, has a parlor car to Toledo and Chicago, with dining car service. No coach passengers are carried between Toledo and Chicago on this train. The 2:15 P. M. has parlor car service to Toledo and Chicago.

The new service from Detroit to Columbus, with stops at Toledo, includes Nos. 2, 4, 6 and 8, which leave at 1:01 A. M., 8 A. M., 12:05 P. M. and 4 P. M. Nos. 2 and 6 continue to Charleston, W. Va.

Northbound, Nos. 1, 7, 5 and 3 leave Columbus at 12:15 A. M.; 7:45 A. M., 2:15 P. M. and 5:45 P. M. No. 7 leaves Norfolk, Va., on the Norfolk & Western Railway at 11:45 A. M., making stops at Lynchburg and Roanoke, Va.

No. 2 has sleeping car service to Toledo and Columbus, and coaches; No. 4 has parlor car, dining car and coach service to Columbus; No. 6 has parlor car and coach service to Columbus, and No. 8 has sleeping car service to Norfolk, and parlor car, dining car and coach service to Columbus.

No. 1 has sleeping car service to Toledo and Detroit; No. 3 has parlor car and coach service to Detroit; No. 5 has parlor car, dining car and coach service to Toledo, and No. 7 has sleeping car service from Norfolk to Detroit, and parlor car, dining car and coach service, Columbus to Detroit.

Illinois Cattlemen Praise Service

CATTLE MEN in Illinois, along the Cairo and St. Louis Divisions, were greatly pleased with the special service provided them by the Big Four and New York Central in the transportation of their show cattle to the International Livestock Exposition in Chicago. Sixteen carloads of cattle were handled in the movement.

The special train started at Hutsonville in charge of R. J. Plaster, Agricultural Agent, and was timed to connect with NY4 at Midland Yards, so that herds from along the St. Louis Division could use the latter train and be placed in the special at that point. From Midland the train moved directly to Lyons and thence via New York Central to Chicago.

The aproximately two hundred-mile trip from Hutsonville to the Union Stock Yards in Chicago was made in nine hours without any appreciable delays or difficulties. Cattle men in advance were given the schedule so that loading was done just prior to the arrival of the train. Most of the cattle were in the cars less than ten hours.

It is worth while to point out, at this time, why show cattle require fast movement. The prize-winning fat bullock must have "bloom," in other words be in the pink of condition. If he goes "off feed"—cattle parlance for lost appetite—it is reflected in a few hours in his general appearance. This is very evident to the cattle judge and his placings are made accordingly. Otherwise "bloom" is important because anywhere from a week to several months is required to put it on show cattle. It can be lost in transit in less than twenty-four hours. Going "off feed" is usually the result of an unusual disturbance in the herd, such as change of feeding time, of feeds, being in the cars too long, or rough handling.

This, in a way, explains the gratitude of these cattle men to whom transportation of the herd is the biggest factor in exhibiting. In this movement, none of the cattle were disturbed in the least, as indicated by the winnings. Four carloads of these cattle were prize-winners in the car-lot class of the International Livestock Show. This class, in which there were some 290 carloads entered, had the keenest competition. Typical letters from shippers on this special train are given below:

"This is to extend my appreciation for the fine service I received in shipping my cattle to the International Livestock Show the latter part of November, and the fine spirit in which you did it.

"This method of handling the stock is much more satisfactory than the regular trains, as the cattle arrive and still contain their bloom."

FRED H. HOLWICK

"We want to thank you for the efficient manner in which you conducted the special train to the Chicago Livestock Show November 26, 1929.

"We were well pleased with the service, and hope we may again be permitted to have the use of similar trains." ALLEN NEWLIN & SON

"I want you to know that I appreciate very much your efforts in making up a show special for the accommodation of us show men at the time of the International Show.

"I realize that to run this show special was quite a lot of work on your part, and in case you make the run in another year, I sure want you to count me in.

"I appreciate the attitude of the Railroad Company in regard to us stock men." HENRY HORTENSTINE

H. M. Lawrence Elected

HERBERT M. LAWRENCE of the New York Central Ticket Office in Grand Central Terminal was re-elected secretary-treasurer of the New York City Association of Passenger and Ticket Agents at the annual meeting of that body at the Hotel Pennsylvania, New York City, on January 13.

James McCloskey, City Passenger Agent of the Chicago, Milwaukee, St. Paul & Pacific Railroad, was elected president. A watch was presented to J. J. Hassett of the Seaboard Air Line, retiring president.

Navajo Indians Dance Ancient Ritual In Mesa Verde Park

THE jazz marathon dance is not so modern as its sponsors would have the public believe. Two thousand years ago, or more, the Navajo Indians were dancing the Night Chant, their nine-day healing ceremony. As an exemplification of throbbing, pulsating, dynamic jazz, it has never been equaled.

Travelers in Mesa Verde National Park in Southwestern Colorado witness a portion of this stirring performance every evening during the summer vacation season, seated about a blazing log fire where government rangers lecture upon the Pueblo Indians who inhabited the two thousand cliff-dwellings on the Mesa, possibly when Christ was performing his miracles.

The setting itself is dramatic. The campfire throws dancing lights upon the pinion trees. Two files of Navajos slip like shadows into the circle of sophisticated whites, and take position. The medicine man stoops four times, shaking his rattle to drive away evil spirits. Four times he gives a staccato whoop.

Then, with an intensity and shrillness that jerks spectators erect, the wild chant breaks forth—usually the Ya-be-chai, one of the healing songs. Every voice is pitched in a falsetto no white man can imitate. The shadowy figures whirl, pirouette; the lines move forward in single file, the dancers executing a barbaric shimmy that would shame a jazz champion. The leaders turn in; two lines go in one direction, two in the other, parading in perfect time and rhythm. After fifteen minutes of this the spectators, with hearts throbbing, grasp their seats with moist hands. The spell is irresistible.

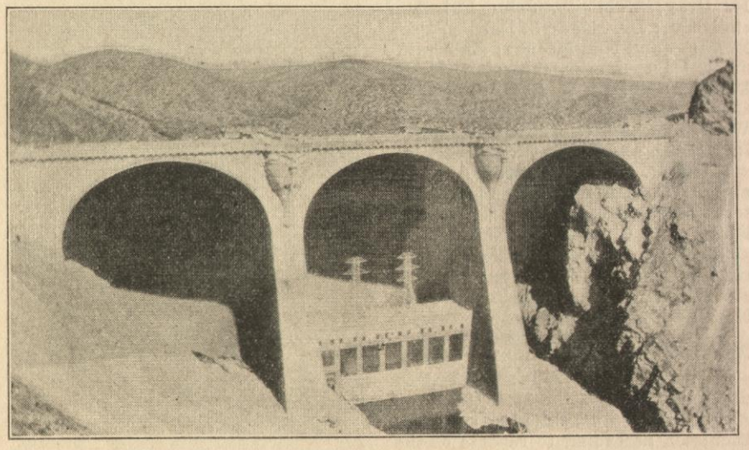
Only a favored few among the whites ever see the full Night Chant. A sacred dance, it is performed in early winter, after the first frosts. Mesa Verde National Park is the only place where one may witness it.

Long before Columbus discovered America the Navajos were raiding the Cliff Dwellings of Mesa—green table — to steal corn and women, for the Pueblos cultivated corn, cotton, squash, beans and tobacco. Remains of their reservoirs and irrigation ditches still are traceable.

When the skulking foe appeared, signal fires were lighted. Women, wearing gaily decorated cotton dresses, and balancing upon their statuesque heads beautifully modeled and decorated pottery, scrambled up the precipitous paths, mere hand and footholds pecked in the sheer cliffs. The thousands who occupied these great apartment-house towns withdrew behind fortified walls. Warriors were sent out to repel the raiders.

Some great disaster, possibly failure of water supply, possibly successful raids, drove the inhabitants away. They left, half-finished, the remarkable Sun Temple, bearing the device by which priests measured time and dated their calendar.

Months would be required to visit



THE COOLIDGE TRIPLE ARCH DAM IN ARIZONA

The dam was built directly into the rock, seen on the right, and required a year to pour the concrete used in its construction. The lake in back of the dam, when full, will be twenty-five miles long and the distance around will be 137 miles. The new dam is bringing water to a territory which 400 years ago was irrigated by the Pima Indians, but which since has become arid. In the single year since it was built, former desert areas have given forth bountiful crops, new towns have prospered, the state's wealth has increased and the region has become an objective point for many thousands of tourists.

one-fourth of the dwellings by horseback or foot. But government rangers, meeting the motorists that stream up the Mesa and enjoy the vistas of the rim road, are ready to escort travelers daily through the larger dwellings, describing the ingenuity of these stone-age people. The romance of a remote past is more than half brought to life as one climbs the cliff-dwellers' difficult paths and rambles through underground kivas and third-story rooms in this land where the sun always shines and the sky is eternally blue.

Neil Mooney Named on Publicity Committee

AT THE REGULAR monthly meeting of the General Eastern Passenger Agents' Association of New York on board the Royal Mail Steam Packet Company's steamer *Arcadian*, at pier 42, North River, New York City, officers for the year were elected. Neil Mooney, General Passenger Agent for the New York Central, who was president in 1928, was appointed to the Publicity Committee of the Association by John L. Homer, Assistant General Passenger Agent of the Lackawanna Railroad, the 1929 president.

Other officers elected by the association were: Fred R. Perry, General Assistant, Passenger Department, Canadian Pacific, vice-president; Frank G. Fitz-Patrick, General Agent, Chicago & North Western, treasurer; William F. Sheehan, General Agent, Delaware & Hudson, secretary; John Fairman, London Midland & Scottish Railway of Great Britain, assistant secretary.

The committees appointed by the new president are: Reception, Charles L. Hunter, chairman; G. L. Cobb, J. Floyd Andrews, Hugh Donny and H. H. Gray; Publicity, John Fairman, chairman; Dr. Edgar S. Barney, Fred R. Parry and Neil Mooney; Entertainment, Harry Meyer, chairman; M. H. Murphy and Sam W. Gafner; Musical Committee, Harry Rusch, chairman; W. F. Sheehan, George Orton, Henry R. McLean and Harry M. Crowder.

Henry R. McLean, Charles A. Melin and A. C. Hilton were appointed to serve on the executive committee, and Frank G. Fitz-Patrick was re-appointed chairman of a special committee to arrange a dinner-dance and reunion to be held in the near future in New York City.

M. C. Town Ships Many Potatoes

GAYLORD, Mich., ranked second in car-lot loadings of the 1928-1929 crop of potatoes for all shipping points in Michigan, according to reports of the Market News service of the United States Department of Agriculture. Four hundred eighty-five carloads were shipped.

Gaylord is located on the Mackinaw Division of the Michigan Central and is the home of the Top O' Michigan Potato and Apple Show.

Large Committee Prepares For Cleveland Terminal Opening

MANY PROMINENT national and local figures are members of the general committee which will have charge of the formal opening of the new Cleveland Union Terminal in the spring. Among them are Newton D. Baker, former Secretary of War of the United States, Governor Myers and A. S. Ingalls, Assistant Vice-President of the New York Central.

The personnel of the general committee for the celebration follows:

Charles E. Adams, J. H. Alexander, Frank Baer, Henry Turner Bailey, E. H. Baker, Newton D. Baker, A. D. Baldwin, Edgar G. Barnett, Paul Bellamy, W. H. Benham, J. J. Bernet, Brice Bowman, Rabbi Barnett R. Brickner, C. S. Britton, Dale Brown, R. J. Bulkley.

Tyler W. Carlisle, E. R. Carter, Gov. Myers Y. Cooper, Harris Creech, Judge John P. Dempsey, Joseph F. Doherty, Edward W. Doty, William M. Duncan, Harry M. Farnsworth, H. K. Ferguson, H. L. Findlay, C. L. Gebauer, Paul L. Grove, Dan R. Hanna Jr., Rev. Joel Hayden, Charles T. Henderson, W. T. Holliday, A. R. Horr, Arthur J. House, James L. Hubbell, D. S. Humphrey.

Jay Iglauer, A. S. Ingalls, W. H. Johns, Albanley Johnston, Judge Paul Jones, R. G. Jones, W. H. Kelly, John S. King, Robert Lindsay, Dean C. Mathews, Frank B. Meade, John Meilink.

George Miller, J. M. Moyer, J. E. North, J. R. Nutt, Herbert K. Oakes, G. G. G. Peckham, Frank Phelps, Atlee Pomerene, T. A. Robertson, Rev. Benedict Rodman, Rt. Rev. Warren Lincoln Rogers, Charles F. Ross, W. L. Ross, L. R. Scafe, Robert J. Schmunk, Rt. Rev. Joseph Schrembs, Carlton F. Schultz, D. H. Scott.

Louis B. Seltzer, Howard I. Shepherd, John Sherwin Jr., H. V. Shulters, Thomas L. Sidlo, Rabbi A. H. Silver, Lawrence A. Slatmyer, Mnsgr. Joseph F. Smith, George E. Strong, W. H. Sullivan, A. H. Tashjian, Dr. Charles F. Thwing, Judge Willis Vickerey, Dr. Robert E Vinson, Louis C. West, Judge Samuel W. West, Alexander F. Whitney, Dr. William E. Wickenden.

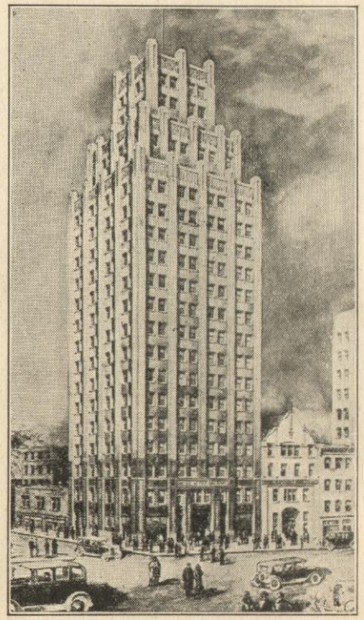
The executive committee includes:

William Ganson Rose, chairman; C. L. Bradley, John E. Crew, George DeCamp, Randolph Eide, Hubert B. Fuller, Munson Havens, Henry D. Jouett, William R. Hopkins, John C. McHannan, Edwin L. McFalls, John D. Marshall, E. E. Merville, George E. Miller, Herman Moss, Herman Neff, R. B. Robinette, A. S. Rodgers, Allard Smith and H. B. Lowe, secretary.

The reception committee is:

Louis J. Alber, J. C. Anderson, A. Z. Baker, E. C. Balshiser, D. S. Barrett Jr., William P. Belden, Fred G. Benes, A. C. Blair, F. W. Blazy, S. M. Bond, Chester K. Brooks, B. W. Browne, James F. Carroll Jr., N. Thayer Chapin, J. A. Coakley, N. L. Dauby, Dr. E. B. De Sauze, Tracy H. Duncan, George Durham, Carl D. Friebolin, R. W. Gallagher, Harry Gillett, H. E. Gilpin, H. H. Gould, George C. Gordon, Harry L. Grant, A. H. Greeley, W. R. Green, Maurice Gusman, Rev. John Hagan, Norman T. Harrington.

Robert G. Hascall, H. M. Hitchcock, W. H. Hyde, A. J. Kennedy, J. D. Kling, Herman P. Knoble, J. R. Kraus, C. K. Lenz, H. R. Lynn, Carlton K. Matson, Paul H. Milde, F. B. Mitchell, John W. Morrison, Maynard H. Murch, D. W. Myers, Clarence J. Neal, Frank H. Pelton, C. H. Prescott, Morse W. Rew, H. C. Robinson, E. W. Rose, W. T. Rossiter, George A. Rutherford, L. C. Sabin, Frank R. Sargeant, A. H. Seibig, Asa Shiverick, F. W. Sinram, Samuel Lewis Smith, W. A. C. Smith, W. B. Stewart, Kenneth Sturges, E. G. Tillotson, Col. H. J. Twelvetree, I. R. Watts, R. A. Wilbur, John P. Witt.



New United Hotel Office Building in Niagara Falls, N. Y.

United Hotels Company Moves to New Office

IN LINE with its plan of expansion, and for the purpose of further unification and general efficiency, the general executive offices of the United Hotels Company of America were transferred last month from 25 West Forty-fifth Street, New York City, to the new United Office Building, erected as the home office of the company, on First Street, Niagara Falls, N. Y., one block from the Niagara Hotel.

The United Company has always maintained executive headquarters in Niagara Falls, which is the home of Frank A. Dudley, President of the company. Here also the various important executive departments have always been centered, such as the Legal Department, headed by Alfred W. Gray, General Counsel, and the Department on Taxes, Rentals and Concessions.

The Operating and Accounting Departments are among the more important additions to the Niagara Falls Office. The United Company will continue to maintain an office in New York City.

The action of the United in concentrating its executive forces at Niagara Falls is in line with the policy of other large corporations in establishing their offices at points geographically most convenient for their various operations. In the case of the United Company, with its five operating units in Canada and its important hotels in the Middle West and Far West, Niagara Falls is considered to be a logical selection in the interest of efficient operation.

Every new road and building requires construction materials that have to be hauled by rail. The New York Central might have the job if you would send your DFA a Traffic Tip.

Dinner Given for J. J. Brinkworth and W. A. Hamler

PAEANS of praise and affection echoed and re-echoed from the walls of the ballroom of the Hotel Lafayette, Buffalo, on January 25, when representatives of all departments of the New York Central in the Niagara Frontier district gathered to bid farewell to W. A. Hamler, departing Superintendent of the Buffalo Division, and to say welcome once more to J. J. Brinkworth, newly appointed Superintendent of that Division.

More than 150 representatives gathered in the ballroom and heard speaker after speaker laud the qualities of "Bill" Hamler and John Brinkworth. Not content with having both of these popular officials praised verbally, songs to the tune of "Mother Machree," with the words admirably re-arranged in a farewell to Mr. Hamler, and "Howdy Do," sung for the benefit of Mr. Brinkworth were repeated time and time again during the course of the dinner.

Dr. J. W. LeSeur, acting in his old capacity as toastmaster, extolled the feeling of friendship that was expressed at the dinner. It is this feeling of friendliness, constantly growing on the New York Central between men and men, and employe and official, that is partially accountable for the increasing success of the Railroad, he said. One of the best things in life, he maintained, is friendship, and it must be a great satisfaction to men like Mr. Hamler and Mr. Brinkworth to see so many of their fellow workers before them ready to offer their support and congratulations.

He then suggested that a telegram be sent to each of the five newly appointed Vice-Presidents of the New York Central, and all of those present acted unanimously in favor of his suggestion.

T. A. Ward, Assistant Freight Claim Agent in Buffalo, was then introduced by Dr. LeSeur. He spoke highly of Mr. Hamler's qualities, and said that his kindly smile, his cheery words of greeting and his amiability and general equanimity of deportment have greatly enhanced the discipline and decorum of the Division and the Central Terminal. Mr. Ward then presented the departing Superintendent with a fitted Gladstone bag, with the expression of the hope that each time he carried it he would think favorably of the employes of the Buffalo Division.

Superintendent E. V. Brogan of the Erie Division followed Mr. Ward, and expressed the good wishes of himself and the staff of his division to Mr. Hamler and Mr. Brinkworth.

General Superintendent F. E. McCormack said that it was delightful for him to honor the incoming Superintendent of the Buffalo Division, and at the same time expressed his regret at Mr. Hamler's departure. He told those present that he was welcoming Mr. Brinkworth, the friend of them all, back to his home town. He then presented him with a fountain pen and pencil set.

Mr. Brinkworth, in reply, said that he was happy to be back on the Division where he started his railroad career, and that he was back this time to solicit the support that he had in the past. He stated that he needed that support for a successful administration of the Buffalo Division.

Mr. Hamler followed Mr. Brinkworth. When he was introduced by Dr. LeSeur, the Doctor told why he had not introduced him after T. A. Ward presented him with the bag. He said that Mr. Hamler was visibily affected by the good things said of him, and he thought it best to wait until he had recovered, though, when he rose to speak, his eyes were still a little dimmed as a result of many compliments showered on him.

Mr. Hamler mentioned the fact that he is going back to the Division where he got his start and where he spent the greater part of his railroad life. Though he regretted, he said, leaving the Buffalo Division because of the full measure of support given him during his tenure of office there, he would be pleased once more to be on the Pennsylvania Division.

A pleasant surprise was offered all of those present when the toastmaster introduced Charlie Hogan. The dinner, said Mr. Hogan, was an indication of the many changes that have been effected in railroading since he first entered service. He told of the time when he was a young man and of the method of changing Superintendents. It would be several days, he said, before the rank and file knew of the change, and several days more before they knew the successor.

Other speakers called on by Dr. LeSeur were: M. J. Slattery, president of the Niagara Frontier Chapter of New York Central Veterans' Association; M. W. Hassett, Assistant Superintendent of Motive Power; S. Jordan, Supervisor of Track; Charles S. McGinley, president of the Buffalo Athletic Association; W. S. Baker, Special Assistant to the Vice-President, Personnel; E. Jackson, Assistant Superintendent Car Service; W. H. Wood, Superintendent of the Ontario Division; E. Van Dyne, Superintendent of the Pullman Company in Buffalo; E. Hoagland, Assistant General Freight Agent; F. F. La Rowe, Superintendent of the Railway Express in Buffalo; J. Singer, General Master Mechanic, and A. A. Raymond, Superintendent of Fuel & Locomotive Performance.

The committee in charge of the dinner was composed of T. A. Ward, chairman; M. Murphy, N. J. Evans, Dr. LeSeur, C. S. McGinley, H. N. Paradeis, R. J. Tiffany, M. McMahon, W. H. Harris and A. P. Burns.

Three Harlem and Putnam Division Enginemen Feted On Retirement

HONORS were bestowed upon three retired enginemen of the Harlem and Putnam Divisions January 18, when a testimonial dinner was tendered to Walter Davis, M. B. Primrose and John M. Reilly, by the Brotherhood of Locomotive Engineers and their friends.

The dinner was held at Westchester Manor, just outside of White Plains, and was attended by about 150 fellow workers and officers, who made the three guests of honor the recipients of many compliments and congratulations.

Engineman L. J. Cavanaugh of the Harlem Division was chairman of the committee which made the event possible, and he was ably assisted by Enginemen S. D. Hoffman, M. B. Deady, F. H. Coleman, M. Moran, Edgar Hallett, M. Bruen and C. Serhey. Owen O'Connor, Superintendent, acted as toastmaster and carried the program forward with great zest and interest.

Speeches were made by G. H. Wilson, Superintendent, Hudson Division; C. K. Brodhead, Assistant Superintendent, Electric Division; R. J. Morton, Train Master, C. B. Davenport, Train Master; A. J. O'Connor, Chief Dispatcher; M. T. MacLaury, Assistant to Vice-President, Personnel; J. McBride, representing the Brotherhood of Locomotive Firemen; W. Witheridge, representing Conductors and Trainmen; A. J. Clarkson, G. C. Huelle, G. B. Nickerson and James Donahue.

Retired Engineman T. Brisett presented a traveling bag to Mr. Reilly. Engineman J. T. Conklin, presented the same token to Mr. Primrose. The two veterans expressed their appreciation for these gifts and responded by speeches, indicating that they had enjoyed the fellowship of their companions and the opportunity which they had to contribute in the development of the Harlem and Putnam Divisions.

Between speeches, Harlem Division Engineman James Marley sang some old-time songs which brought down the house. Trainman J. B. Collins read an original poem "To the End of the Road" which was dedicated to the three retired men. J. H. Hustis, Vice-Presi-

dent, G. VanTassell, Assistant General Superintendent of the New York Terminal District, W. P. Davis, former Master Mechanic, and J. P. Dunne, Train Master, sent letters of regret and congratulation, a number of which were full of humorous references to the hobbies of the retiring men.

Mr. Davis wired from West Albany:

"Sincerely regret my inability to be with you tonight. Tell the boys that I wish them the best of luck. John Reilly has been harping so much on the big nozzles for locomotives that I've been experimenting with one of the big Hudsons, to see if there really was anything in it. Tell Reilly that I jimmied the basket over and opened the nozzle to a width of eight feet four inches and while we lost a few men who dropped out of sight in the front end, we considered this a sacrifice in the interest of experimentation. The darned old engine burned two carloads of coal from Harmon to Poughkeepsie but speed—oh boy! Why, when this engine was standing still she was still running six miles per hour. We've had the Car Department, Signal Department, M. of W. Department and finally the Accounting Department offer some more crazy suggestions, and now we've got a furnace man working on it. So far he has found that there is nothing in it but hot air."

Mr. Van Tassell wrote, in wishing "a long life full of happiness and prosperity" to "Walt, John and Prim":

"I have most kind recollections of the gentlemen named, who, while I was Superintendent of the Harlem and Putnam Divisions, served me faithfully and well. As committeemen, they were always fair and courteous in their arguments and willing to meet me half way. Of course, we did not always agree; that was but human. Sometimes 'Prim' would say: 'I do not know about that, but guess it's all right.' Regardless of our arguments, we always parted with a glad hand and malice toward none but charities to all.

" 'Walt' Davis, I have known since my early boyhood, always the same quiet gentleman and a man who believed in doing unto others as you would wish them to do unto you.

"John Reilly: Everyone loves John Reilly for his affable way, jovial manner and Christian spirit. As a member of our Safety Committee he was an ardent Safety First man and did much good work; a regular attendant at our meetings, always with a list of observations which he had collected during his trips over the road. His remarks were always listened to with close attention by the committee and given all consideration possible and, no doubt, his good work was the preventive of many a personal injury. John was also a member of our Fuel Committee and a great advocate of fifteen-inch nozzle tips, instead of five-inch, claiming that the five-inch tips did not consume the clouds of black smoke which his engine made while standing at Mount Riga and Martindale unloading express matter, and that if the black smoke was consumed he would have enough steam to reach Chatham not over two hours late.

"John complained about the running time on No. 26, claiming it was too fast, the train having but seven hours from Chatham to North White Plains, and that he had to pound 'Billy' Davis, 100 per cent engines all to pieces to make the running time, although I never heard of his doing any serious damage to the engine. One night he obtained such a high rate of speed down Brewster grade that he ran the train seventeen car-lengths beyond Croton Falls Station before making the stop. He sent the trainman back to notify the passengers to come down on KN-4, that he did not have time to back up as his train was due at Fordham the following morning and his wife would be awaiting breakfast."

The End of the Road

Dedicated to Three Retiring Enginemen

By James B. Collins
Brakeman, Harlem Division

TAKE IT AWAY!" the coupler called,
As the "cut" was made below;
And a grizzled hand on the throttle bar
Eased her off, so soft, so slow,
With scarcely more than the air pump's wheeze,
The drivers bit the rail,
And the ponderous mass slid down the track
As if she moved by sail.

'Twas a master's touch, the drivers felt,
Through the push on the cross-head pin;
Not the slightest jar, or jerk, or jamb,
As eccentrics and valves slid in.
The mighty engine seemed to smile,
In response to the touch of love;
And she seemed to purr, like a cat-like thing,
'Neath the stroke of the master's glove.

There was sadness, too, in the glistening steel,
As she neared the roundhouse door,
She seemed as blinking through the tears
That flow when the day is o'er.
And up in the cab, old eyes went wet
As memories seemed to goad;
For this heart of years knew the time had come,
For this was "The end of the road."

The end of the road, and the end of the run,
The end of the long, long trail;
The end of the lights and the end of "boards"
Of passengers, freight and mail.
The end of the need for making time;
The end of the daily call;
The end of overalls, gloves and cans,
The very end of it all.

But wait; My brother, the end of work,
Is never the "end of all";
In fact, it's time to begin anew,
This world is not that small.
Begin a life that is yours by right
Of the years you've spent in toil;
Of a record but few could e'er attain;
Of the garlands that 'round you coil.

With sinew and courage, devotion and pluck,
You've made the top of the grade,
And you're coasting down on the long run home,
Content in the name you've made.
With nothing to worry you, none to command
You have eased your throttle in;
Life opens the portals to new-found fields
You are through with the noise and the din.

And so, Old Friend, may your closing years
Be happy and free from cares;
Your friends are legion—your old pals feel
In your happiness they will share.
With them, you are still at the throttle bar,
Making o'er the glistening track;
They hear your whistle far up the line,
And it seems that you are back.

New Year Brings Commendations From Railroad's Patrons

ANOTHER YEAR of achievement for New York Central employes has opened, and with it have come many unsolicited commendations of service from passengers and shippers. The part the employes played in bringing the well known New York Central service to near perfection is known not only by the management but by the shippers and passengers as well, who, frequently, take the opportunity to express their pleasure through the *New York Central Lines Magazine*. Here are portions of a number of commendatory letters received during the holiday season and the first part of the New Year.

Ross L. Bancroft, Manager of the Blue Valley Creamery Company, Cleveland, told H. E. Lyons, Agent for the New York Central at Ripley, N. Y., that he has helped his company to make a record of service during 1929 that has every other year beat a mile. Mr. Bancroft said that the part Mr. Lyons played in establishing this new high mark is greatly appreciated.

As the Conductor on train No. 106, which runs from Peekskill, N. Y., to New York City, picked up his tickets on the morning of December 31, he printed on each of the slips he put on the back of the seat the words "Happy New Year." This little bit of service, said T. J. Dynan of Park Avenue, New York City, created much favorable comment among the commuters.

One of the finest and most efficient men on the New York Central is C. B. Clark, Ticket Agent at Hudson, N. Y., according to the Rev. John Q. A. Martin, Pastor of St. John's M. E. Church at Hudson. "I have seen kindness in two places—in the dictionary and in the Hudson Passenger Station," wrote Mr. Martin. "Mr. Clarke is certainly an asset to the great New York Central."

For removing all apprehension for his daughter's safety while traveling on the New York Central, Brigadier General W. P. Jackson, Madison Barracks, N. Y., wrote to James Graham, in the Station at Watertown, N. Y., expressing his sincere appreciation for the kindness and courtesy shown her.

After being "shoved around" with a broken ankle for more than ten days in New York, the kindness shown to Charles Conley of Alton, Ill., by Conductor Hurley and a porter on Michigan Central train No. 29 out of Detroit for Chicago on December 3, was more than appreciated. Mr. Conley wrote to J. W. Switzer, General Passenger Agent for the Michigan Central in Chicago, saying that the train service of the Michigan Central needs no boosting.

For the unusual service performed by J. W. Moate, Ticket Agent for the New York Central at Poughkeepsie, N. Y., Mrs. Edgar A. Van Deusen has expressed her thanks. Mr. Moate planned with Mrs. Van Deusen her mother's trip to the coast, and personally saw to it that the Santa Fe Railroad representative would arrange to have someone meet her mother in Chicago and escort her to the waiting train. It was snowing heavily on the day that Mrs. Van Deusen's mother arrived in Chicago, and except for the service of Mr. Moate, she would have missed her train. As it was, it was delayed considerably for her while she made the trip across the city.

Tahiti Travelers Well Cared For In This Country

KINDNESS in arranging the most desirable and comfortable trip from Ogdensburg, N. Y., to San Francisco for Mrs. Lama Garrety, wife of the American Consul, Tahiti, Society Islands, by A. R. McBride, Ticket Clerk for the New York Central at Ogdensburg, won him the thanks of Mrs. Garrety in a recent letter. Mrs. Garrety said:

"The trains were most comfortable and the cuisine was perfect. All the employes were most courteous and helpful in every way. We stopped in the Grand Canyon one day, as you suggested, and enjoyed the scenery very much. We arrived in San Francisco on scheduled time and spent three delightful days there. I wish you would also convey our thanks to Mr. LaRock, Chief Clerk in the Ogdensburg Freight Office, for his prompt service in dispatching our household goods. They arrived on time and in excellent condition."

Widows Express Appreciation for Help From Railroad

TWO of the most appreciative letters received in some time by representatives of the Claim Department of the New York Central Lines have come from the widows of two employes, one on the Big Four and one on the New York Central Railroad.

Both relate to the money paid to them in settlement after the death of their husbands while on duty, and while they represent two quite different situations, each is unbounded in gratitude for the New York Central's kindness.

Below is a letter received by O. E. Smith, District Claim Agent at Indianapolis, from the widow of a Big Four employe killed in the service.

"At last my claim against the Big Four for the death of my husband has been settled, but only after eight months of worry and going through the hands of three firms of attorneys. I would have been much better off in every way if I had taken your kind advice. After paying my attorneys I did not receive nearly as much as the railroad company was willing to pay me direct. I would not hestitate to advise any mother left as I was to consider seriously before employing attorneys. I thank you from the bottom of my heart for myself and youngsters for the deep sympathy, kindness and many courtesies shown by you and your company."

The next letter was received by H. L. Hanson while District Claim Agent at Toledo, from the widow of a car repairer fatally injured in the service:

"I want to thank you very kindly for the many kindnesses you showed me following the death of my husband and while I was still in Toledo. It was through you that I am able to make a very satisfactory and prompt settlement direct with the railroad company.

"The money received in settlement is certainly a great help to me as it has enabled me to continue my school work which I had started before being married. In the spring I will have completed my college and secretarial courses. That will mean so much to me and the baby. My mother keeps her and I go home from school every week-end.

"I have never been sorry that I followed your advice and made a settlement so that all the money was paid to myself and baby, and as time goes on I realize more and more that the New York Central Railroad takes care of widows left as I was."

James Glenny, Leading Maintainer of Signals, Retired This Month

WITH thirty-five years of continuous and faithful service in the New York Central Signal Department behind him, James Glenny, Leading Signal Maintainer, was retired on pension February 1.

James Glenny

Mr. Glenny entered the Signal Department as Signal Repairman at North Tonawanda, N. Y., in 1894, the days of the old mechanical interlocking with its lower quadrant wire connected selected signals, detector bars, and mechanically operated switch and lock movements, and remained to take part in the rapid growth of the Signal Department and to witness the remarkable development of the art of signaling on the New York Central.

Looking backward to those days in the late nineties when he was a repairman in charge of the old mechanical interlocking plant at Signal Station 47, Buffalo, Mr. Glenny drew an interesting comparison between that installation and the present electric interlocking with its electrically operated switches, color light signals with "SS" relay control, automatic train stop, track circuits, illuminated track diagrams, and lever lights.

"In those days," said Mr. Glenny, referring to the days of 1894, "interlocking plants were not equipped with the Safety features we have today. For instance, only the detector bar and the watchfulness of the operator at the levers guaranteed that the interlocked switches would not be thrown under or directly in front of a fast-moving train. Nowadays, the application of track circuits to interlockings has made the operation of a switch under these conditions impossible."

Praises Management's Policy

When asked what has impressed him most during his long career as a Signal Department employe, Mr. Glenny replied: "The policy of the management to provide at all times a signal system which reflects the highest state of the art. This progressive policy," he added, "has required extensive changes to be made from time to time which have involved large expenditures, but there has been no hesitation on the part of the company to make such improvements in the signal system which would result in increased Safety to traffic and more reliable operation.

"Not alone has the signal system been improved from time to time, but working conditions have been bettered as well," stated Mr. Glenny. "When I was first employed in the Signal Department, and for many years thereafter, I worked twelve hours for a day's pay and was subject to call during the remaining twelve hours and received no compensation whatever for time spent in answering such emergency calls. Maintainers now have the eight-hour day and are paid time and one-half for overtime calls."

For the twenty years immediately preceding his retirement he was employed almost continuously in maintaining and making changes in the locking of various types of interlocking machines. This work is of exacting character and requires a high degree of mechanical ability and accuracy as a great part of the safety of operation of an interlocking plant is dependent upon the proper installation and maintenance of the machine locking. Often changes in the locking have to be made without taking the machine from service and it is in such cases that a large part of the responsibility for the safe and proper operation of the machine falls on the locking mechanic. It has been of great satisfaction to Mr. Glenny to have been able to complete over two decades of this sort of work without an accident or irregularity of any kind.

Friends For Eighteen Years

No reference to Mr. Glenny's long service would be complete without some comment on the warm friendship which existed between him and R. T. Anderson. "Bob" Anderson and "Jim" Glenny worked side by side as locking mechanics for eighteen years and were regarded as inseparables. Each placed implicit faith and trust in the other and when "Jim" wished to convince another in an argument he always sought "Bob's" corroboration with: "Isn't that so, Bob?" to which "Bob" would invariably reply: "That's right, Jim."

The great friendship between these two men was so well known throughout the whole Signal Department of the Line East that the query "Isn't that so, Bob?" has been a by-word for years.

James Glenny is now residing at 55 Lapham Street, Rochester, N. Y.

"Doc" Miles, Whose Dog Used To Carry His Meals To Him, Retires

A NOVEL way of getting his breakfast and supper was devised by Jonathan W. Miles and his wife when he was a young brakeman for the New York Central with a run between Utica and Massena Springs, N. Y. Mrs. Miles would prepare both of these meals, put one or the other, whichever the occasion called for, in a dinner pail and then give the pail to their Newfoundland dog "Rix." Rix would carry it to Mr. Miles, and to no one else.

Jonathan W. Miles

One day the baggage man at Lacona, N. Y., Jim Moulton, jumped out of his car as Rix was approaching and tried to take the dinner pail, but the dog refused to let him have it. Jim was insistent, but Rix was just as insistent in his refusal, and delivered it, finally, to Mr. Miles. When it was in the correct hands he turned around and gave chase to Jim, who headed for the safety of his car. As he was clambering in the dog grabbed him by the seat of his pants and held on for a while, just long enough to make Jim buy a new pair of trousers. Needless to say, Jim and the rest of the men at Lacona let Rix deliver his master's dinner or breakfast peacefully thereafter.

Mr. Miles entered service on the Ontario Division as a brakeman and served in that capacity until April 1 of last year, when he requested retirement at the orders of his doctors. He now expects to make his home in California, as the doctors believe that the climate there is much better suited to his health than that of the East.

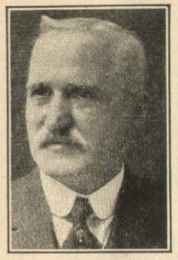
It was with much regret that Mr. Miles retired from the New York Central, for he says he has always received the most courteous treatment from its officials and his fellow employes. Whenever he asked for a favor from the officials, which wasn't often, it was granted if possible. It was that kind of treatment that caused him to say the New York Central is the greatest railroad in America today.

Back in the days when Rix was carrying Mr. Miles' dinner to him, some fellow employe nicknamed Mr. Miles "Doc," and he has been Doc to everyone since that time.

Every new road and building requires construction materials that have to be hauled by rail. The New York Central might have the job if you would send your DFA a Traffic Tip.

"Don't Forget You Were Once A Brakeman" Is One-Time Boomer's Advice to Conductors

BEFORE Franklin J. Freeman entered the service of the Lake Shore & Michigan Southern he was one of that race of men which is now almost extinct. He was a "boomer," traveling to all parts of the country, doing all kinds of jobs and then leaving for another clime and a different sort of job. But he found that it didn't pay so he established his home in Buffalo and entered the service of L. S. & M. S. in 1891 as a freight brakeman.



F. J. Freeman

While traveling the country as a boomer, Mr. Freeman picked up a bit of railroad philosophy here and there and developed it into his own, which made him one of the most popular men on the railroad. He believes that conductors should never forget that they were once brakemen, and when they find it difficult to get along with a brakeman they should stop to think of the time they were in the same position and what their conductors thought of them. If they only stopped to consider what the other man has to get along with, said Mr. Freeman, they would surely consider themselves lucky.

Mr. Freeman doesn't want anyone to think that he is a dead one because he was retired as conductor on December 1 at the age of seventy. He believes that he still can be a great help to the company and the men it employs, for it is co-operation between men and company that makes things successful for them both.

He was elected to represent the men of the Erie Division as local chairman of the Trainmen's Brotherhood in 1907, and General Chairman for Lines West of Buffalo in 1912. He served in that office until 1919, and during that time met most of the officials of the New York Central, and believes that he earned the respect of most of them for he always made it a point to be square, honest and just, both with the company and with the men he represented.

After Mr. Freeman had served twelve years as a freight brakeman, he was promoted to freight conductor in Buffalo, and passenger conductor in 1916 at the same place, serving in that capacity until his retirement.

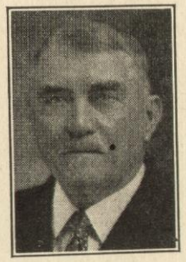
Gus Thompson Worked Steadily For 46 Years

IN ALL of the forty-six years which Gus Thompson spent with the Michigan Central Railroad he lost only two weeks time, and that was three years ago when he was confined to his bed because of an illness. The long span of Mr. Thompson's service was concluded on January 1, when he retired.

Mr. Thompson began as an oiler in 1883 in the old Detroit shops when he was a young man, and was then made a trucksmith the following year. He was transferred to Wayne, Ind., in 1889 as Car Inspector and remained in that position until his retirement.

Baggageman Travels After His Retirement

SOON AFTER Thomas Moore retired from the New York Central on November 1, he decided to make use of his annual pass and see some of the country he missed while traveling for the New York Central, so he spent the greater part of the following month seeing Ohio and the surrounding states.



Thomas Moore

Mr. Moore began work for the New York Central in Cleveland in 1883 as a freight brakeman, was made a passenger brakeman five years later and a train baggageman in 1902, a position he filled until his retirement.

He always enjoyed his work and says that the New York Central is, in his opinion, the best railroad a man can work for.

Young Men Need to Give Greater Attention to Work, Says Veteran

YOUNG MEN TODAY do not take active interest in their work; their minds are forever on something else and not at all on the task which confronts them, according to Ralph Snyder, who was retired as Baggage Agent at Forty-second Street, New York City, on September 1, after spending forty-two years in the employ of the New York Central.

Ralph Snyder

And Mr. Snyder should know what he is talking about, for in those forty-two years he had under his supervision a large number of young men whose greatest occupation was to think of the time when the day's work would be over. They should interest themselves more in their work, he thinks, and not only would they aid themselves, but also the company.

Mr. Snyder began his railroad career as a clerk in the General Baggage Agent's office at Weehawken, N. J., in 1887, and was transferred to the Post Office Department of the West Shore Railroad a few months later as a mail messenger. He was transferred to the Franklin Street Baggage Department two years later as night baggage master, which was only a summer position in those days. After that station had closed he was again back in the Post Office at Weehawken as a clerk and later was transferred to Forty-second Street. He was made Baggage Agent there in 1898.

There is now a new station where the old one used to stand, a busy old one it was in those early days, said Mr. Snyder, because of the ferry business and summer travel. Automobiles, however, have made serious inroads there. His busiest periods, he believes, were during the war and directly after it, for more people were traveling then than ever before or since then, he said.

J. R. Harris Misses Daily Work

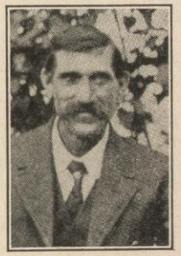
AFTER REPORTING for work every morning for the past forty-nine years, Jacob R. Harris found it a little difficult to adjust himself after his retirement from the Stores Department at Elkhart, Ind., on last September 1, but now he is gradually becoming accustomed to staying in bed mornings and enjoying his leisure.

J. R. Harris

Mr. Harris looks back with pleasure on his railroad experience which began in 1899, when he started as a laborer on the old Coal Dock for the Lake Shore & Michigan Southern Railway at Elkhart. He was transferred to the Locomotive Department in 1907 and worked in that department until 1922 when he was changed to the Stores Department.

M. C. Foreman A Railroader By Environment

IT SEEMS to Henry Vetterly that destiny held no fate for him other than being a railroader, as his entire family have been engaged at some time or other in that business.



Henry Vetterly

When his father returned from the Civil War, he immediately doffed his blue uniform and became a section foreman. Three of Mr. Vetterly's brothers are passenger conductors and his son is a brakeman for the Michigan Central. It wasn't pos-

sible for him to be anything else but a railroader.

He began railroading as an extra gang laborer on the West Division in 1885 and was made a brakeman a few months later. The following year he was again on a section, this time as assistant extra gang foreman. He was appointed section foreman at Furnessville, Ind., in 1891, serving in that position until December 1, when he was retired.

When Mr. Vetterly first entered the service of the Michigan Central the main line rails weighed only sixty pounds to the yard, while at the present time they weigh 127 pounds. Most of the passing tracks and branch line rails were of iron, and chairs, something like a tie plate, were used at the joints to hold them together. The road bed was what nature provided, with some gravel and cinders strewn here and there.

No One Regrets Passing Of Old Days, Says Big Four Man

IN THE FORTY-FOUR years which Charles T. Wentz spent with the Big Four he saw many changes, each one of which was a progressive one. He recalls the old link and pin days, when a railroader could spot a fellow railroader with ease, because usually a finger or two was missing. But those days are gone, he said, and no one regrets them.

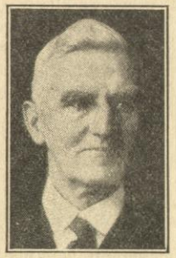
C. T. Wentz

Mr. Wentz is commonly called "Dutch" by his friends, and it is a name that has long been his. He first began service as a yard brakeman in 1885 and later served as a switchtender, storekeeper, supply man and finally caller at Springfield, Ohio.

He has watched with interest the development of the New York Central Lines and has decided not to let the opportunity pass to be one of the personnel of its ever growing system. Though retired from the active list, he refuses to remain inactive and is going to see to it, he says, that he remains a part of such a "wonderful organization."

All Rules, Including Golden Rule, Observed By M. C. Man

THERE WAS ALWAYS one purpose in Frank C. Pitcher's mind while he was working with the Michigan Central, and that was to respect all rules and regulations. He was also an ardent believer in the Golden Rule, and was always extending its principles to both officials and fellow employes. He was known as a most reliable, courteous and sincere man while in service for the Michigan Central.



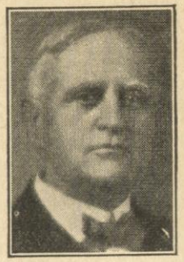
F. C. Pitcher

When he retired on December 1. Mr. Pitcher received many complimentary letters on his long career. They were just as pleasing to him, he said, as the fifty-one years he spent railroading.

Mr. Pitcher began work in 1878 as a freight brakeman in Detroit and was promoted to passenger brakeman the following year. He was made a passenger baggageman in 1888 and filled that position until his retirement.

Frank Walsh Will Be Missed On Michigan Central

JUST AFTER Frank Walsh had brought his locomotive to an easy and graceful stop in the St. Thomas, Ont., station of the Michigan Central Railroad, he clambered down from his cab, carefully looked over his engine and then said farewell to a railroad career that narrowly approached being half a century. That was on November 28 of last year. There were a number of his friends at the station to greet him, shake his hand and offer congratulations to him.



Frank Walsh

A Michigan Central official said of him after he had retired: "We have lost one of our best enginemen. He always operated his train smoothly and was generally a little ahead of time. He was never up on the carpet for the rough handling of trains. Yes, we will miss him, but we are pleased that he will be able to enjoy the holiday which he has well earned."

When the Middle West of the United States was but an infant in railroading circles, Mr. Walsh accepted a position with the Michigan Central as a brakeman on the Toledo Division out of Detroit. The following year he was transferred to fireman, and was promoted to engineman in 1890. He moved to St. Thomas in 1885 and has made his home there since then.

Engineman John Crane Retires at West Albany

A RAILROAD CAREER of fifty-one years was closed on November 1 of last year when John Crane was retired as an Engineman at West Albany, N. Y., with the assurance to his superiors that he would do the best thing he could to remain an active railroader, and that is to get all the freight and passenger business of his friends for the New York Central.

John Crane

Mr. Crane started in 1878 as a wiper at West Albany, and later served as a helper and boiler maker. He was made a fireman on the main line in 1884 and an engineman in 1898. For the past twenty-five years Mr. Crane had been in the "breaking in" service, or running and testing engines after they had been repaired in the West Albany Shops.

Curtis F. Ford Closes 52-Year Career

TWO years more than a half century of service with the New York Central were concluded in a fitting manner on January 11, when freight agents and other officers of the railroad from all points between Buffalo and Chicago gathered at the Hotel Elkhart, Elkhart, Ind., to honor Curtis F. Ford, who retired as Supervising Agent on January 1.

F. Grundler, Superintendent of the Michigan Division, acted as toastmaster at the dinner during which a handsome chair was presented Mr. Ford by J. L. Stiers, Freight Agent at East Chicago. Among those present were E. R. Bissell, Superintendent of the Lansing Division; E. G. Ulrish, Chief Supervising Agent, Cleveland; James A. Reed, Master Car Builder, and Frank Clevorn, General Westbound Freight Agent of Chicago.

The entertainment at the dinner was provided by the Pullman Porters quartet and by the Helser trio of Elkhart.

Mr. Ford began his service in 1878 as a laborer at Brimfield, Ind., and was made a station man three months later. He was appointed Agent at Stryker, Ohio, in 1883, and also served as agent at Goshen, Ind.; Kalamazoo and Grand Rapids, Mich., and Englewood, Ill. He was appointed Cashier at Englewood, Ill., in 1921, later being promoted to Supervising Agent.

Arrangements for the dinner were made by R. D. Neelands, Supervising Agent for the New York Central at Elkhart.

Girl Basketeers Granted Boys' Rules; Golf Considered As Major Sport At Athletic Association Convention

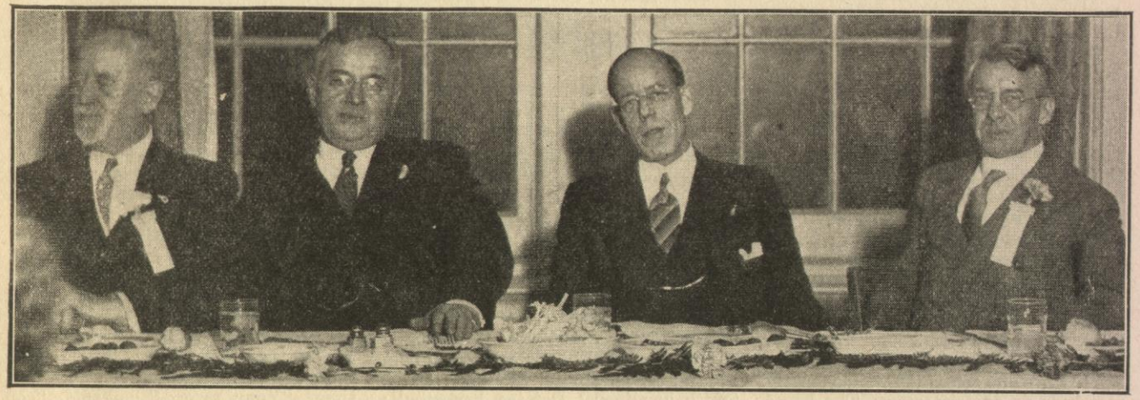


Photo by courtesy of Albany News.

AMONG THE SPEAKERS AND GUESTS AT ATHLETIC ASSOCIATION CONVENTION DINNER IN ALBANY
Left to right at the speakers' table are: Dr. J. W. LeSeur, Jno. G. Walber, Vice-President, Personnel; John Boyd Thatcher, Mayor of Albany, and W. S. Baker, Special Assistant to Vice-President, Personnel.

By M. E. Dean

THE Ninth Annual Convention of the New York Central Lines Athletic Association has successfully passed into the pages of New York Central athletic history with two changes in its program which are expected to add materially to the scope of system athletic activities. The convention was held at the Ten Eyck Hotel, Albany, on January 18.

The first of the changes was the passing of a recommendation suggesting the adoption of golf as the fifth major sport on the New York Central Lines. It was deemed advisable to take this step because of the ever increasing popularity of the links pastime among employes, and especially among Athletic Association members. The addition, if agreed upon by the management, should cause an increase in memberships along the entire system to Associations sponsoring this sport.

The second step, and a much debated one, was the adoption of boys' rules for girls' basketball teams on the New York Central Lines. The change is to take effect immediately, and will be in force at the final tournament of the New York Central Lines in Indianapolis on March 7 and 8.

A wide diversity of opinion on this latter change was held by the delegates and representatives of the Associations. Some maintained that such rules were injurious to the health of the business girls playing basketball, while others held to the opinion that the advance made in modern times has outmoded the ideas of the past in regard to girls, and that they are just as capable as boys in playing the same rules.

All other changes recommended to the convention were accepted by the delegates.

Change Provoked Much Discussion

When the subject of boys' rules for girls' teams was discussed, Otto Moesch, Buffalo delegate, and Robert Barrie, Detroit Association president, strenuously opposed the adoption of the recommendation of the executive committee. Mr. Barrie's objection was based on the fact that girls do not receive sufficient training to compete strenuously, and swept aside the statement that girls' colleges and schools use boys' rules by saying that they have ample opportunity, under strict supervision, to make themselves physically fit for that sort of play.

The Cleveland delegate then took the floor and stated that his Association favored boys' rules because of the difficulty his Association had in arranging games in his district. All teams there, he said, with the exception of a few, play boys' rules, making it imperative that his Association should do the same.

Charles McGinley, president of the Buffalo Association, said that this was the first year that his body sponsored a girls' team and, at first the girls were in favor of boys' rules but later switched after investigation had been made.

The present baseball rules were allowed to stand, with the exception of the following changes:

Hereafter major league teams are not to have more than fifteen players, a manager and a scorekeeper on the field at any time during a scheduled game. At no time shall there be more than fifteen certified cards in the possession of a team manager and these new identification cards of players must bear a bust picture of him in uniform, and must be signed by the

sectional committeeman across the face of the card and photograph.

It will be necessary hereafter for the official score to be kept in the office of the representative of the New York Central Lines, and box scores of all major league games shall be furnished sectional committee members by scorekeepers.

The protest rule has been changed so that a final protest may be made to the Executive Committee. Also, in case of a protest where more than one territory is involved, a decision shall be reached by a committee made up of three sectional committeemen, two of whom represent the territories involved and the third being a neutral member, acting as chairman.

There were no bowling changes made, as the committee, after careful investigation, deemed none necessary.

An identification card of a basketball player must bear a picture and state his or her occupation, place of employment, date of entering service, the superintendent's or employing officer's signature and the signature of the player. A group picture is preferred this year. All girls' games, as mentioned above, are to be played under boys' rules.

The number of track inspectors was raised from six to eight by the Track and Field Committee, and the number of announcers was raised from two to four. As announced some time ago, the publicity and program committees are to have one chairman with as many members as are necessary. The housing committee will have eight members, one representing each section, to handle the housing of contestants. As in previous years, a contestant will be allowed to compete only in one individual and one team event.

Executive Committee Orders

An addition was made to the constitution when it was decided that the "Executive Committee member shall have supervision over all activities in his district and in any case where questions affecting more than one district require managerial action or cooperation, such questions shall be taken up with representatives of the Management through the Chairman of the Executive Committee." A constitutional change provided that "Members of the Executive Committee, Sectional Committees and Representatives of the Management shall be seated without credentials and may participate in debate, but have no vote."

The Executive Committee members elected in caucus were: W. S. Haley, Line East; F. S. Nelson, Ohio Central Lines; R. E. Dillingham, Big Four; Hans John Derner, Indiana Harbor Belt; C. F. Gates, Pittsburgh & Lake Erie, and E. F. Truby, Peoria & Eastern.

The Sectional Committeemen elected were: Line East, C. S. McGinley, track and field events; C. L. McDonald, baseball; George West, bowling, and T. Bruder, basketball; Ohio Central Lines, Ellis Jones, track and field events; F. J. Johnston, baseball; W. D. Dollings, bowling, and F. M. Greter, basketball; Big Four, J. A. Rhoads, track and field events; T. O. Quinn, baseball; C. E. Smith, bowling; J. D. King, basketball; Peoria & Eastern, G. H. Hoppinger, track and field events; M. E. Wright, baseball; Walter Cress, bowling and R. E. Thormburg, basketball: I. H. B., L. W. Kimbrough, track and field events; Paul Anderson, baseball; J. A. Weiss, bowling, and G. R. Grills, basketball: Pittsburgh & Lake Erie, H. W. Loughbridge, track and field events; F. J. Schott, baseball; W. J. Lamb, bowling, and Herman Strahl, basketball.

During the course of the convention the Toledo delegate extended an invitation to hold the New York Central Lines Annual Track Meet in that city next year. Detroit, Michigan Central, also extended an invitation to hold the Meet in its city, in the University of Detroit's Stadium.

Convention the Ninth For McGinleys and Haleys

THOUGH the Ninth Annual Convention of the New York Central Lines Athletic Association was the first annual for many of the delegates, it was the ninth annual convention for Mr. and Mrs. William S. Haley and Mr. and Mrs. Charles McGinley.

When the New York Central held its first Athletic Association convention nine years ago, these four people were among those who attended. Both Mr. McGinley and Mr. Haley acted like hard-boiled delegates to the newcomers this year, for conventions are nothing new in their lives.

The convention was the eighth annual for W. S. Baker, Special Assistant to the Vice-President, Personnel, who, though he missed the first one, has attended each gathering since that time.

Dinner Given By Albany A. A.

After the executive committee and the standing committees had met on Friday, January 17, the Albany Athletic Association played host to the delegates and their wives at a dinner in the Ten Eyck Hotel. F. S. Risley, General Superintendent, was toastmaster, and he expressed the appreciation of the Albany Association at being hosts to the other Associations' representatives. "We are all here for an enjoyable affair," he said, "and I hope that you can take back to your Association a good report, and hope that the convention will be satisfactory to you in every way."

Mr. Risley then presented John Boyd Thatcher, Mayor of Albany, who said that during his administration he had not missed a New York Central Athletic Association banquet, and that it was always his pleasure to attend them, not only because of the service which the New York Central renders the community which he serves, or because of what its personnel is contributing to the community, but because of the good fellowship that is ever present. He then called attention to the fact that Mrs. Thatcher was also present at the convention banquet with him.

Mayor Thatcher told of his city-wide recreation problem and how he is developing it. He said that he hopes to develop a stadium at Lincoln Park, so that some day the New York Central may hold its Annual Track Meet in that city. "I am proud of the city I represent," he said, "and proud of the cities you represent, because your prosperity is ours. Give us soon again the pleasure of welcoming you back to Albany."

Mr. Walber Commends A. A. Members

Jno. G. Walber, Vice-President, Personnel, was next introduced by Mr. Risley, and he told of the company's policy of trying to keep in touch with Association activities while letting them run their own affairs at the same time. "Your record," he said, "confirms the record of that policy."

He thanked the committeemen for the hard work they did throughout the year and commended them for the time which they so freely gave to Association work.

"It is amazing," he continued, "that employes take such an active interest in fellow employes and their community." He then expressed the appreciation of the management for the work done gracefully and well, and for the sportsmanship with which it had been completed.

D. B. Fleming, Assistant General Manager, said that it was a great joy for him to be present among so many of his old friends. Dr. LeSeur told the delegates that they were doing the best they could to make life enjoyable for others. Those men who are mentally, physically and morally active, he said, are the most desirable men today.

W. S. Baker, Special Assistant to Vice-President, Personnel, stated that if the convention produced nothing more than the Vice-President's message, the representatives of the Associations had gained a decided advantage. The same, he stated, held true for the message which the Mayor of Albany brought to them.

A pleasant announcement was made by Albert F. Stiglmeier, president of the Albany Association, who said that last year at Indianapolis he had invited all the women to attend the banquet at Albany this year, and that he was happy to see so many accepted his invitation. However, he continued, with the co-operation of the girls of the New York Central at Albany, who volunteered to act as partners to the delegates at the dance which would follow, he was sure that those who didn't bring or have wives would have an enjoyable time.

On Friday the wives of the delegates were entertained at a luncheon in the Kenmore Hotel, and at a theatre party. On Saturday morning they were taken to the State Capitol and the Educational Building in Albany. The committee in charge of entertainment for the women was composed of Miss Agnes Lynch, Mrs. Swindeman and George Fraley.

SEEN AT NINTH ANNUAL CONVENTION OF THE NEW YORK CENTRAL LINES ATHLETIC ASSOCIATION

Left: Wives of the delegates to the convention in Albany on January 18. Mrs. Marion Swindeman, who was in charge of entertaining the women, is at the extreme right. Right: The reception table of the Albany Association at the annual convention. It was at this table that all delegates and committeemen were received by Miss Agnes Lynch and Mrs. Marion Swindeman of the Albany Association. Charles McGinley, Chairman of the Track and Field Events Committee and President of the Buffalo Association, is receiving his badge from Miss Lynch, while G. L. Fraley, chairman of the entertainment committee (seated) and Ray Dillingham of Indianapolis look on.

Convention Officials and Committees

When the convention opened on Saturday, Mr. Stiglmeier was unanimously elected chairman of the convention, following which, C. A. Gerhardt, secretary to the Special Assistant to Vice-President, Personnel, was unanimously elected secretary of the convention. He then read the call of the Ninth Annual Convention. The Executive Committee made their report, offering two changes to the constitution which, in brief were: that the executive committee have supervision over athletic affairs in their territory, and that members of the management, and executive committee be granted the privilege of the floor for discussion without a vote.

V. L. Nelson, Valuation Engineer of the Ohio Central Lines, was made chairman of the committee on resolutions.

The new sectional committeemen, elected in caucus, were announced to the convention, as were the members of the executive committee for 1930.

In the new business session, W. F. Haley asked for the Tenth Annual Convention of the New York Central Lines for New York City, and the delegates promptly agreed to hold it there.

Those who were in charge of the banquet for the convention were: A. F. Stiglmeier, president of the Albany Association; S. H. Dennison, first vice-president; G. J. Wenkler, second vice-president; G. H. Farlow, secretary; F. J. Lyon, treasurer, and P. C. Agans, F. Allen, E. Bowers, V. Burns, W. P. Davis, G. L. Fraley, H. I. Gaige, H. Holcomb, F. W. Jenkins, W. Judd, G. Keegan, J. A. Lockrow, F. Macri, I. McKown, C. H. Mendler, J. C. Parsons, J. E. Paul, S. E. Pratt, J. Webb, W. H. Wood, members of the board of managers. There were also F. S. Risley, general chairman of the committee on arrangements; Howard Scott, chairman of the reception committee; F. J. Lyon, chairman of the dinner and dance committee; A. F. Stiglmeier, chairman of the hotel committee; George L. Fraley, chairman of entertainment; F. J. Lyon, chairman of the transportation committee, and J. Flood, his assistant.

A resolution was adopted and sent to Col. H. W. Taylor in Washington, D. C., telling him that the delegates missed his presence and offering their congratulations.

Chairman Stiglmeier then thanked each delegate and members of the committees for their kind and hearty support during the process of the convention, and also thanked the management for its confidence. Adjournment was called for at 1:15 p.m.

Big Four A. A. of Cleveland Picks 1930 Officers

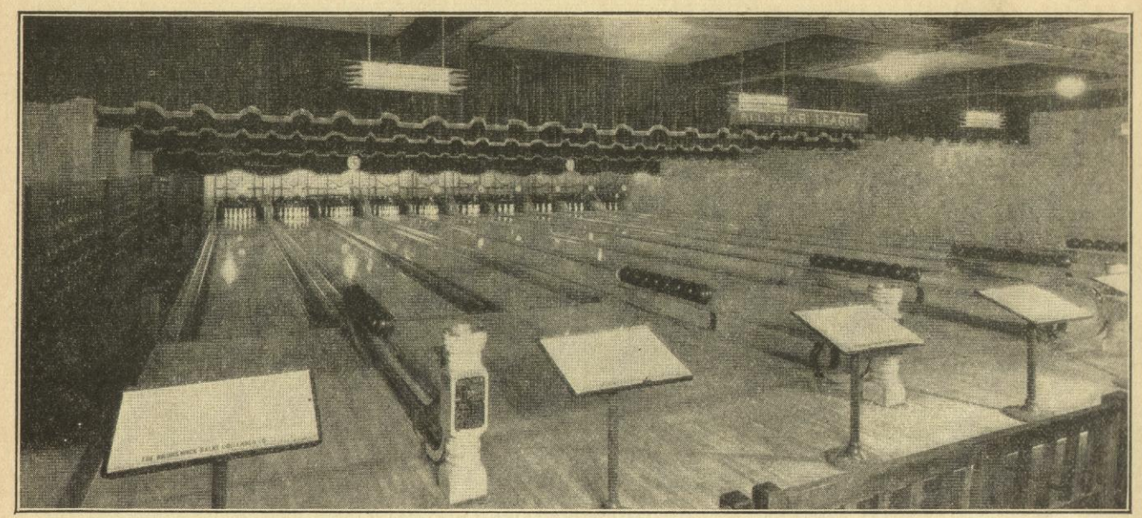
L. W. DOBBINS was named president of the Big Four Athletic Association of Cleveland, Ohio, at the annual election of officers of that Association on December 16. J. B. Adams was elected vice-president; Ellis Guthrie, treasurer, and Clara Lembo, secretary.

E. J. Bergin, F. Jessup, F. W. Morwick, H. Christman, C. N. Kittle, A. W. Bittel, A. Fertel, A. Guerry, A. Zarbock, Wilbur Thoering, J. F. Hasey and E. Corbley were elected to the board of managers.

Three days later the Association played Santa Claus for the second successive year to the children of members at the kiddies' Christmas party at Banater Hall, Cleveland. A program was put on by pupils of the Corley School of Dancing, after which the grown-ups danced until midnight. The attendance at this year's party was double that of the first annual affair.

P. & L. E. Engineman Commended

THE DISCOVERY of a piece of iron which was lying across No. 4 main track of the Pittsburgh & Lake Erie Railroad at College, Pa., led to the commendation of Engineman J. I. Murray by his superintendent. Engineman Murray was handling his engine in that vicinity when he noticed the piece of iron which had, apparently, fallen from a scrap car. He removed it and notified the train dispatcher.



SCENE OF GIRLS' FINAL BOWLING TOURNAMENT AT COLUMBUS, OHIO, ON MARCH 29.
These are ten of the many alleys at the Adam's Recreation Palace, Columbus. They are on the same floor as the men's sixteen alleys, and are equipped with a women's lounge room, cafeteria and billiard room for intermissions.

Bowling Teams Will Battle For Lines Championship in Columbus March 29

INDOOR activities on the New York Central Lines will be wound up with the Final Bowling Tournament at Adams' Recreation Palace, Columbus, Ohio, on March 29, when the semi-finalist winners gather there to battle for system honors, and then amicably attend the annual banquet at the Neil House, Columbus, that evening.

The Neil House will be the headquarters for the bowlers during the tournament, and will offer special rates to New York Central people.

The Adams' Recreation Palace is just four blocks from the Neil House and is conceded to house some of the finest alleys in the country. There will be ten alleys in use for women and sixteen for men, all on the same floor. Ample gallery space is there for spectators. Team events will be bowled in the morning and doubles and singles in the afternoon.

The Chicago Junction Athletic Association will again be represented by a strong five-man team, practically the same team as won the tournament last year. It is expected, however, that they will face stronger opposition this year than last, all other associations having much stronger teams. The Lines West again hope to win the five-girls' team event, but will undoubtedly receive strong opposition from other teams, especially from Detroit, which has won on two previous occasions. If Detroit wins again this year, it will add another trophy to the many in the trophy case in the Michigan Central Station in Detroit, for it will gain permanent possession of the rotary trophy for that event.

The semi-finals will begin in Indianapolis on February 15, when Urbana and Indianapolis of the Peoria & Eastern meet there in the first of a home-and-home series of games. The second will be at Urbana on February 22. Two days later the Chicago Junction Athletic Association and the Indiana Harbor Belt meet in Chicago.

The New York Central, Lines West, will open at Sandusky on March 8, and Line East in Rochester, N. Y., on March 1.

The Big Four will play its semi-finals at Indianapolis on March 15; the Pittsburgh & Lake Erie will bowl either at McKees Rocks or New Castle, Pa., on the same date, and the Ohio Central will wind up their bowling affairs at Columbus on March 22.

Rochester Takes Two Bowling Matches From Syracuse

AFTER LOSING the first game in the first of a home-and-home series of bowling matches, the Rochester District Freight Accounting Bureau took the next two from the Syracuse District Freight Accounting Bureau and walked off with the first match at the Elm Bowling Academy, Rochester, on January 18.

The Syracuse bowlers rolled a total of 982 for the first game, bettering Rochester, 901, by 81 points. Rochester took the second game 1026 to 1002, and the third game by two points, 991 to 989. Simmons of Syracuse turned in the best individual effort when he knocked over 221 pins in the third game, while Kelly was bowling 202. Simmons was also high for three games with 572, closely followed by Burbank, also of Syracuse, with 552.

A large crowd from both offices attended the matches. Among them were A. B. Paltz, District Freight Accountant in Syracuse, and George Zinck, District Freight Accountant of Rochester.

The second game of the series will be played in Syracuse during February.

The scores:

SYRACUSE			
Hart	150	185	150
Linsky	178	...	...
Danio	...	152	125
Lynch	120	178	156
Burbank	185	191	176
Doran	171	123	161
Simmons	178	173	221
Totals	982	1002	989
ROCHESTER			
Brown	168	169	178
Bradler	138	193	148
Kirchgessner	138	169	134
Marafino	167	181	181
Warren	152	125	148
Kelly	138	189	202
Totals	901	1026	991

Three-Cornered Bowling Race On In Detroit

THE SPLIT-SEASON bowling schedule of the Michigan Central Athletic Association of Detroit developed into a three-cornered race in the A League that found the Police Department, the Mechanical Department and the Third Street teams all tied for first honors at the end of the half.

In the roll-off for first place the Third Street team rolled a 2,704 score against the scores of 2,652 by the Police Department and a 2,636 by the Mechanical Department. Bauman and Morris are waging an individual battle for high average, each having an average of 187 for forty-two games. The high scorer for a single game thus far is Van Alstine with 255.

In the B League the Car Shops team held the lead by three games at the half, while N. Haan and H. Middleditch were leading the bowlers in that league with an average of 167 and 165, respectively.

The Royal Palm team in the Girls' Bowling League was leading at last reports by two games over the Twilight Limited, while the Detroiter team was holding down third place, five games behind the second team. Miss Fulton had the highest average for forty-two games with 160, while Miss Wolfstyn was high scorer with 213 pins. Following her were Miss Obertreis, 204; Miss Cuthbert, 203, and Miss Fulton with 201.

"A" League Standings

Team	*W*	*L*	*P*
Mechanical Dept.	25	17	595
Third Street	25	17	595
Police Dept.	25	17	595
Stores Dept.	24	18	572
A. F. A.	23	19	548
Operating	19	23	453
M&CEA	14	28	333
Old Timers	13	29	309

High Scores: Watson 214, Madigan 204, Morgan 201, Cuthbert 200, Korsedal 209, Barrott 210, Vanderworth 202, Dick 215, Clark 211, Bauman 225.

"B" League Standings

Team	*W*	*L*	*P*
Car Shops	28	14	667
Engineering Dept.	25	17	595
M&CEA	24	18	572
Operating	22	20	524
Third Street	20	22	475
A. P. A.	19	23	453
Coach Yard	16	23	381
S. R. S.	14	28	333

Girls' Bowling League

	W	*L*	*P*
Royal Palm	30	12	714
Twilight Limited	28	14	666
Detroiter	23	19	547
Motor City Special	17	25	405
De Luxe Special	17	25	405
Wolverine	7	35	167

150 OR BETTER	
Obertreis	167, 194
Christener, D.	165, 167
Fulton	155, 160
Michaelson	155, 158
MacKenzie	155, 155
Tassie	153, 150
Cuthbert	191
Murphy	182
Lester	172
Wolfstyn	170
Vealey	161
McDonald	157
Miller	155
Hall	150

High Girls' Individual Standings

	NG	*TP*	*HS*	*AVG.*
Fulton	42	6737	201	160-17
Cuthbert	42	6511	203	155-2
Jacob	39	5981	193	153-14
Obertreis	42	6417	204	152-33
Wolfstyn	39	5878	213	150-28
MacKenzie	39	5763	197	147-30
Vealey	42	6140	189	146-8
Tassie	42	5976	188	142-12
Christener, A.	42	5893	196	140-13
Michaelson	39	5467	182	140-7

Depew Tops Buffalo League

THE DEPEW Machine Shop team in the New York Central Athletic Association Bowling League of Buffalo is setting a hot pace for the other seventeen teams in the league, and recently strengthened its position by setting a new high single and high total, bowling 1,101 and 2,984, respectively, thus winning three more points for the total score.

Ernie Hilliger led with a 638 total, followed by Seibert's 622, Stilwell's 621, Gagenfurtner's 620, Cole's 608, Biersbach's 602 and Lautloff's 601, Hilliger also had the weekly high score at the last report with a high single of 255 pins. J. Garry was two pins behind him for second honors. This gave the Depew Machine Shop team a three-point lead, with the Engineers and Signal Maintenance tied for second honors and the West Shore team only a point behind them.

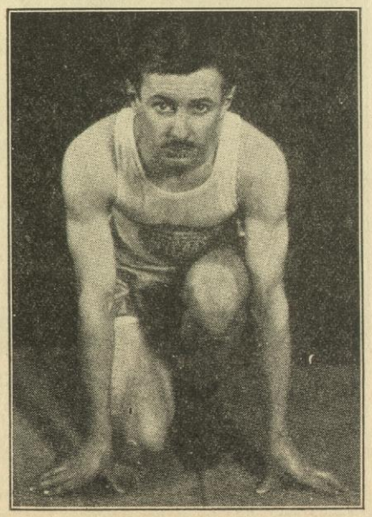
The League Standing:

Team	Won	Lost	High Game	High Total
Depew Machine Shop	37	14	1101	2984
Engineers	34	17	1073	2944
Signal Maintenance	34	17	989	2844
West Shore	33	18	1035	2916
Depew Store	31	20	965	2778
East Buffalo Yard	30	21	984	2859
Carroll Street	29	22	1025	2815
G'ville Engine	27	24	948	2696
Car Service No. 1	27	24	937	2657
Line West	24	27	1022	2721
Depew Apprentice	24	27	920	2627
Depew East Wing	23	28	935	2618
Depew Blacksmith	22	29	902	2551
East Buffalo Store	21	30	1000	2836
Depew Boiler Shop	19	32	992	2877
Car Service No. 2	17	34	878	2415
Signal Dept. Office	16	35	874	2567
Claim Department	11	40	836	2383

High Single	W. Pingrey	286
High Total	E. Nowazyk	695
High Game	Depew Machine	1101
High Total	Depew Machine	2984
High Single (Wkly)	E. Hilliger	255

Thompson, of Central, Places Second on Indoor Track

WITH THE OPENING of the indoor track season of the metropolitan district of New York City by the Columbus Council, Knights of Columbus games in the Twenty-third Regiment Armory, Brooklyn, on January 4, the New York Central sprang into prominence in the country's athletic program when Charles Thompson, wearing the colors of the New York Central Athletic Association of Manhattan, placed second in the Mayor Walker half-mile event.



Charles Thompson

Thompson, though placing second to Freddie Veit, New York University star runner, beat Ray Conger, conqueror of Lloyd Hahn, Dr. Otto Peltzer, Paavo Nurmi, Edvin Wide, Elino Purje and Leo Lermond, all top-notch performers on the indoor track. It was Thompson's indoor debut in New York City.

He is a recent graduate of Northeastern University, Boston, and is employed as an electrical engineer in substation 1-B, under F. MacPhillamy, Supervisor of sub-stations in the Grand Central Terminal Building. Previous to his performance on January 4, Thompson confined his indoor running to relay races.

Last October, he won the Commercial League Championship half-mile in the games at Elizabeth, N. J., against the best competition offered by commercial houses in the New York District.

Standings of Bowling Teams In Cleveland

CLASS "A" BOWLING

Teams	Games	Won	Lost	Pct.
AFA No. 2	30	20	10	.667
Nottingham	36	22	14	.611
AFA No. 3	33	17	16	.515
AFA No. 1	33	15	18	.455
General Offices	33	15	18	.455
Collinwood Stores	33	15	18	.455
Union Depot	33	15	18	.455
Yardmen	33	13	20	.394

INDIVIDUAL LEADERS

Name—Team	Games	Averages
F. McMurtrie—Nottingham	30	.196
Schmidt—AFA No. 3	24	.184
Purcell—AFA No. 2	27	.183
Campion—AFA No. 2	24	.183

CLASS "B" BOWLING

Teams	Games	Won	Lost	Pct.
General Offices No. 1	36	31	5	.861
Nottingham No. 2	30	21	9	.700
Nottingham No. 3	36	24	12	.667
General Offices No. 2	36	24	12	.667
D. S. M. P.	36	20	16	.556
Yardmen	36	18	18	.500
AFA No. 1	30	12	18	.400
AFA No. 2	33	12	21	.364
Collinwood Eng. House	36	7	27	.206
MRA	33	2	31	.066

INDIVIDUAL LEADERS

Name—Team	Games	Averages
Adams—Nottingham No. 2	18	.178
Metz—Yardmen	33	.174
Hoppert—DSMP	36	.169
Sonnie—Nottingham No. 1	36	.166

WOMEN

Teams	Games	Won	Lost	Pct.
AFA No. 1	12	9	3	.750
AFA No. 4	12	9	3	.750
Orange Ave. No. 1	12	7	5	.583
AFA No. 2	12	6	8	.429
General Offices No. 1	12	5	7	.417
General Offices No. 2	12	5	7	.417
Orange Ave. No. 2	12	4	8	.333
AFA No. 3	12	3	9	.250

INDIVIDUAL LEADERS

Name—Team	Average
Goetzfried—GO No. 1	.161
Utz—AFA No. 3	.143
Wolf—Orange Ave. No. 1	.141

Too Much for Him!

Mac—What happened to that Scotchman who bought the corner service station?

Andy — Oh, he's a nervous wreck. He had to quit.

Mac—Why; wasn't business good?

Andy — Wonderful. But every time an autoist bought gasoline, Scotty had to give him free air!

Heavy Semi-Final Competition Foreseen In Lines Basketball

FROM all indications at the present time it seems as if the real battle for basketball supremacy on the New York Central Lines will be fought out in the semi-final tournaments which are scheduled to begin on February 15. All of the teams entered for the semi-finals appear to be much stronger this year than in previous seasons and just as much competition is looked for there as in the final test of the year.

The Pittsburgh & Lake Erie, the Ohio Central Lines and the Big Four will be the first to swing into action. Each of these three sections of the New York Central Lines is bound to furnish much interest to those who have followed the indoor court sport all season. A few days later, New York Central, Lines West, will open at Sandusky, followed by New York Central, Line East and the Michigan Central. The final winner in these games will then make the trip to Indianapolis on March 7 and 8, where the final tournament will be played in the Butler University Field House and Gymnasium.

Detroit, the Michigan Central team, champions of 1928-29, again have a strong team, the personnel of last year's team being practically intact.

All signs point to their again being the representatives of the Michigan Central, though a last-minute upset from one of the other semi-finalists might disturb all advance information.

A real battle looms on the Big Four horizon. Though Indianapolis lost "Chesty" Howard, star center of last year, it has considerably bolstered its team so that it is now able to offer strong opposition to Cincinnati, last year winners of the Big Four title. What was Indianapolis' loss was Cincinnati's gain, for Howard was transferred to Cincinnati, where he ably performed for the Big Four champions all year.

Cleveland will again attempt to take Lines West honors with a strong, well-balanced team. All year long this team has been playing preliminary engagements to the American League Championship team of that city, and while not engaged themselves, the men have been acquiring the rudiments of the court pastime from the pros.

The Pittsburgh Division team of the Pittsburgh & Lake Erie, though somewhat weaker than last year, has shown a fine brand of basketball in and around the "smoky" city. It looks as if it is still the strongest team on the P. & L. E.

No semi-final tournaments are necessary for the Peoria & Eastern, the Indiana Harbor Belt and the Chicago Junction Railway. All of these sections will send along the usual strong team that has represented them in past tournaments. Urbana, it seems, is the logical choice of the Peoria & Eastern sector, and reports indicate that the opposition it will offer this year will be a surprise to the strong teams of other years.

It would be impossible to hazard a guess as to which team will represent the Ohio Central Lines. Each team there plays a classy sort of basketball and each one of them seems to be on a par with the other.

The Line East situation offers a problem for any one who cares to analyze it. Manhattan, last year's winner, has been playing individually this season under the direction of a coach who will pick the most likely candidates for its entry into the semi-final. As most of the last year's men are again in uniform it appears that they might again take Line East honors to the final tournament. Buffalo, Rochester and Watertown, however, also have teams of a championship calibre.

From the above it can be seen that the semi-final tournaments this year will mean plenty more than sending an outstanding team to the finals in Indianapolis. When they are completed the result will be in most cases that a truly representative team will furnish opposition to Detroit, last year's winner.

A similar situation is prevalent in the girls' leagues. Reports from Cleveland show that the last year's champions are still one of the strongest teams on the New York Central Lines. Recently they journeyed to New York City and returned home victorious, though only with a one-point margin. This seems to indicate that the Manhattan girls, if successful in winning the Line East semi-final, will give Cleveland strong opposition.

The runners-up of last year, the Detroit girls, have been diligently practising and are looking forward to avenging an old score in the finals. The team has been strengthened by the addition of several new players.

Indiana Harbor Belt, which has had a representative team in every tournament, will again take the floor at Indianapolis, and will be very much in evidence throughout. In a few of their recent games, the I. H. B. girls showed a decided improvement over early season form, and are now ready to meet all comers.

For the first time Buffalo will place an entry in the Line East semi-final, and these girls are expected to give much trouble to Manhattan, who has represented that section in the past.

According to the change made at the Annual Convention, the games this year will be played under boys' rules.

WOLVERINE PLAYERS PUT ON THIRD SUCCESSFUL SHOW

"Expressing Willie" was the third annual offering of the "Wolverine Players," the dramatic society of the Michigan Central, in the Y. W. C. A. Building, Detroit, on January 16 and 17. Playing to a capacity crowd at each performance the presentation was heralded as the most successful undertaking of the club. The play was directed by Elmore Andre, who also designed the scenery, assisted by the cast. Invitations have been received to produce the play in other cities along the line. In the picture are: front row, left to right—Delores Carpenter, Bessie Black, Margaret Windelburn, Helen MacKenzie, Iona Bryan. Standing: Estal Graves, John Marks, Howard Rand, Mahlon Craft, Charles Clellan.

Cleveland Girl Champs Going Strong

THE CLEVELAND girls' basketball team is reported to be playing a fine game this year and is making a great effort to be in top form for Indianapolis March 7 and 8, where the girls hope to annex the title.

"Happy Dan" Purcell, chairman of the executive council, is again in charge, with Al Doro of the Men's Majors as coach.

The Clevelanders have already won two games from system rivals defeating Bellefontaine, Big Four, and the Manhattan girls of New York City. The game with Manhattan proved to be a thriller, the Cleveland girls winning 14 to 13 in New York on January 11. In the Cleveland Municipal League they are undefeated, winning one game by the remarkable score of 66 to 0.

On February 1 and 8, the Cleveland girls face the Indiana Harbor Belt girls in a home-and-home series, the first played at Cleveland and the second at Hammond.

The personnel of the team is—Ruth Jastrom, Anne Velvick and Clarice Imbrie, forwards; Mary Alberts and Jessie Pounds, centers; Louise Maier, Ann Smith, Sarah Fallon and Esther Kruger, guards.

Cleveland Majors Leading City's Basketball Race

THE CLEVELAND MAJORS finished the first half of the Cleveland municipal season by a notable victory on January 11, over the strong Pennzoils, 30 to 22. This victory left the Majors heading the Class "A" teams with six victories and no defeats.

The work of Eckert, forward, and Adomites, at center, has made the Majors a greatly feared team in the Cleveland District, while in the Pennzoil game, Eddie Kappel played a wonderful game at guard, completely outplaying the Pennzoil's great scoring ace, Sid Ross, who only connected for one basket, while Eddie sunk three. In addition, the Majors won a great game from Bellefontaine, when Eckert ran wild scoring ten baskets.

Dick Davidian is again managing the team and Cleveland followers are hoping to see the Majors surpass the work of any previous Cleveland team at Indianapolis March 7 and 8. On February 1, the Indiana Harbor Belt boys are traveling to Cleveland to meet the Majors, while on February 8, Cleveland journeys to Hammond for a return game.

The roster of the team is Eckert, Grossman and Doro, forwards; Adomites, center; Kappel, Schwanke, Kubilus and E. Schippling, guards.

NEWLY ELECTED EXECUTIVE COUNCIL OF CLEVELAND N. Y. C. A. A.

Top row, left to right: F. J. Veigel, R. E. Shockey, A. F. Werner, R. Merkle and F. H. Schmidt. Bottom row: Charles Fitzgerald, F. X. Breslin, D. E. Purcell, chairman.

Cleveland Association Re-Elects T. W. Meyer

T. W. MEYER, Auditor of Freight Accounts, was re-elected President of the Cleveland Athletic Association at the annual election of officers held December 26 at the Orange Avenue Terminal, Cleveland.

Mr. Meyer has proved one of the most popular presidents that ever headed the Cleveland Association, and under his lead his Association has landed two system championships,—girls' basketball and bowling—has come second in track and runner-up in baseball. In addition, the girls' relay team established a world's record for the half-mile medley relay in September, while the New York Central major basketball team gave Detroit its greatest battle in the 1929 tourney, losing out 33 to 31.

D. W. Mooney, General Foreman of Nottingham Car Shops, was elected vice-president; Virgil T. Cox, Assistant Chief Clerk of the AFA office, and A. F. Werner of Collinwood Car Shops were re-elected secretary and treasurer.

Six of the eleven executive councilmen were returned to office. These were D. E. Purcell, AFA office; F. H. Schmidt, Land & Tax Department; F. X. Breslin, Nottingham Car Shops; Tom McKnight, Collinwood Locomotive Shops; D. E. Robinson, Orange Avenue Terminal; A. F. Werner, Collinwood Car Shops.

Five new members were elected, namely, George Bierce, General Manager's office; Charles Fitzgerald, Collinwood Round House; R. Merkle, District Equipment Accounting office, R. E. Shockey, Chief Supervisor, Yard Department, and F. J. Veigel, AFA office.

Secretary Cox announced that Mr. Meyer would appoint directors in the various branches of sports at once so that definite plans of action could be made.

The secretary's report showed that receipts for the year totaled $10,378.81, which proved the best year the Association ever enjoyed.

The various activities supported were major baseball, industrial baseball, indoor baseball, major and industrial basketball, bowling, track team, tennis, trap shooting, rifle shooting, horseshoes and quoits, dances, glee club, band and annual picnic at Vermillion, Ohio.

Central Terminal Basketball Team Undefeated in Buffalo

CHAMPIONSHIP honors of the New York Central Athletic Association of Buffalo went to the Central Terminal basketball team which completed the season with ten straight wins. At the end of the first half, the Central Terminal team had chalked up seven games on the winning side with no defeats. The runner-up in the league was the Car Service team, which had only two losses. The Car Department team finished in third place.

A girls' team was organized at the beginning of the season in Buffalo and met and defeated some of the best teams in that vicinity.

Altogether Buffalo has had one of the most successful basketball seasons ever experienced. There were eight teams in the men's league, and all seemed about equally paired, though the Central Terminal team had the good fortune to go through the season undefeated. The individual stars of the season were George Miller, George Broderick, Elmer Goris, Norman Wall, Luke Eugino, Jack Gibbs, Frank Wenzel, H. Schneider and C. Kelly.

Because of the splendid season turned in, the Central Terminal team will represent the Buffalo Association in the Line East semi-final.

The committee in charge of basketball consisted of A. W. McRobert, chairman; Sam Plumer, referee and coach; Mae Downey, girls' manager, and E. W. Thompson, Walter Price, John Corbett, Peter Cielgeski, Walter Clarke, Ray Lindsey and H. N. Paradeis, men's managers.

You practise economy at home. . . . You profit equally well when you practise it on the railroad.

PIPE OF *IMPORTED* BRIAR ROOT SENT ON TRIAL

You'll know perfect pipe pleasure when you've tried this fine imported Briar Root Pipe. No bitter nicotine taste—no oil or sap from the bowl as with ordinary pipes. Guaranteed for one year against burning through or cracking. Send only $1—smoke it for a whole week—if you don't find it the sweetest smoke you've ever tried, send it back and we'll refund your money with postage. Hundreds of N.Y.C. men smoke and praise Bushell's Famous Dollar Pipe.

MAIL IT NOW

THE BUSHELL CO., 420 Lexington Ave., N.Y.C.
me
Address
City
State
Stamped with N. Y. C. Oval
Yes
No
2

Jackson, Mich., A. A. Tells *Why* In Membership Campaign

INTERESTING facts regarding the benefits derived from membership in Athletic Associations were brought out by the Michigan Central Athletic Association of Jackson, in the membership drive which started during the first week of January. The compilation was made as the result of the constant question, "What do I get out of the Athletic Association?"

"You have an opportunity to compete in athletics if physically qualified to do so," was one answer.

"You have the chance to see your friends and associates in competitive sports.

"For those who do not care for basketball or baseball, there is golf, tennis, trap shooting and track events.

"New social contacts are formed at the events sponsored by the Athletic Association — new friends, new interest, new understanding and a finer appreciation of your fellow-worker and the good things of life."

The last point brought out by the Jackson Association was: "It makes you a member of a true democracy of foremen, superintendents, general managers, vice-presidents and even the president himself, standing shoulder to shoulder with track men, enginemen, office workers, at the rallies, social gatherings and sports events. Certainly that is a democracy that cannot help but reflect the benefit of the public which we serve."

The annual dinner-dance of the Association is being held at the Hayes Hotel, Jackson, on February 15, with E. J. Burck, Superintendent of Shops, presiding as toastmaster.

Pittsburgh Division Team Ahead On P. & L. E.

A CLEAN SLATE in the Commercial and Industrial Basketball League of Pittsburgh, Pa., is the goal set by the players of the Pittsburgh Division team of the Pittsburgh & Lake Erie Railroad this year. To date, the three-time successive winner of the P. & L. E. basketball championship is leading that league with five wins and no defeats.

Not only has the Pittsburgh Division team cleaned up all opposition in the Commercial and Industrial League, but it has defeated some of the best teams in the District. All indications point toward the P. & L. E. having its strongest representative in many years at the annual basketball tournament of the New York Central Lines in Indianapolis this season.

Bucyrus Team Leads Others

IN THE FIRST game of the newly organized Industrial Basketball League of Bucyrus, Ohio, the New York Central team defeated the De Turks 28-13 on January 6. The New York Central team was ahead at all times during the game and displayed a superior brand of basketball that is expected to land them on the top of the heap at the season's end.

At the end of the first quarter the Central team was leading by a score of 12-0. During the second quarter they continued to show the same classy form, scoring eight more points while the De Turks were ringing in six.

Not only is the Bucyrus Association team entered in the Industrial League but it is also playing other Association and railroad teams from Toledo, Columbus, Charleston and cities in that section.

Chicago M.C.A.A. To Boast Strong Baseball Team

FROM ALL indications present, the Chicago M.C.A.A. baseball team, composed of players from Kensington and Chicago, will have a strong team in the field this year, due to the large amount of interest shown by the players and members of the Association who are backing the team.

P. Young, who has been elected manager for the coming season, is a man who knows his baseball, and in turn does not mince words as far as implying the playing ability of a player is concerned, and will without a doubt put out a team that can play ball. Due to a late start in getting organized last year the team made only a fair showing and, keeping this in mind, will not make the same mistake this year. The call has already been sent out for players to get ready for practice.

At the board of governors meeting held in January it was decided to draw up a budget for the following year allotting a certain sum for each sport activity, such as bowling, basketball, trap-shooting, etc., thus helping each sport to function more successfully and thereby offering a larger assortment of competitive teams in the sporting field.

As the two affairs held the last month of the year by the M.C.A.A. were both a financial success, they will enable the budget committee to have something besides paper on which to form a budget.

Watertown A. A. Is Seeking 500 Members

A GOAL OF 500 members was set by the New York Central Athletic Association of Watertown, N. Y., at its regular meeting in the Watertown Passenger Station on January 14, during which the annual election of officers was held. J. H. Newman, Station Master, was chosen to head the Association for this year.

R. H. Dodds was named vice-president; L. L. Dowling, secretary-treasurer, and M. C. Goodison, J. E. Gaffney, J. Hughes, R. Weston, C. H. Weeks, M. R. Jones and O. A. Finch were elected to the board of managers.

Plans for a banquet, which is to be held in the near future, were also discussed at the meeting.

At the present time the Watertown Association has a basketball team in the City League and it is enjoying a comfortable first place. The bowling team, also in the City League, is tied for second place, and two New York Central bowlers are heading the general average list. The basketball and bowling teams are now rounding into shape for the competition of the Line East tournaments.

VAUDEVILLE STARS OF THE ANNUAL CHILDREN'S PARTY OF THE BUFFALO ATHLETIC ASSOCIATION
All of these children are sons and daughters of New York Central employes, who are members of the New York Central Athletic Association of Buffalo.

6,000 Entertained At Buffalo A. A.'s Annual Children's Party

ALL the theatrical talent Broadway sees at unheard-of and unprecedented prices couldn't equal the dancers, singers and other entertainers who won their way into the hearts of more than 6,000 people who packed the Elmwood Music Hall, Buffalo, on January 25. Each and every one of the performers were children of members of the New York Central Athletic Association of Buffalo, which staged its annual children's party on that day.

The children's party of the Buffalo Association is an event which is looked forward to for weeks by the children of New York Central employes, and the day the tickets of admission are issued free the entire allotment is eagerly snapped up by anxious fathers and mothers. Needless to say, all who care to attend are taken care of by the many committees of the Association.

Saturday afternoon in Buffalo was not very mild as far as weather conditions went, but the blustering, snowy elements did not act as a detriment to the children. Promptly at 2 o'clock, when the festivities began with a selection by the New York Central Athletic Association Orchestra, all of the children who wanted to attend were seated. After the orchestra had finished its opening selection, Charles S. McGinley, President of the Association, gave his address of welcome to the children and their mothers.

The vaudeville bill was introduced by little Doreen and Violet Shaver, who did an adagio dance. Then Doreen did an acrobatic dance which was heartily received, and she was followed by Lena Pillard, in a song and dance number. Donald Kearns gave two recitations, "When Daddy Takes a Bath" and "The Red-Haired Grin," both of which appeared in the *New York Central Lines Magazine*. Helen O'Hara, a little miss of six, favored with a toe dance, and Shirley Wirth followed her with an oriental number.

The audience received some expert advice from Dorothy Lee who sang "Do Something," and followed with an acrobatic dance. Her two friends, Naomi and Helen McRobert, tapped their way through a military march. Garbed in red, white and blue uniforms they made a delightful appearance. Arlen Olsen and Jean Gorman, dressed up in "Bowery style," gave an interpretation of the sidewalks of New York, and a dainty little dancer, Rose Pinto, followed with a specialty. Mary and Virginia Allen came next with a sister dance and song act, and were followed by the "Personality Girl," Mildred Manning. Jeane McMahon gave her interpretation on what "Just a Little Bum" should be, and then stepped out of that role to do a military tap dance and sing a song. Charles and "Babe" Flamini, dressed in the styles of their mother and father when they were of the same age, entertained with some humorous dialogue. The modern "Breakaway" was given an enthusiastic reception by the audience when Marion Donahue stepped off the stage.

Nina Nicastro was billed as the "Song Bird," and Joan Tate did some specialty dancing. The St. Bartholomew's School Orchestra brought the program to a close. This organization is composed of children under twelve years of age, instructed by Ray Bauldauf.

During the period of entertainment, President McGinley introduced W. S. Baker, Special Assistant to the Vice-President, Personnel, who said that it was a joy to see the results of the efforts put forth by the committee, and that he was sharing with the children and older folk the pleasures of the afternoon.

J. J. Brinkworth, new Superintendent of the Buffalo Division, told of his pleasure in attending, and said that he was happy to be back in Buffalo, that he was heartily in accord with the New York Central Athletic Association activities, and that he was back of Mr. McGinley and the Association in everything that was done. He then stated that more parties of the same nature are going to be given and that he wished he was a child once more so that he could be enjoying the party with the evident relish of the children.

Several reels of comedy motion pictures were shown after the vaudeville entertainment, and dancing concluded the party. Scores of eskimo pies were distributed to the audience, and as each child left the hall, he or she was presented with a box of candy.

Assisting Mr. McGinley on the committee were H. N. Paradeis and H. C. Webb.

Sixth Annual Dance in Albany Is Colorful Affair

IT WAS a gala occasion for the New York Central Athletic Association of Albany on January 27 when it held its Sixth Annual Ball in the Vincentian Institute, Albany. While more than six hundred couples danced, hundreds more crowded the gallery and foyer to look on. "The biggest and best ever," said A. F. Stiglmeier, President of the

Association, when the last dance number had been played shortly after midnight.

From the time the doors opened to admit the first arrivals until well after eleven o'clock the dancers and spectators continued to put in an appearance at the Institute.

During the evening a large bag which was hanging from the ceiling, directly over the center of the floor, and which prompted all sorts of inquiries as to its purpose, was suddenly dropped and scores of toy balloons, rolls of paper tape and confetti were dropped on the heads of the dancers, adding much more color to the already vivid affair.

Two bands played continuously all evening. Over the stage, on which the band was located, was a large illuminated welcome sign, made by the employes of the West Albany Shops for the occasion.

Along toward midnight dancing ceased for a moment or two while W. S. Baker, Special Assistant to the Vice-President, Personnel, and J. G. Parsons, Superintendent of Shops, were introduced to the merrymakers for the purpose of awarding several prizes. Mr. Parsons presented the five prizes, while Mr. Baker was his able assistant.

George L. Fraley was general chairman of all the dance committees and also acted as master of ceremonies.

I. H. B. A. A. Picks O. A. Work As President

Otis A. Work, Chief Clerk to the General Superintendent, was elected president of the Indiana Harbor Belt Athletic Association for the year 1930. William Delaney was named vice-president of the Gibson District; W. F. Carlson, vice-president of the Blue Island District, and Frank W. Case, vice-president of the Norpaul District.

H. A. McConnel was elected treasurer; James C. Maguire, secretary, and Harold Buhring, W. R. Manning, Lawrence Kimbrough and John Terrey were elected to the advisory board.

These men were installed on January 10, when they announced their intention of making 1930 the banner year for the Athletic Association.

In the bowling league of the Belt there are nine men's teams competing for honors. Two girls' teams are entered in the Hammond City League.

I. H. B. Defeats Big Four In Basketball

In a free-scoring game at Hammond, Ind., on January 18, the Indiana Harbor Belt Athletic Association basketball team romped off with a 50-43 decision over the Big Four Athletic Association of Bellefontaine, Ohio. This is the second win that the I. H. B. boys have over system opponents, their first being from the Chicago Junction Athletic Association.

The Bellefontaine team had a decided advantage in size, but the I. H. B. team was much faster and more accurate with its floor shots. At the end of the half the winners were leading 30-18, and with only five minutes to go had a 47-28 advantage. Here the Indiana Harbor Belt manager decided to give his reserves a workout, and Bellefontaine took advantage of its opportunity and quickly pulled up to within striking distance. The whistle ended affairs, however, while they were still seven points in the rear.

Ribovich and Benich were the scoring aces for the Belt, while Miller turned in the best game for Bellefontaine.

French Reader of Magazine Sends For Bushell Pipe

As an example of the avidity with which the *New York Central Lines Magazine* is read in all parts of the world, the recent request of F. A. Grandclement, Cashier of the Hotel Crillon, Paris, France, for a Bushell pipe, the advertisement for which appeared on page fifty-seven of the December issue, appears to be among the most noteworthy.

Mr. Grandclement wrote to the Bushell Company requesting them to send him a monogramed pipe, and enclosed three ten-franc notes.

Not only, it is apparent, does Mr. Grandclement read the news matter which makes up the pages of the *New York Central Lines Magazine* but the advertisements as well.

Since, with few exceptions, only those who are or have been employes of the New York Central Lines receive copies of the Magazine, Mr. Grandclement apparently procured his copy from a railroad representative in France, who is following the policy adopted by so many of passing the Magazine along to someone else when they have finished reading it.

When you're through with your Magazine, pass it on to a friend.

The first annual dance of the New York Central Athletic Association of the Marine Department was held in the Recreation Rooms at 466 Lexington Avenue, New York City, on January 25, and was attended by more than 400 members and friends. A. W. Dietrich was general chairman; C. W. Henrich, chairman of the entertainment committee; G. Bliebtrey, music; S. Healey, decorations, and G. F. Clark, chairman of the floor committee.

"Plinking"—Most Ambitious Of All Rifle Shooting

By Joseph Martin

(The first article on "Plinking" appeared in New York Central Lines Magazine for January, 1930.)

If plinking is to be developed to the "nth" degree, many new elements of danger will be found in shooting bullets up in the air, in different directions, and at targets on water because of the absence of regular back-stops. The most important thing to consider on the new plinking range is Safety.

A good plinking range must have facilities for sighting in the rifles in the finest degree, just the same as on the small-bore and army ranges of today. No magic of shooting at moving targets in the air, as in plinking, can do away with the necessity for having the rifles perfectly sighted for each and every range shot over. In the ground work of plinking it will be necessary to do even more. A good plinker will be compelled to be a good estimator of unknown distances, and, therefore, there should be a good deal of shooting done at unknown distances on stationary targets until he has become proficient in estimating the various distances to be shot over and can set his sights accordingly.

Preference Shown For Iron Sights

The consensus of opinion at present is in favor of iron sights, the rear sight to be open. This applies to all distances for both large and small bore. Perhaps experience will later demonstrate that the peep sight (rear) can be used to better advantage. I hope so, but I am too old a bird to start an argument on open vs. peep sights. It may even be that mounts for telescopic sights will be sufficiently advanced to permit the use of the telescopic sight in plinking within a short time, in special cases.

The thing is being worked from both ends. A big crowd of plinkers, backing ideas of the magazine writers, are out for a lot of shooting at aerial moving targets, tin-cans and other targets moving on the ground, swinging targets, and bottles moving with the current in the water. This end of it seems impressed with the thrill of hearing the bell ring and seeing a demonstration of smashed pieces when the target is hit. On the other hand, the army is working the small bore end of it at 1,000 inches from muzzle to target on paper targets which are stationary at first, but where the shooter "leads" his targets first one length of target, then two lengths, etc. Afterwards the shooter shoots at moving and swinging targets, horizontally, obliquely and vertically, with open sights, the rifle shot from the kneeling position, and both elbows free.

The army also has been practising to some extent, with good success, on aerial targets towed at right angles to the shooter, at about 100 miles an hour, at distances up to 1,500 yards from the shooter, I have been told. The Japanese are said to excel at the long range army game. How come? Our army boys will hardly let it rest at that.

The Big Thrill Is The Hit

With all due deference to those who believe popularity for plinking will come faster through targets giving off sound, dust, etc., I must claim that the big thrill of shooting is in making the hit. But, there must be some way on the plinking range to show the hits and their various values in a good plain way understandable to all spectators and competitors.

Advantage must be taken of the small bore in plinking for practice, just as we have been doing on the regular ranges. This small bore plinking practice and shooting must be of a nature which readily slides into the big bore work. In other words there must be fine co-ordination between the two—small bore and big bore. If the .22 short cartridge can be used to advantage it will be found much cheaper and safer and just as accurate up to fifty yards, which will be far enough for most small bore plinking.

The matter of shooting stances for plinking will need a good deal of attention. Perhaps standing will largely have the call in plinking stances. I am inclined to believe, though, that all the shooting stances may be called in on plinking and put to work.

Ballistic Training Needed

A great deal of ballistic training will be necessary. Guess work must be cut to the minimum. Great changes in windages when shooting first in one direction and then in another will be experienced. This must be studied thoroughly. Many similar things must come under consideration. The matter of shooting high above or far below one must have special attention, otherwise the shooter will be forever shooting too high or too low. The speed at which the aerial target is moving, its distance from the shooter, and its angle to or from the shooter—all these features count, and the plinker is certainly letting himself in for something, even with the coaches equipped with the best of glasses and range finders.

It may be that plinking will work radical changes in rifle stocks and rifle sights, but these should for the most part be kept so that they can be incorporated in the all-purpose army rifle. I can see no sense in a reduction in weight of bullet or the power behind it. Rather I hope for a heavier bullet with greater power and no greater recoil, probably along the line of the magnum cartridges. We must have a bullet which is able to do something when it reaches its mark at the longest ranges.

Plinkers will have to be taught and coached separately, until individual work of a high degree is acquired and certain. After that for best work the plinkers should shoot as teams. The problem before them is to hit moving targets at distances never before dreamed of for riflemen. The towed targets can represent real airplanes and real aviators and turn plinking into the hardest and most exciting rifle shooting game of all time.

The other fellows have already expressed themselves as in favor of the noisy breaking targets to give the thrill. Not to be outdone, I make a few suggestions of my own, as follows:

Suggestions For The Game

The cry of "Ride 'im cowboy, ride 'im!" will put most young Americans on their toes, and who would not have that kind of a boy rather than a young booze hound? "Youth must have its fling," so let us keep youth flinging in a healthy direction, turning to the best of the old sports and trying some useful new ones.

The airplane is here to stay. Many will shoot from the ships of the air if they have the opportunity, and they will make the opportunity somehow. What is the matter with some good shooting ground work for the coming shots of the air? Why not incorporate it in plinking?

The boys can shoot from toboggans and sleds in the winter time and from swings, roller coasters and shoot-the-chutes, at other times. Throw in the Coney Island "barrel of love" for good measure. I think just mentioning this will be enough to start the boys off on their own. The only thing is to make *hits*, no matter how one is shooting or from where.

Finally, remember Safety First. Have a good time but don't hurt anybody.

Wise Chap!

Earl—Fred's getting extravagant, lately, if you ask me.

Ernest—How come?

Earl—Well, he's taken that pretty Smith girl out to dinner three times this week.

Ernest—Don't fool yourself, my boy. That girl is on the eighteen-day diet, and Fred is well aware of the fact!

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Vol. X *February, 1930* *No. 11*

A Message to Every Foreman

From F. H. Babcock, Safety Agent, P. & L. E.

Mr. Foreman:

YOU are the key-man of industry.

You accepted responsibility when you accepted the position of foreman.

You are responsible for the Safety of the men who work for you.

You are responsible for their training, that is, the manner in which they perform their work.

You are responsible for unsafe practices and conditions in your department, insofar as you are able to correct them.

You are responsible for the attitude your men assume toward preventing accidents to themselves and others. Your attitude is reflected by your men.

You are responsible for everything pertaining to your department, and a 100 per cent record is desired by all foremen.

You are charged with the great responsibility of building an organization of men for the future, whose acts shall protect the lives and limbs of future generations. Perchance, your own son, now sleeping safely in his mother's arms, may some day come under the influence of the Safety standard you establish in the training of your men.

Let us all assume our responsibility for accidents, and the majority of them will not happen.

Personality

IF ASKED what it was that advanced Charles H. Hogan, of Buffalo, former water boy on a New York Central construction gang, to the responsible position of Manager, Department of Shop Labor, which he fills so admirably, the thoughtless might answer that it was Luck; but that would be far from the truth.

The thing which made Mr. Hogan too valuable a man to be permitted to retire at the usual age, but keeps him, instead, in a difficult office in his eightieth year after sixty-five years of continuous railroad service is the rarest gift of the gods—Personality. In this word is summed up attributes of character, varying in individuals, which command esteem, plus magnetism. Personality scorns the adventitious aid of Luck, for its light cannot be hid under a bushel.

In the Hogan Personality is included sincere love of his fellow men, sympathy with their aspirations, understanding of their problems, a deep sense of justice, and a serene poise which enables him to find a way out of difficulties.

Even when thrown among the wild and reckless scenes that accompanied building the first transcontinental railroad, Hogan, then a very young man, earned a reputation which still survives far from his later field of activity for a capacity for keeping out of trouble and for helping to keep others out. He has a gift for constructive diplomacy which has grown with the years. No wonder he is affectionately known as "Uncle Charley."

Not every one is so generously endowed by Nature as "Uncle Charley" Hogan; but by cultivating such gifts as we have we can all help to make this world a better place in which to live.

Girl Athletes Tackle Boys' Rules For Basketball

IT WAS ONLY NATURAL for the delegates to the Ninth Annual Convention of the New York Central Lines A. A. to make the change from girls playing the zoned court rule to boys' rules. Such a change is in keeping with the march of progress in sports going on all over the system at the present time, and the delegates would have found it difficult to take any other step than the one they did.

Admittedly, the adoption of such a rule will impose a hardship in the coming final tournament on those Associations whose girls have played only girls' rules during the season. But, even so, such a change must work for the benefit of the whole. No longer will a team of six fairly good girls with a center tall enough continually to get the tap have an advantage over six good players with a medium-sized center, for now there will be only five girls on a team, not six, and no zones. The abolition of the zones will mean the development of more initiative on the part of girl backs, who formerly stayed back to defend their basket. It will also mean the speeding up, to some extent at least, of the movements of both teams on the floor.

From now on, it is expected, the court game will have more interest for New York Central girls. It will have the same thrill, the same speed and the same flair that has attracted thousands to watch men play and at the same time it will be something new to New York Central men to see their women folk competing for the same period of time in the same way as themselves.

The delegates, in a happy mood because of the progress made, recommended to the management the addition of golf as the fifth major sport to the activities of the New York Central Lines. Whether the management accepts the recommendation or whether it rejects it, there can be no denial of the fact that golf will bulk large, in the near future, in recreational activities on the New York Central Lines. Each year an increasing number take up this pastime, and because of this the delegates deemed it advisable to recommend its official addition to Association activities.

Pass On Your Magazine After Reading It

EACH MONTH the *New York Central Lines Magazine* finds its way into the hands of many people who are not employes, and they report finding much that is of interest to them, even though they are not railroaders. The Magazine does, in fact, give outside readers a more intimate knowledge and a keener appreciation of the many phases of work necessary to make the wheels of a locomotive spin over the rails on time. And it tells also of other railroads—of those in foreign countries—of their construction and their problems and of the industries and scenic beauties in the lands which they traverse.

One employe of the New York Central gives his Magazine to nine different families every month. Another tears out sections which are of especial interest to certain of his friends.

There are doubtless others who would like to read the *New York Central Lines Magazine*. It would be an ideal move on the part of the employe if each would pass his copy to a friend. Many persons who otherwise would be unable to see it, might find this monthly publication of extraordinary interest.

Efficient Use of Freight Fuel Saves $16,246,693

New York Central Savings Compared With Saving On All Class I Railways

(Line East reports started 1920)

YEAR	CLASS I RAILWAYS		LINE EAST	
1921	6%	Saving	14.7%	Saving
1922	6%	"	9.6%	"
1923	7%	"	12.5%	"
1924	14%	"	16.0%	"
1925	19%	"	18.5%	"
1926	21%	"	21.5%	"
1927	25%	"	28.6%	"
1928	27%	"	28.3%	"

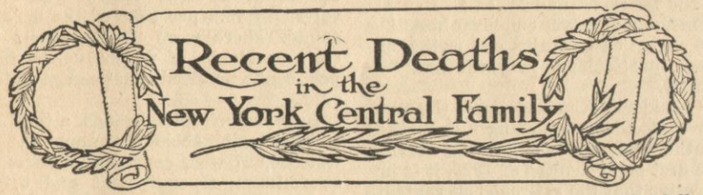
NOTE: *Each year based against 1920*

(Line West & T. & O. C. reports started 1923)

YEAR	CLASS I RAILWAYS		LINE WEST		T. & O. C.	
1924	7.1%	Saving	0.1%	Saving	9.1%	Loss
1925	13.1%	"	1.6%	"	4.2%	Saving
1926	15.3%	"	2.3%	"	6.2%	"
1927	19.1%	"	8.0%	"	17.0%	"
1928	21.8%	"	11.8%	"	21.2%	"

NOTE: *Each year based against 1923*

The total value of the savings listed here, shown since reports were begun on the New York Central, is $16,246,693.



George C. Simmons

GEORGE C. SIMMONS, eighty-one, retired from the Boston & Albany Railroad since 1919, died at the home of his daughter in Pittsfield, Mass., on January 11.

Mr. Simmons went to work for the Boston & Albany Railroad as an operator at the Washington, Mass. Station, in 1872, a time when there was a station force of four men there. Later when Washington diminished in railroad importance, Mr. Simmons was station agent, ticket seller, baggage master, freight agent, express agent and switchman.

Walter M. Hoag

AFTER a short illness, Walter M. Hoag, retired Freight Service Clerk, died at Vassar Hospital, Poughkeepsie, N. Y., on January 20.

Mr. Hoag began his railroad service in 1883 as a clerk at Newburgh, N. Y. The following year he was transferred to Weehawken, where he was appointed chief operator. He was made chief clerk to the Division Superintendent there in 1885, and then served as train dispatcher, chief train dispatcher and train master. He became car accountant in Weehawken in 1896, and later was transferred to Buffalo as Superintendent of special freight service. In 1905 Mr. Hoag was appointed chief clerk to the Assistant General Superintendent in Syracuse, and the following year to the General Superintendent. Two years later he was promoted to special agent to the Assistant General Manager, and then freight service clerk. He was retired in 1925.

Mr. Hoag had been in Vassar Hospital for about a week before his death, having been moved there from his home at Pine Plains, N. Y.

Jay Wallace

FOLLOWING an illness of several months, Jay Wallace, Safety Agent of the Pennsylvania Division of the New York Central at Corning, N. Y., died at Sayre Hospital, Sayre, Pa., January 18.

Mr. Wallace had been in New York Central service since 1889 when he began as an engineman on the Pennsylvania Division. He was promoted to engine dispatcher at Corning in 1905 and yard master at Thompson, N. Y., the following year. His appointment to the position of Safety Agent came in 1923.

Mr. Wallace was known as one of the most popular men on the Pennsylvania Division and was an ardent Safety worker. He was a member of the Brotherhood of Locomotive Engineers.

Funeral services were held from the Episcopal Church at Corning on January 21, with a large delegation of New York Central officials attending. Among them was T. W. Evans, Vice-President of the Indiana Harbor Belt Railway; C. W. Hammond, Assistant General Safety Agent; C. D. Shaff, Supervising Safety Agent in Syracuse, and T. E. Cooney, Safety Agent in New York. The pallbearers, all Safety Agents of the New York Central, were: C. M. Thomas, E. E. Hart, F. P. McGirr, C. J. Weber, G. B. Nickerson and L. W. Newcomb. The Corning Lodge of Masons conducted the services at the grave.

George W. Rutledge

JUST AFTER he had returned from his regular run as a Conductor for the New York Central on January 16, George W. Rutledge stopped off at a store in Corning, N. Y., to purchase supplies for his home as was his usual custom. While talking with the proprietor of the store Mr. Rutledge was seized with a pain about the abdomen and collapsed. Medical attention was hastily summoned but he had died before the doctor reached him.

Mr. Rutledge had been in service since 1895, when he began as a brakeman on the Pennsylvania Division. He was promoted to conductor a few years later and served continuously in that capacity until his death. He was a member of the Brotherhood of Railway Trainmen and the Fall Brook Association of the New York Central.

John L. Morgan

A PENSIONER for the last four years, John L. Morgan, sixty-nine, died at St. Vincent's Hospital, Toledo, Ohio, on January 13.

Mr. Morgan had served forty-four years with the Ohio Central, many of them in the capacity of engineman. While guiding an excursion train in 1895, Mr. Morgan saw a split rail ahead of him as he rounded a curve just outside of Toledo. He immediately applied the brakes and cut the engine off from the rest of the train. Though the engine was derailed without injury to either Mr. Morgan or his fireman, the passenger cars rolled to a stop without damage.

John E. Wahrman

CONDUCTOR John E. Wahrman, forty-nine, dropped dead from a heart attack at Batavia, N. Y., on January 23. Mr. Wahrman's home was in Albany.

He had been in New York Central service since 1899 as a brakeman, freight conductor, assistant yard master, yard master and passenger conductor.

George McGill

ON A LEAVE of absence since October, George McGill, sixty-eight, New York Central Engineman, died at his home in Troy, N. Y., on December 21, after a lingering illness.

Mr. McGill began his career with the New York Central as a track

(Continued on page 103)

Train Accidents Increase--Employes Need Use Greater Care

THE year just closed, according to figures filed for the first eight months, showed a slowing up—in fact, a retrogression—in some phases of Safety work on the railroads of the United States. Train accidents totaled about 200 more than in 1928, when 11,025 were reported, among which collisions alone took a toll of forty-three lives.

Railway property was damaged to the extent of more than nineteen and a half million dollars in 1928—and still train accidents, mainly caused by collisions and derailments, increased the following year.

Negligence of employes—in such duties as giving signals and other train orders, setting switches, switching or coupling cars and keeping always on the look-out for danger while at work—brought about more than five thousand of these accidents, while equipment (which is maintained by employes) caused six thousand accidents.

The opinion of F. Hartenstein, Assistant to General Manager, Lehigh Valley Railroad, who is chairman of the committee on train accidents for the Safety Section of the American Railway Association, is given below, followed by a quotation from the Interstate Commerce Commission.

The Interstate Commerce Commission, in Accident Bulletin No. 97 for the year 1928, calls attention to certain phases of the train accident problem, which are quoted in part below:

By F. Hartenstein

A REVIEW of the summary of train accidents reported to the Interstate Commerce Commission by the steam railroads for the first eight months ending with August, 1929, compared with the same period in 1928, offers no encouragement in the direction of favorable progress.

During the first eight months of 1928 there were 11,025 train accidents reported, of which 9,285 were due to collisions and derailments, and during the same period of 1929 there were 11,288 train accidents, of which 9,488 were due to collisions and derailments. This record clearly indicates that the principal causes of fatal and non-fatal injuries under this classification were from collisions and derailments.

As a result of collisions during the first eight months of 1928, a total of 43 fatal and 653 non-fatal injuries occurred, and in the same period of 1929 a total of 59 fatal and 895 non-fatal injuries occurred, or a total increase of 258 casualties.

According to the reports of train accidents submitted by the Bureau of Safety, Interstate Commerce Commission, the principal causes of accidents under this heading are violation of rules, disobedience of train orders, mistakes in the transmission and delivery of train orders! Also, side collisions in yards and terminals caused by failing to store cars within the clearance point on yard tracks, and the remedy is, in my opinion, a stricter examination of employes on rules and train orders and the maintenance of better supervision by yard and terminal officers and prompt disciplinary action where conditions justify it.

There are many causes for derailments, some of the principal being as follows:

Defective track, bridges, switches, signals, improper track construction, etc.

Defects in or failures of locomotives and cars.

Washouts, land slides, fires, etc.

Obstructions on track.

Improper handling of switches by employes.

Failure to observe speed restrictions, etc.

The remedy is, in my opinion, a closer inspection of track, bridges, right of way and rolling stock; also, stricter supervision over the employes in the M. of W. and M. of E. Departments, and also over employes handling the operation of trains and switch engines, particularly in yards and terminals.

> "TRAIN accidents are accidents, with or without casualties, arising in connection with the operation or movement of trains, locomotives, or cars that result in damage to equipment or other railway property in excess of $150 (including cost of clearing wreck)."
>
> —*Interstate Commerce Commission*

Considering the increase in the number of accidents resulting in increased deaths and personal injuries during the first eight months of 1929, it is imperative that the railroads concentrate on the prevention of collisions and derailments. It is evident that some advance thinking and action is necessary to improve the records under these classifications.

DURING 1928 railway property was damaged to the extent of $4,755,833 in reportable collisions and $13,194,511 in reportable derailments. Yard (switching) trains were involved in 49.6 per cent of the collisions, but the amount of damage in such cases was only 23.9 per cent of the total. Freight trains were involved in 73.8 per cent of the derailments. There were 272 fatalities in train accidents, of which 134, or 49.3 per cent, involved passenger trains only.

In reports from railroads, a total of 16,949 train accidents appears, of which 6,687 were caused by defects in or failures of equipment and 5,447 were caused by negligence of employes. In a total of 4,302 collisions, 3,833 were reported as being caused by negligence of employes. In a total of 9,938 derailments, defects in or failures of equipment were responsible for 4,616 derailments; defects in or improper maintenance of way and structures, 2,201; and negligence of employes, 1,288 derailments. Defects in or failures of equipment caused 1,250 of the 2,132 miscellaneous train accidents.

Property damage to the extent of $7,714,117 was caused by accidents resulting from defects in or failures of equipment, and accidents due to negligence of employes resulted in $5,891,109 damage to railway property. The total damage for collisions was $4,755,833, and damage due to negligence of employes in accidents of this class was $4,409,145. The total damage for derailments was $13,194,511, of which that due to defects in or failures of equipment amounted to $6,707,256.

Courage

SINCE the sun still rises, since the earth puts forth her blossoms anew, since the bird builds its nest and the mother smiles at her child, let us have courage to be men and commit the rest to Him who has numbered the stars.

E. Wagner.

Got Rid of Them

"Julia," inquired the young husband, in a troubled voice, as he rummaged through some papers on his desk, "have you seen anything of those unpaid bills that I left here in a pile this morning?"

"Yes, darling," replied the young wife, twining her arms about his neck, "I saw that they were beginning to worry you, so I just burned them up."

Admires Efficiency, Past and Present, Of B. & A.

WHEN PHILIP BOUVIER entered the service of the Boston & Albany Railroad as a brakeman at Spencer, Mass., in 1891, the small seventy-five ton engines hauled fifteen cars of fifteen-ton capacity up the Charlton grade, the highest grade between Boston and Springfield, at the speed of fifteen miles an hour. That was considered quite a feat in those days.

Philip Bouvier

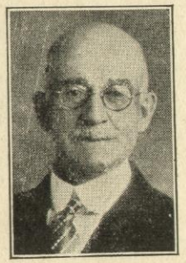
But if some of the old-timers could only see the locomotives that weigh three hundred tons pulling from forty to fifty modern cars up the same grade at the rate of forty miles an hour, they surely would marvel at the progress made in railroading, he thinks. The old-time brakes, hand style, and the link and pin coupler had much to do with the speed in those days, he believes.

Though progress has been made since he started, he believes that the Boston & Albany has always been efficiently operated, and he has nothing but praise for the Spencer branch of that road.

Mr. Bouvier was first a brakeman, and in 1897 he was made a train baggageman, a position he held until his retirement on March 1 of last year.

W. H. Leffin Closes 40-Year Career

DURING THE YEARS that William H. Leffin was in road service for the New York Central innumerable tales of adventure were lived through. Those were the days of crude methods and of many practices which have since been improved, and when it was not at all unusual to see a train storm-bound for four or five days, due to lack of snow-fighting equipment.



W. H. Leffin

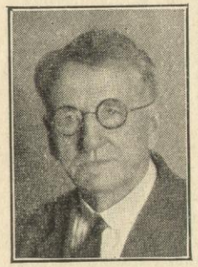
But Mr. Leffin will let someone else tell of those things, for, in his opinion, careers of enginemen are similar in many respects, especially of those who started in the eighties or early nineties.

Mr. Leffin began his career as a hostler at Oswego, N. Y., in 1889 and held that position for three years before he was made an engineman. He spent twelve years in road service, and was then transferred to yard service, from which he was retired on September 1.

Being of a quiet and retiring type, he expects to devote all of his time to his home and family, but he will always look with a sense of pride to those years of untiring effort and conscientious service to the New York Central. For a man of his years, Mr. Leffin's nimbleness is astonishing.

Thorn Hill Operator Retires After 46 Years' Service

AMONG the numerous names placed on the pension roll of the New York Central at the beginning of the New Year was that of Michael Glaspy, who completed a span of forty-six years of railroad service.



Michael Glaspy

Mr. Glaspy was born at Terre Haute, Ind., seventy years ago, and started his railroad career as night watchman on the Dunkirk, Allegheny Valley & Pittsburgh Railroad, which later became part of the New York Central, at Warren, Pa., in 1874. While serving in that capacity, he studied telegraphy, and his efforts were soon rewarded by an appointment as agent-operator at Frewsburg, N. Y.

He was transferred to Youngstown, Ohio, in the freight station there as assistant billing clerk in 1903, and worked in that capacity for five years, when once more he was placed on the telegrapher's roster, having accepted a position as extra operator, working at most of the stations on the Franklin Division. He was transferred to Thorn Hill in 1910 as operator and worked there continuously until his retirement.

Mr. Glaspy will continue to make his home at 180 Benita Avenue, Youngstown, Ohio.

Retires From Traveling Post at Corning

AFTER MORE THAN forty-one years of continuous service with the Fall Brook Railway and the New York Central, W. D. Wright retired as Traveling Freight and Passenger Agent of the New York Central at Corning, N. Y., on December 31, in accordance with the pension rule of the system.

Mr. Wright started his railroad career in 1888 as a stenographer in the Freight Traffic Department of the Fall Brook Railway at Corning. He served in various capacities in both the Freight and Passenger Traffic Department at Corning, Watertown, N. Y., and Williamsport, Pa., until 1921, when he was appointed to the position from which he was retired.

Closes Big Four Career

THERE WERE MANY incidents of an amusing and interesting nature happening to railroaders back in the eighties and early nineties, said C. C. Stowe on his retirement from the Big Four as a clerk at Cleveland, but to enumerate them all or just a portion of them would mean almost endless research into the annals of that period.

C. C. Stowe

Mr. Stowe's career began in 1886 in Cleveland as a clerk. He remained there for the forty-three years which passed before his retirement from active railroad duty July 1 of last year.

S. W. Pentz Journeys Westward

SHORTLY AFTER Stanton W. Pentz gave up his duties as Lighterage Agent in the Marine Department of the New York Central in New York, he climbed aboard a train bound for the warm weather of California, where he expects to remain for some time. Mr. Pentz was retired on August 1, after putting in forty-five years of service with the company.

He began as a clerk in the Foreign Freight Agent's office of the West Shore & Buffalo Railroad in New York in 1885, and was made head clerk in the Marine Department, Beaver Street, New York, in 1899. He was made Lighterage Agent in 1923.

Railroad Work a Cinch Beside Galley Labor, Says F. E. Hall

WHEN WORK becomes a little tedious to F. E. Hall, Chief Clerk to the Superintendent of the Mohawk Division, he says he reflects a bit on the galley slaves of olden times and says to himself, "Fred, you've a cinch." At least that's what the *Times-Union* of Albany says of him, in a series of sketches on veteran employes in Albany industrial plants, educational institutions and business houses.

The sketch of Mr. Hall's career, which extends over more than forty years, was the first to be used by the *Times-Union*.

Mr. Hall first punched a railroad time clock in 1888, when he was sixteen years old, as a stenographer and clerk in the freight house at Troy, N. Y., under F. A. Harrington, Freight Agent there. When Mr. Harrington was appointed Assistant Superintendent in Albany, Mr. Hall was transferred with him. That was in 1890.

According to Superintendent Howard Scott of the Mohawk Division, Mr. Hall is one of the best informed men in railroading circles.

T. W. Carter, Retiring After 53 Years With B. & A., Congratulated By Hoover

A CAREER of fifty-three years of service — "fifty-three years of faithful and efficient service with the Boston & Albany Railroad," said the officials of that road—was brought to a fitting close on January 11 at the Hotel Bancroft in Worcester, Mass., when 400 railroad officials and other men prominent in the public life of Worcester and Boston gathered to pay tribute to Thomas William Carter, retired Train Master of the Boston & Albany. High honor was added to the last phase of Mr. Carter's railroad career when a congratulatory telegram from President Hoover was read to those attending the banquet. President Hoover said:

"Please extend my congratulations to Mr. Thomas William Carter upon his long and faithful service as a railroad man and his useful public services, and my best wishes for the future."

Walter E. Adams, Special Assistant to the Vice-President of the Boston & Albany, represented Vice-President Howard M. Biscoe, who was unable to be present, and Mayor Michael J. O'Hara of Worcester was introduced by Charles Firth, Agent of the B. & A. in Worcester, who acted as toastmaster. Other officials of the railroad who spoke were James L. Truden, General Superintendent; Richard Van Ummersen, Freight Traffic Manager, and John B. Hammill, Superintendent of the Boston Division.

At the conclusion of the talks, Mr. Firth presented a purse of gold to Mr. Carter, a gift of the men with whom he had been associated for a number of years.

Letter From Vice-President Biscoe

In the principal address of the occasion, Mr. Adams told of the personal message which Vice-President Howard M. Biscoe, whom he represented, had sent to Mr. Carter, and also offered greetings to Mrs. Carter and the three sons—John, Edward and Thomas, Jr. —who were present at the banquet.

In expressing the good wishes of the assembled crowd to Mr. Carter, Mr. Adams said:

"It is no small achievement to work fifty-three years for a public service corporation, to advance through various stages to a responsible position in the executive force, and, through it all, to maintain relations with one's fellow workers and with the company that have brought now, on his retirement from active service, so many expressions of esteem and manifestations of goodwill, which are so sincere and so wide-spread."

In calling Mr. Carter a "favorite son" of the great Boston & Albany family, Mr. Adams mentioned the careers of many B. & A. men who, having been born New Englanders, have spent practically a lifetime with this railroad which is substantially a New England organization. This part of his address is printed below.

T. W. Carter

Mr. Carter, who is known to every one on the Boston & Albany as "Tom," began his career as a brakeman in Boston in 1876. He was then but sixteen years old. Two years later he was promoted to passenger trainman, and in 1887 to baggage master. After serving in that capacity for two more years Mr. Carter was made assistant conductor, and in 1891, passenger conductor, with a run between Boston and Framingham and Boston and Springfield. He was given one of the through trains between Boston and Albany a short time later, which he retained until his appointment to the position of Train Master came in 1907.

When "Tom" Was a Boy

He has seen many changes in railroading methods since he first began work as a sixteen-year-old boy. The cars were then heated with two wood-burning stoves, one in each end of the car, and it was a part of his duties to see that the fires in these stoves were constantly going. Later coal was used in the stoves, and again it became the job of the brakeman to keep the passengers warm. The Baker heater was soon introduced, lightening the tasks of the crew, and a few years after that innovation came the present system of heating.

At that time almost everything that was done on a railroad was done by hand. Brakes were applied by hand; switches were thrown by hand, and coal was shoveled in the same manner. Engine runs then did not exceed over 100 miles daily on both freight and passenger trains, and the day's work started when the train left the yards and ended when it returned.

The principles of railroading today, said Mr. Carter, are the same as then. Safety was the watchword then as now, though greater precautions are taken today. He also believes that conditions have changed as far as the personnel of the roads go. Once a man gets located today he stays as long as he attends to business, and his length of service is an asset both to the man and the company, he thinks, for it takes time and money to break a new man in.

At the Head Banquet Table

Among those who were seated at the head table with Mr. Carter during the banquet were: Mayor O'Hara, Charles Firth, Brigadier General Thomas F. Foley, Rev. Edward P. Fitzgerald, James L. Truden, Walter E. Adams, J. B. Hammill, Harry J. Curry, Superintendent of the Albany Division; R. Van Ummersen, James E. Sweeney, District Passenger Agent; A. Haug, Auditor; Southworth Lancaster, Division Freight Agent; W. L. Oldroyd, Assistant to the Vice-President; R. J. Cullen, Signal Engineer; G. A. Kirley, Chief Engineer; H. A. Noble, Division Freight Agent; F. A. Butler, Superintendent Motive Power; John H. Parant of the Massachusetts Department of Public Utilities, and John H. MacArdle, Interstate Commerce Commission Inspector.

The general reception committee was headed by Charles Firth, chairman, and Southworth Lancaster, secretary and treasurer. The dinner committee was also headed by Mr. Firth, and included T. O'Leary, G. P. McKenna, D. E. Viger, J. H. Battos, G. W. Andrews and S. Lancaster; reception committee: H. A. Noble, F. F. Williams, H. J. Curry, A. A. Roy, Mrs. Mary Moriarity, Miss Mary Meegan, Miss M. E. Cooney, and W. L. Oldroyd; entertainment committee: J. E. Sweeney, chairman; E. F. Kennedy, Francis M. O'Connor, E. Fernane, Miss L. M. Roy, Mrs. M. A. Parker and Miss Julia Mahoney; publicity committee: W. F. Ryan, chairman; Charles Tenney, M. T. Morgan, Mrs. Christine Johnson, Miss M. E. Riding, M. V. Scully and Miss Lillian Cotter.

Boston & Albany Railroad a Great Family

(From the address of Walter E. Adams, Special Assistant to Vice-President, Boston & Albany Railroad, at the Retirement Banquet given for Thomas William Carter in Worcester, Mass., January 11.)

I LIKE to think of the Boston & Albany Railroad as a great family, whose members know each other and who meet each other and do business with each other on the basis of a relationship which cannot exist on railroads which are spread out over a greater territory. We have a closely knit organization and a close personal acquaintance.

In the family there is always a favorite son. Tom Carter holds that place. And while he is a favorite son, he has never played any favorites. He was fair and square and on the level with all of the men and women who worked with him or worked for him. He took his orders from his superior officers in the right spirit of co-operation and went out and fulfilled them to the best of his ability, and when he gave an order he asked no more than that, but insisted upon the obedience and discipline without which the Boston & Albany Railroad could not run.

What Makes an Efficient Railroad

All the brains and managerial capacity in the South Station cannot make the Boston & Albany an efficient and satisfactory concern to do its job of carrying passengers and freight safely and promptly. In the complexities of the process of modern transportation there must be all kinds of effort, and various phases of responsibility, and it does not matter whether you have an indoor job or an outdoor job, a white collar job, a jumper-and-overalls job, or whether you wear a uniform—it must have loyal, intelligent service from its officers and employes. It is because this man, whom we honor here tonight, has fulfilled these requirements, that he retires, not only with the commendation of the company, but with the esteem and respect of his associates.

The B. & A. family is an old one, with many achievements that have come down to us from the old days. The first railroad in New England to run a train of cars hauled by a steam locomotive was the Boston & Worcester Railroad, which is now an integral part of the B. & A., and this train was run on April 18, 1834, from Boston to Newton, a distance of seven miles.

The B. & A. Boston's Own Railroad

The President of the New York Central Lines, Patrick E. Crowley, recently addressing the Chamber of Commerce at a great meeting in Boston, said that although technically leased to the New York Central, the Boston & Albany Railroad was "in name and in management a really independent railroad . . . operated from Boston." And he also said: "The Boston & Albany will continue to be Boston's own railroad. Its responsible operating officers, all of them New Englanders, will continue to make their headquarters in Boston where they are at all times available for consultation and where they are empowered to give quick and authoritative decisions."

Who are the men that Mr. Crowley had in mind when he made this reference? Heading the list, naturally, is the name of Howard M. Biscoe, born in Westboro, Mass., with a continuous service on the Boston & Albany Railroad of thirty-five years, and, since 1913, the Vice-President-in-Charge.

Next I will name James L. Truden, the General Superintendent, born in Pittsfield, who has forty years of service.

Richard VanUmmersen, the Freight Traffic Manager, born in Boston, has thirty-seven years of service to his credit, and the same is true of Walter A. Barrows, the General Passenger Agent, who was born in Camden, Me.

The Superintendent of Motive Power and Rolling Stock, Fred A. Butler, who was born in the neighboring town of Shrewsbury, also has thirty-seven years of service.

George H. Fernald, Jr., the Chief Counsel, a Worcester boy, has twenty-two years' service. George A. Kirley, Chief Engineer, born in Fairfield, Vt., has twenty years' service, as also has Frank S. Austin, Purchasing Agent, born in Lynn. Chester W. Cummings, Superintendent of Car Service, born in Merrimac, Mass., has sixteen years' service.

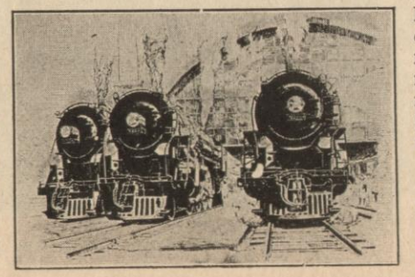
And it is not only in the chief offices of the railroad that we find men with long terms of service. I turn to the popular Agent at Worcester, who is presiding here tonight, Charles Firth, who has more than half a century of service on the Boston & Albany Railroad.

Jobs Passed From Father to Son

When Mr. Varney, the present Paymaster, took his job in 1919, he succeeded Warner R. Holt, who had succeeded his father, Albert Holt, as Paymaster. From 1859, the year Mr. Carter was born, to 1919, a period of sixty years, these two men, father and son, had paid the employes of the B. & A. their wages. In 1859 the monthly payroll was $28,000. Now it is $1,200,000.

Long service in one job on the B. & A. is common. Recently Mr. Crossman, Agent at Faneuil on the main line, retired after forty-seven years of service, and his father had been agent before him. At Dalton, Mass., H. M. Parker became Agent and served from 1854 to 1877. John H. Adams, his son-in-law, was agent from 1877 to 1896. L. P. Adams, son of J. H. Adams, succeeded to the job in 1896, and the agent at the present time is H. G. Adams, a brother.

At Claverack, on the Hudson Branch, there have been three agents named Studley: the present agent, his father, and his grandfather. And there are many other families, like the Sargents, the Desoes, the Morrisons and the Sibleys, whose members have served the Boston & Albany Railroad in various departments for long periods.



In 1927, when we put into use the service stripes on the sleeves of uniformed men, there were six conductors who had nine stripes apiece, indicating forty-five years or more of continuous service, and of those men five are still in active service.

This, my friends, is what I mean when I say, I like to think of the Boston & Albany Railroad as a great family.

Amazing Period of Develcpment

When we consider what has gone on in the world during the lifetime of our guest, we wonder whether there will ever be a span of three-score years and ten in which so many amazing inventions will come into common use, in the world at large and in the field of railroading.

He has seen the old link-and-pin coupling superseded by the automatic coupler. He has seen the marvel of the air-brake. The dim light of the kerosene lamp and the oil lantern have been supplanted by the white light of electricity. He has seen the dispatching of trains go from the motion of the hand to the click of the telegraph key, and now to the spoken word over the telephone. He has seen the installation of a great procession of lights blinking out their messages at night, and geared to a nicety in the business of block signaling. He has seen automatic train control, where from a device beside the rail there comes an impulse which sends its message of warning to the cab of the locomotive. He has seen standard rail go from forty pounds to the yard to the present 127 pounds. He has seen locomotives which weighed thirty-four tons, when he first wound up a brake, superseded by the mastodons of today, weighing 297 tons and running at speed with a long string of all-steel cars behind them.

Service Today's Criterion

And just as these old railroad devices have given way to the modern appliances, so we have seen pass, never to return, the policy which, for lack of a better name, I will call ballyhoo. The diplomacy of modern railroading has discarded it, together with other outgrown policies and practices. A railroad is judged by its performances, not by its protestations; and excuses not only do not satisfy, but do not even interest the public. There is but one test today, and that is service.

Every conference and convention you hear of may mean business for the New York Central Lines. Send your Division Passenger Agent a Traffic Tip before some rival road gets busy.

Coal, Dairying, Fruit and Manufacturing Enrich Saline County on Big Four

By W. W. Wirth, *Chief Clerk to Agent, Harrisburg, Ill.*

SALINE COUNTY, located in the southeastern part of Illinois and in the territory commonly known as "Little Egypt," is rapidly developing into a locality of no small proportions.

Saline County is favored with an excellent quality of coal and is forging ahead by rapid strides with agricultural and dairy products. Harrisburg, Eldorado and Carrier Mills are the principal towns, Harrisburg topping the list with a population of 12,711 persons.

Harrisburg has long been known as the home of the famous "Harrisburg" coal. During the year 1928, there was mined and shipped from mines in the Harrisburg field over the Big Four a total of 62,322 cars of the "black diamonds" which, roughly speaking, is the equivalent of about 1,000 solid trains of coal.

The quality of the coal produced is a big factor in the great showing made.

The loading for 1929 was 72,497 cars, or an increase of 10,175 cars over the previous year. This is a wonderful record, considering the fact that cheaper coal was being produced and bought from other fields. Coal companies entering in this production are the Peabody, O'Gara, Wasson and Blue Bird Coal Companies and the Harrisburg Coal Mining Co. In the Harrisburg district there are fifteen working mines, with a rating of 648 cars or 32,172 tons daily.

Coal mined in the Harrisburg district is brought into the Harrisburg Yards where it is put over the gravity hump and weighed and run into classification tracks where solid trains for the Chicago switching district are made up and run through without unnecessary switching and the resultant delay in transit. Some mighty fine showings have been made in the movement from the time the coal is loaded at the mines to the time cars are placed on delivery tracks at Chicago. The Harrisburg Yard switching limit covers thirty-four miles and at present there are fourteen yard engines handling loads and empties from and to the mines. Harrisburg Yard has trackage room for 1,800 cars.

Dairying is being brought to the front rapidly, due to the interest being displayed by the dairymen, the farm bureau, the various civic organizations and the New York Central Lines. Much credit is also due the Harrisburg Dairy Products Company, which is encouraging the dairymen in stocking their farms with registered cattle by paying a premium on milk products from registered and "TB" tested cattle.

At the present time there are approximately 300 head of registered cattle in this county.

There are now about 75,000 bearing fruit trees and 75,000 new trees which have not as yet reached the producing stage in Saline County. An annual average of peaches raised will approximate 30,000 bushels, followed closely in the fruit season by an apple crop of 15,000 bushels.

Strict conformity to the spraying rules is elevating the quality to the point where Saline County fruit is becoming very widely and favorably known.

The shipping of carloads of peaches and apples from Big Four stations in Saline County during 1929 was greatly reduced because freezing temperatures killed a large percentage of fruit buds and after the remainder of the fruit was near maturity a devastating hail storm ruined practically 75 percent of the expected crop.

As the county seat of Saline County, Harrisburg is a beautiful city, boasting of several large business buildings and fine residences. The largest building is that owned and partially occupied by the First Trust and Savings Bank. This building also has the distinction of housing the only radio broadcasting station in this territory of Illinois, Station "WEBQ, the Voice of Egypt."

Harrisburg offers numerous qualifications for the location of factories and at present has the Woolcott Milling Company, manufacturers of the famous "Woolcott" brand of grain products, the Ford Brick and Tile Company, makers of clay products of various kinds, and the Standard Lamp Company, a relatively new company to this county but one which is increasing daily in its production.

The Standard Lamp Company has shipped to every state in the union—and this is no small feat considering that the business has not been long established. The C.I.P.S. Co. has a large power plant at Muddy, just north of Harrisburg, from which power for illuminating and other purposes is furnished to towns and industries within the radius of many miles.

The Harrisburg Ice Company also has a large and spacious manufacturing and storage plant and in addition to its retail trade, is called upon each year to re-ice refrigerator cars for movement of the peach and apple crops from the Cairo Division of the Big Four.

Also in Harrisburg are the usual facilities for a railroad terminal, with sufficient yard space to take care of the coal business. The city has a beautiful Big Four station for the handling of passenger trains. B. W. Henley is the local Agent and W. J. McConachie is the General Yard Master. A considerable number of competent men and women constitute the staff of employes. Needless to say the annual payroll of the Big Four is an important factor in the community.

State Aid hard surfaced roads enter Harrisburg from six different directions, making the city the hub of business for many miles around. Beautiful scenery is found within a short distance of Harrisburg, especially on State Route No. 1 south and Route No. 34 to the Ohio River towns, Golconda and Elizabethtown.

Music is one of the delights offered passengers on the Government Railways of Western Australia. The scene here is in the music room section of the lounge car.

Back in the Seventies

Railroad News and Comment From New York Newspapers Of More Than Half a Century Ago

The following article, found in The New York World for Sunday, November 21, 1875, follows appropriately the description of the signal office in Grand Central, taken from an issue of the New York Times of the year before, and it is especially interesting at this time because of the announcement in November of the new system of signals by which during rush hours about 25 per cent more trains than at present may be handled in and out of the Terminal. In comparison to the 151 trains a day—then considered an enormous number—there are now about 576 revenue train movements daily, besides the switching, in and out of Grand Central.

Railroad Signalling

Despatch and Receipt of Trains at the Grand Central

DURING the past two weeks the most perfect and complete system of electric railroad signals ever planned and adopted in this country has been in operation for six miles above the Grand Central Depot, at Forty-second street. From the junction above Mott Haven down to the Grand Central Depot, the trains coming in from three great lines of railroad are obliged to take the same path, and so, too, all the outbound trains have to go in single file for the same distance, after which they reach their proper unobstructed courses, the New York Central and Hudson River trains curving off to westward till they reach the bank of the Hudson, the New York and Harlem trains continuing straight on, and the New Haven, Hartford and Boston trains, after following the line of the Harlem up a little further, turning off sharply towards the east. The combined traffic of the three lines necessitates the passage, on a daily average, of about 151 trains over the single line between the depot and the Mott Haven junction, and as most of the passenger trains arrive and leave during the morning and evening, the traffic for about four hours each day is at the rate of about 300 trains per day. So many trains coming in from three directions at the rate of twenty-five or thirty miles an hour, all to be passed down the same track from the five-mile junction, would demand the exercise of great caution; but when it is remembered that at Fifty-third street, half a mile above the depot, the tracks cross each other, so that trains coming down on the west side enter the depot on the eastern side, and trains leaving the depot from the western side have to cross over to the east side when they reach Fifty-third street, one may get some conception of the amount of care required to prevent any jarring and still keep the track clear for all trains to run on time.

The object in crossing the tracks like an X at Fifty-third street is to enable the companies to start all trains from the western side of the depot, where all the passenger rooms are situated. That the passenger rooms were not placed on the other side was probably the result of an oversight on the part of the builders of the depot.

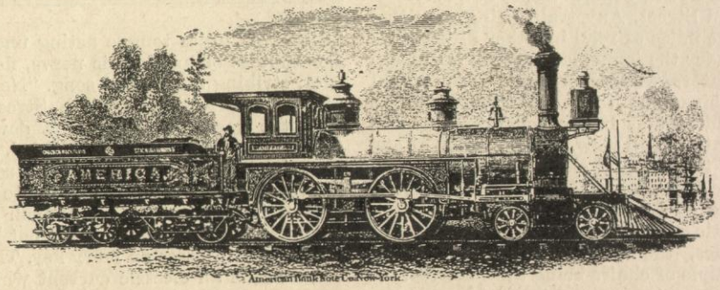
The Brains of the New Signal System

Recent passengers from Chicago, Buffalo and Albany, Montreal and St. Albans, Boston, Hartford and New Haven, have seen, in passing over the nine-mile stretch between the Mott Haven junction and the Grand Central depot, what they had never witnessed before on any American railroad. They have seen signals rising and falling, changing from white to red or from red to white, heard gongs ringing, seen switches working, and all this when there was apparently no human hand within half a mile to perform the work. The fact is, by means of these mysterious operations were performed the automatic work of the train itself on which they were riding. * * *

To explain this new and complicated system of signalling, it will be best to begin at the depot. * * * Everybody has observed the large clock high up under the southern end of the arched roof of the depot. * * * Directly opposite that clock, in the northern end of the building, is a little office jutting out from the wall. The sides of this room are all of glass. The whole interior of the depot is visible from it, and the tracks for half a mile up the road can be distinctly seen. All the movements of trains in the neighborhood of the depot are regulated as if by magic from this little observatory. * * *

There are just as many trains arriving as there are departing, and their movements have to be controlled by the same hand which regulates the outgoing trains. Every incoming train as it passes Sixty-fourth street touches a "track" instrument which sets a bell ringing in the little signal office at the depot. If the crossing at Fifty-third street is clear the train is allowed to come on, but if an outgoing train should be passing the "X" at Fifty-third street a single depression of an ivory key would cause a red signal to turn up in the face of the engineer of the incoming train, who would immediately come to a stop and allow the up-train to pass. The movement of every train approaching the crossing at Fifty-third street is so clearly indicated by the ring of alarms in the signal office that the man presiding there knows just what is going on as well as if the trains were passing before his eyes. But besides this there is a switch and signal cabin almost directly opposite the crossing, wherein a man is stationed with means for regulating signals and switching tracks in a twinkling. The man in the signal room at the depot also gives notice to the engineer half a mile off whether or no the track is clear for him to make a running switch with his locomotive, leaving the cars to run into the depot by themselves, while the locomotive turns off and hastens to the round house.

The next most interesting point is the little signal station at the Mott Haven Junction. At that place care has to be taken to prevent any two trains from attempting to run in to take the main track at the same time. On first entering this signal house the visitor is confused by the perpetual ringing of electric alarm bells and the clicking of the telegraph instruments at the same time that trains loaded with passengers are dashing by on either side, the headlight of a locomotive sometimes just



A "Blood" locomotive, in railroad vernacular, built by the Schenectady Locomotive Works in the seventies. The reproduction was taken from an early bank note.

escaping the rear car of the other train in passing the junction. After the passage of a few trains, however, any intelligent observer can readily comprehend the system. A Hudson River train coming down from Albany or Poughkeepsie runs over a "track instrument" placed one mile above the junction. At that instant an electric bell is sounded in the signal office, and the man in charge then touches a key which sets danger signals on the Harlem and New Haven lines for a distance of one mile from the junction, so that any train coming in from the other direction gets notice to stop. About a minute after the Hudson River train sounds the bell the locomotive appears coming round a corner, and in a few more seconds the whole train has cleared the crossing at the junction, and the driving wheels in passing over another track instrument have reversed the signals behind from red to white, indicating to the next comer that the course is clear. A train coming in over either of the other roads would perform a similar operation by causing danger signals to be set on the Hudson River road, and reversing them by means of the track instrument the moment the train had passed the junction. So long as the electric currents are maintained in order there is no possible chance for a mistake, for whenever a danger signal is set a bell continues to ring in the signal office until it is reversed. Should the bell cease ringing the operator would infer that something was out of order, and immediately throw up a danger signal on the other lines, thus preventing any possible chance of collision. These signals consist merely of a large red disc placed in a box several feet above the ground. The disc turns on a vertical axis, and when placed so that its plane surface is at right angles with the track it presents a large red surface which is the sign of danger. When turned half-way round it presents its edge only, and the engineer knows that the track is clear for him.

The Signal Cabins

The stations from which this system of instantaneous signals is worked are situated at the Mott Haven Junction, One Hundred and Twenty-fifth Street (Harlem), Ninety-sixth Street and the Grand Central Depot at Forty-second Street. Any train going over this five miles of road in either direction is under the immediate control of the operators, who sit on guard in the signal cabins, and their movements can be told just as if each operator had the train in full view. A description of one of these signal cabins located close to the track will suffice for all. Take the one at Seventy-second Street. It is a little structure, with glass front and sides, the only furniture besides a couple of chairs being the electrical instruments, screwed to a table, and the indicators, gauges and wires fastened to the wall in front of the operator.

"Clang," a brass tongue acting under the impulse of an electric nerve, flops over, striking a resonant song. "No.— is just passing Ninety-sixth Street," says the operator, meaning a downtrain from the Hudson River Road. At that time a train could neither be seen nor heard, but in less than a minute its rumble is heard along the tunnel. As it rushes by, the operator puts out his hand and depresses an ivory key. That touch sends an electric current which sets a red signal over the track immediately in front of him, and changes the signal at Ninety-sixth Street from red to white. The noise of the train has died away, and in another half-minute, "clang" goes the brass tongue again, indicating that the train has passed Fifty-ninth Street. At the same instant the red signal in front of the Seventy-second Street station whirls round to white, and a red signal has been set at Fifty-ninth Street, in the rear of the train. There may be another train going out at the same time, and another set of signals would be worked the same as the one described. Every train passing through in either direction protects itself for a mile or more in its rear.

This ingenious and apparently almost infallible system of electric signals has been put into operation under the supervision of Mr. Toucey, the Superintendent, one of Mr. Vanderbilt's first lieutenants, assisted by Franklin, another old and trusted officer of the New York Central & Hudson River Railroad.

His Last Trip

By F. A. Birdsall

THE old Conductor comes at last
To the parting of the ways;
To him the many years gone past
Seem scarcely more than days.

He's played the game and played it square
And tried his faults to mend,
And now the last of all is here—
The trip that means the end.

It seems a dream as thoughts go back
To the time when but a boy
His one aim was to ride the deck
And a railroad life enjoy.

Like drifting clouds in summer sky
His years have drifted on,
And like the clouds that have drifted by
He feels that his work is done.

That no more will he call "all aboard"
Or proudly wave his hand
As a signal to start the heavy load
That so long has been his to command.

Now into the terminal comes his train,
The train that is his no more;
He feels a relief from the care and strain
That he never felt before.

With coat and grip he turns to go,
For he must register in
But somehow his feet are moving slow
Through the station's clamor and din.

Then up to the room he takes his way
And here his journey ends.
But here in the room where conductors stay
He can claim them all as friends.

And a grateful feeling comes to the man
That he had not sensed before,
When he thinks of the wonderful pension plan
That will keep the wolf from his door.

Cleveland Square Club Auxiliary Installs Officers

THE INSTALLATION of officers of the Ladies' Auxiliary of the New York Central Lines Square Club of Cleveland was held at Taylor's Auditorium, Cleveland, January 9, with Grand President Mrs. E. M. Pugh, acting as installing officer. Mrs. Earl Smith, Grand President-elect, was the installing marshall, and Mrs. John N. Corlett, grand chaplain.

New officers installed were: Mrs. George W. Clears, president; Mrs. George Bramley, first vice-president; Mrs. William Godfray, second vice-president; Mrs. Fred Meyer, third vice-president; Mrs. M. R. Wolff, secretary; Mrs. Henry Kimple, treasurer; Mrs. James Mitchell, marshall, and Mrs. Marion Yantz, pianist.

Mrs. Clears was presented with a gavel and a basket of roses and snapdragons by the members of the club. Guests were present from Ashtabula and Detroit. During the evening, solos were given by Mrs. Elizabeth Keck, assisted at the piano by Mrs. Harry Raupach.

Captain Taylor Wins Medals For Chickens

CAPTAIN H. O. TAYLOR, one of the Athletic Association members of the Michigan Central in St. Thomas, Ont., received a fine gift from the Canadian National Railways in December.

Earlier in the year Captain Taylor had exhibited a number of chickens at the Canadian National Exhibition, and though he won a number of ribbons at that time, he had no idea that he had won two beautiful silver trophies and three additional medals. This winning gave him permanent possession of these trophies, as he had also won them the last two years with his collection of Rhode Island Reds.

Father of "Wilson Flier" Goes South Upon Retirement

AFTER forty-eight years of service with the New York Central, thirty-seven of which were spent in the same department, Frank L. Wilson, Division Freight and Passenger Agent at Watertown, N. Y., decided on December 1, the date of his retirement, to take a well earned vacation and go south with his wife for the remaining months of the winter.

Mr. Wilson accepted a position as a messenger boy in the Old Dominion Telegraph Company's office at Ogdensburg, N. Y., when a boy and soon, by constant study, mastered the Morse code. In 1880, he became telegraph operator for the New York Central at De Kalb Junction, and from then on he moved rapidly forward.

He was next freight and ticket agent; telegraph operator at Haverstraw; ticket agent and operator at Amsterdam; clerk in the Superintendent's office at Syracuse; clerk in the General Freight Agent's office at Oswego; chief clerk to the General Freight Agent at the same place, and then Assistant General Freight Agent at Watertown.

He was made Division Freight Agent in 1906, and in 1921, he was appointed Division Freight and Passenger Agent at the same place.

One of the most highly prized events of his career was the introduction of a through fast train, between Watertown and Syracuse in 1925, which was named the "Wilson Flyer." This train accommodated to the Thousand Islands and the Adirondacks hundreds of people who had always been opposed to the local trains. The initial trip was made on March 16 of that year in two hours, and since then that speed has been maintained.

A duty which Mr. Wilson prized greatly was the arrangement of schedules to get thousands of soldiers to and from Pine Camp, N. Y., each summer. This he always successfully did without accident of any kind.

C. W. Rehwaldt Makes Farewell Run on Century

WITH THE DEPARTURE of the second section of the Twentieth Century Limited from Buffalo to Syracuse, N. Y., on December 31, Conductor Christian W. Rehwaldt began his farewell run after a long career with the New York Central.

When he returned to his home at 57 Briscoe Avenue, Buffalo, the following morning, Mr. Rehwaldt had finished a period of service with the railroad that extended over more than forty-one years.

He began as a brakeman in 1888 at Buffalo, and was made a conductor three years later. Prior to his farewell run, Mr. Rehwaldt said: "I have been through joys and sorrow during those years, and I have never had a serious accident."

He expects to take a trip to Hot Springs, Arkansas, in the near future.

Engineman Kahler Retires

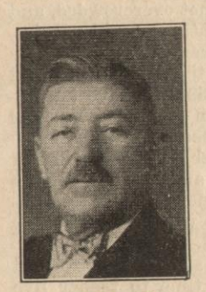
FORTY-SIX YEARS were spent in railroading by George S. Kahler, though only thirty-nine were with the New York Central.

Mr. Kahler started his career as an engine wiper on the Buffalo, New York & Pennsylvania, now a part of the Pennsylvania Railroad, in 1883, and was later promoted to fireman and hostler.

He left the service of that road on December 7, 1890, and the following day started firing for the New York Central at East Buffalo. He was promoted to engineman in 1900, and continued in that capacity until October 1 of last year, when he was retired with pension.

Leaves Two Sons In Service When He Retires

SHORTLY AFTER John Schneider arrived in the United States from Germany, he visited the office of Assistant Superintendent Phelps of the Mohawk Division and applied for a position. Mr. Phelps assigned him to a brakeman's job in road and yard service, and that year, 1888, saw the beginning of Mr. Schneider's first service with the New York Central.



John Schneider

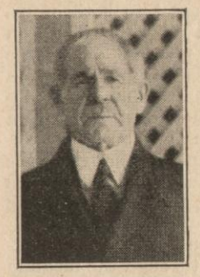
Soon after that, he was given the position of conductor at West Albany, working under General Yard Masters Coleman, Fripp, now Assistant Vice-President of the New York Central, and Hoit. He was appointed assistant night yard master by Mr. Hoit in 1907, and worked in the capacity of assistant yard master, yard master and assistant general yard master until the time the West Albany Yards were transferred to Selkirk. There he served as assistant general yard master and yard master until he applied for a pension, because of a disability, last September 1.

Mr. Schneider regrets that the time came when he had to leave his fellow workers and the company which he served for so many years. His heart is still interested in the welfare of the New York Central, however, and he intends to watch the future development of the railroad by aiding it as much as he can in securing business.

He has two sons following the railroad business, both with the New York Central. One of the sons is doing the same kind of work his father did as he, too, is a yard master at Selkirk. The other son is a machinist at the West Albany Shops.

Safety His Hobby For 54 Years

BELIEVING that every man should have a hobby, which, when developed to its fullest extent, would be an aid throughout life, Peter F. Kelly decided many years ago that he would adopt Safety as his hobby. It was his one thought during the fifty-four years he spent with the New York Central, and was, he believes, the one thing that kept him free from accident.

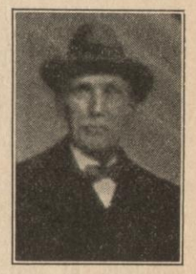


P. F. Kelly

Some people would have been satisfied with exercising the practice of Safety First just while at work, but Mr. Kelly maintained his interest in it at home and on the street as well with perfect results. He had been in service since 1875, and was retired as an engineman on November 1. His first position with the New York Central was that of laborer at West Albany. He was made a fireman on the main line in 1880, and an engineman in 1891.

Retired, Will Speak Good Word For Railroad

BECAUSE the New York Central treated Edwin A. Champlin with courtesy and respect while in service, he is now going to do his bit for the railroad and speak a good word for it whenever the opportunity presents itself. Mr. Champlin ended a career of thirty-nine years of service with the company on October 1.



E. A. Champlin

He entered as a brakeman in 1890, and was promoted to conductor two years later. All of that time was spent on the Ontario Division.

Every conference and convention you hear of may mean business for the New York Central Lines. Send your Division Passenger Agent a Traffic Tip before some rival road gets busy.

Local Agency Can Be Most Effective in Preventing Loss and Damage

By John A. Ryan, *Agent, Kenton, Ohio*

THE continued campaign for the prevention of loss and damage to shipments in transit meets with decided favor from the Local Agent and his forces, for he feels that by constantly coming in direct contact with both the consignees and the consignors, this movement or any movement that will make these contacts more pleasant is a decided asset to both of us. A meeting with a disgruntled patron is anything but a pleasant experience and nothing serves to make a patron more displeased than to have his shipments arrive at their destination in a damaged condition or to be lost or delayed in transit, and any effort on the part of the carrier should and does please the patrons, and certainly meets with their approval.

A patron is only partly compensated who is paid through the medium of a claim for his actual loss on a shipment; no monetary compensation can remove his displeasure for not having his shipment delivered to the consignee in as perfect condition as when offered for shipment.

As the local office is in the position where the agent directly feels the pleasure or displeasure of the public in being held responsible for the acts of the carrier, it is likewise probably in the most advantageous position to assist in the prevention of loss and damage to shipments by supervision of packing requirements, proper billing, stowing in cars, giving special attention to perishable shipments by seeing that proper refrigeration and protection are given, and in other ways.

In the local office the force should be continually instructed so that the prevention of loss and damage should be uppermost in their minds; receiving clerks should be alert and ever watchful to see that shipments are received from consignors only when in safe condition for transportation and when the packing and marking meets with all the requirements of the classification.

Warehousemen should be instructed as to the proper stowing of freight in cars so that it will withstand the ordinary handling of the car, and not be damaged by shifting. Bill clerks should be extremely careful to see that all information is carried from shipping orders to waybills, particularly the number of packages and the correct destination. A re-check should always be made to see that this is done on each and every waybill as against the shipping order.

Clerks handling reconsignments should be trained so that they will be handled promptly and with absolute accuracy. On inbound freight, employes checking should see that address is carried to freight bills so that there will be no failure in notifying and making delivery to the right party.

When shipments are received damaged, proper steps should be taken to see that no further loss occurs. Recoopering should be done where possible and all salvage should be recovered. Meanwhile, all records should be kept properly as required by rules, thereby reducing the loss to the lowest possible minimum.

Live stock is probably one of the most hazardous commodities handled, and the one most likely to result in claims. Employes at points where live stock is handled have an exceptional opportunity to assist in the Loss and Damage Prevention Campaign.

Cars Should Be Inspected

Cars should be inspected for proper bedding, depending upon the season of the year shipped. Stock in pens should be observed for the discovery of cripples and other animals unfit for transportation. After loading and when sealing, cars should be inspected to see that proper partitions have been made and that stock is not overcrowded, and when the temperature would require, stock should be drenched.

It is admitted that with the usual force it is impossible to have an employe present when each and every car is loaded, but inspections can be made periodically to enable the correction of any malpractices and thereby educating the stock shippers that strict compliance with rules will be required, or shipments rejected.

Stock shippers should be informed as to the proper time to tender live stock so that the best and quickest time can be made to the market, and thus avoid any loss by death or unusual shrink.

Cars for other commodities, particularly from shippers of farm products and from manufacturers, should be selected with utmost care, and cars set off for partial unloading should be inspected to see that remainder of the load is properly tapered and braced so that it will withstand ordinary handling in transit.

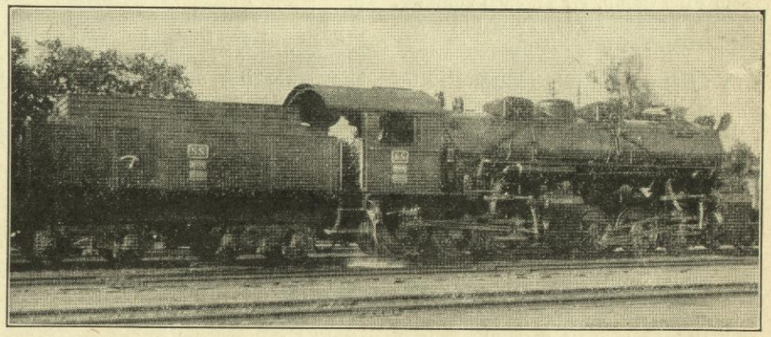
As previously stated, the forces at the local agency, more than any other group of employes, are probably in the best position to *"remove the cause."*

Success in Safety and Business Wished in New Year Greeting

WITH THE ANNOUNCEMENT that "It is easier to do a job safely than to explain why you took a chance," J. M. Gleeson, Yard Conductor for the Michigan Central at Saginaw, Mich., offered his congratulations to J. L. McKee, General Superintendent, for the success of that road in business and safety during 1929, in a letter of good wishes for the New Year. Mr. Gleeson's letter is indicative of the splendid co-operation existing between employe and official of the Michigan Central and accounts, in great part, for the success of that road. He said:

"Another year is drawing to a close and once again our thoughts are of those who have made the past year a comfort through the ties of friendship, co-operation and good will. With happy memories of the year that is passing, let us look forward to the new year with the same ideals.

"Accept from me my sincere good wishes to you and yours for a happy and prosperous New Year. Also, let us hope, with the help of the Divine Providence keeping us in good health, that, by keeping our shoulder to the wheel, we can boost and get more business for the Michigan Central Railroad in 1930 and beat the record of 1929."



Although Java is generally thought of as a wild, unsettled tropic island, it is actually a densely populated and highly civilized region covered with a network of well-built railroads surpassing in mileage, at least, those of any other colony of its size. The locomotive shown here, the picture of which was taken by Edward M. Groth, United States Consul at Surabaya, is used in East Java, and has been especially designed to draw heavy loads up the exceedingly steep grades to be found in the mountains there. The initials "SS" on the cab and tender stand for "Staat Spoorweg," indicating the Javanese State Railways.

A Safety Word From a West Shore Man

By C. P. Auringer, Kingston, N. Y.

CARELESSNESS and heedlessness are two evil mates
And if we're lacking will power we submit to these bad traits.
Year after year we go on; and too late we find
That we've been fostering habits of the very worst kind.

Nature gave us senses to fight habits that are bad,
But in these days of pleasures they become to us a fad.
Instinct tells us to do right and evil things detest.
Of course we none are perfect, but we all can do our best.

Anything that we must do, let's do with all our might.
No man ever succeeds in life unless he does things right.
Habits are like cables; we weave a thread or two each day.
Blinded by false pleasures, how easily we are led astray!

Accidents on railroads are decreasing, statistics show,
Owing to Safety's bitter fight against Recklessness, our foe.
From this day henceforth let each and every one enroll
To keep up fighting for Safety First until we reach the goal.

The sad memories that can be recalled of many years ago,
Of the accidents and deaths that have cost us so much woe—
To those who were maimed, and to loved ones at home
With all this suffering surely some one must atone.

May God's richest blessings be with us from now on
And guide us always when we try to choose the right from wrong.
Helping the unfortunate and those who are in need.
Doing our utmost every day to do some one a good deed.

The writer of these verses works in the department B. & B.
Which comes under the supervision of W. M. Lee.
In closing I beg of all railroad men who are my fellow workers,
At all times let's be men among men, and never, never shirkers.

As a Railway Surgeon Sees Safety

By Dr. E. M. Freese, *Chief Surgeon, Hocking Valley Railway Company and Local Surgeon, New York Central Lines, Columbus, Ohio*

I BELIEVE that the members of the Safety Department occupy among the most important and influential positions of any group of men employed by a railroad company.

Their efforts, through personal contact and advertising, spread like a giant spider web from the general manager to the water boy and from the general offices to the watchman's shanty. Twenty-four hours a day their sermons are carried forth by blazing banners and word of mouth, "That he who hath ears may hear and he who hath eyes may see."

Every day their aim is to bear out the truth of the old adage, "An ounce of prevention is worth a pound of cure."

Every day "the safe way" to do some part of some man's work is sought out, uncovered and broadcast to the railroad world and all of this is to the end that this great body of wage-earners may function without physical pain, mental suffering and loss of earning power. Truly theirs is a noble purpose and the biggest humanitarian movement in the great game of railroading.

Naturally, in the course of its existence, the Safety Department becomes a bureau of statistics—how else could it arrive at any conclusions as to the work accomplished? Naturally, too, effort is expended in trying to make each and every succeeding group of figures prove that good work has been done—that fewer accidents have occurred, fewer men have been injured and that fewer lives have been lost. The men naturally seek to establish a record—a new mark to shoot at.

Now bear in mind that from here down the honors are divided. Each group or class of men is trying to carry on the work in their shop or department for the longest period of time, without a reportable accident. It is a continuous circle for the good of all—all striving to discover and eliminate the causes of accidents and trying to prevent all serious and reportable accidents, that a prize may be won.

One prize may be a cup to be presented to the department with the best record, but the Grand Prize is the fact that each year, by constant striving, the actual number of serious accidents, the actual number of fatal accidents and the actual amount of time lost from accidents is materially reduced.

The Company Surgeon's relation with the Safety Department begins "after the horse is stolen"—that is, after the damage is done. My duties are primarily to have foremost in mind the best possible care of the injured man and, secondarily, to co-operate with the Safety Department in helping to better their records. The first duty is found easy of accomplishment.

A Railroader From The Start

I was born in the railroad game. My father is at the present time an engineman on the Northern Pacific and has been for forty years. I myself have served as an engine crew call-boy, train crew call-boy, fire-up man and storekeeper; have painted front ends, trucked freight and one summer served as a night yard clerk. My early life thus puts me in a position to appreciate fully the mental attitude and psychology of the railroad man. Who better could appreciate his attitude toward the railroad doctor than one who was for years a railroad man—born and raised a railroader?

Early I learned that 90 per cent of railroaders have a tendency to harbor a slight suspicion of the company doctor. They suspect him of being rough, of neglecting them, of treating them with just a little less consideration than a private patient. They fail thus to have the faith and to establish the confidence that they ordinarily have in their family physician.

The first aim, therefore, is to become the family doctor in the mind of the injured man. I am never rough, never careless and always careful. This attitude quickly conveys to the man's mind that I am not only the Company Surgeon but his friend.

As soon as this feeling of mutual friendliness is established and the patient is cared for, it is time to take stock of the length of disability. I know very shortly whether this man should lose any time and whether his type of work and his particular injury necessitate a loss of more than three days. If certain that he should return to his job on the third day, I do not simply hand him an O. K. slip but take the time to go into the reason for getting back to work before he becomes a reportable accident.

I have found a wonderful co-operation between the men and myself in this particular. Nine times out of ten an injury which is figured as a "no loss" becomes a "no loss." A man is often asked "If you hurt yourself at home working on your automobile, would you stay off?" Nearly always his reply is "No," and that settles the question, if there is any. If a man is off duty for three days and nearly ready to return, I often have a heart to heart talk with him. "If your injury is almost healed, and you are feeling good and figure that you can go to

work tomorrow, why don't you 'check in' today? Tomorrow you will be a reportable accident, today you are not."

The reply as a general rule is "All right, doctor, I'll try it." The result is one less reportable accident and that much help to the year's record.

Now why do I concern myself so much about the record, or feel so much responsibility about how many days are lost? It is simply that from the top to the bottom, it has its effect for good or bad. A bad showing in the Safety Department records discourages their personnel; a bad showing there reflects down the line on the departments involved and discourages them; a bad showing in the department reflects on the individual men concerned—gloom, disgust and pessimism cover the whole man-power. A good record—how different! Smiles, satisfaction and optimism permeate the atmosphere and everyone tries harder for the Grand Prize—fewer lives lost, fewer men injured and more and bigger figures on the pay check.

Careless Accidents Repeated Despite Safety Lessons

EVERY MINUTE of railroading on the New York Central Lines is studded with lessons in Safety if only the employe or supervisor will take the time to analyze daily occurrences; occurrences that might mean a serious accident caused by a second's mental lapse from the task at hand or a moment's carelessness while on duty. But every employe and every supervisor can not analyze every movement of the day.

The Safety Bureau, however, can—and does. Each month it offers to the employes objective lessons in Safety which, if seriously and carefully considered, should drive home in each man's mind the need of constant watchfulness.

These cases are printed each month; and each month finds repetitions of previous cases. If only the man would stop to consider these illustrative cases and think how often he did the selfsame thing and luckily escaped accident there would be no need of these monthly repetitions.

* * *

A baggage and mail helper, while crossing some tracks, stepped on a rail and fell. The result was a possible fracture of the pelvis and internal injuries. Stepping on rails is an unsafe practice. A man should step *over* them.

* * *

While attempting to reach for a tool extended to him by his helper on the ground, a machinist fell from a locomotive running board and fractured one of his legs.

* * *

An engineman was killed when a passenger train and a light engine collided. Strict observance of Safety Rules would have prevented this accident.

Standing on the platform of a caboose being shoved in on a track, a conductor was killed when it collided with the cars to which it was to be attached. He was caught between the caboose and a car.

* * *

A yard brakeman received a broken leg when he attempted to alight from the engine steps as the engine was rounding a curve. He was caught between the deck plate and the hand hold. The accident could have been prevented by proper forethought on the part of the brakeman.

* * *

An air brake inspector was repairing a knuckle on a freight car when other cars, kicked on the track on which he was working, hit him, knocked him down and ran over him. The result was that one of his legs was cut off. Strict observance of rules would have prevented this accident.

* * *

A grease cup filler lost one arm by amputation when four engines, coupled together, were moved by a hostler. He was caught between the eccentric crank and eccentric rod of one of the engines.

Another case of an employe's being knocked down and run over occurred when a brakeman was coupling an air hose while the cars were being moved. Strict observance of Safety Rule 4086 might have prevented the loss of one of his legs.

* * *

While on his way to work, a patrolman attempted to board a moving train. He lost his footing and one of his feet was amputated. Strict observance of Safety Rule 4077 might have prevented this accident.

* * *

A Maintenance of Way timekeeper was struck and killed by an engine. Remedy — Observe Rules 4007, 4008, 4009 and 4010.

* * *

A sudden stop caused a yard conductor to fall from the leading car of a seventy-five car cut which he was riding. He was killed. Remedy—Observe Safety Rules 4088 and 4089.

* * *

While coming down from a tower to flag a train, a crossing watchman slipped on one of the steps, fell, and broke a leg.

Flying Blind, Through Thick Fog

By Walter F. Paradies

IN this, the fourth of a series of articles concerning flying, Mr. Paradies describes one of the few remaining hazards, telling how it is avoided and what is being done to overcome it.

The series is presented with the idea of giving readers a clearer conception of aeronautics, with which rail transportation is rapidly co-ordinating. The author is a member of the railroad's mechanical engineering staff in New York City.

FOG is the arch enemy of mankind. It is the sinister helpmate of disaster, superstition and all outlawed forces combining for the destruction of civilization.

For ages man has tried to conquer fog. He has been only partially successful. The ancient inhabitants of the earth saw in fog the expression of wrath in their gods; they sought by fire and chant to banish this fog. They were unsuccessful. Ancient and modern mariners have endeavored, times without number, to pierce the fog by powerful lights, radio beacons and other scientific discoveries. Even they were successful only to a limited extent.

Aviation's greatest enemy and the one remaining handicap is fog. Flying blind, as the flying through fog banks is called, by instrument only, is a feat daily accomplished by our airmen. It is quite safe to fly for hours at a time through fog banks, if one has instruments that give the altitude, airspeed and level. In addition the pilot must know the topography of the country. But landing and taking off in a fog remain difficult.

To Conquer Fog Scientifically

As flying under all conditions of weather is a necessity for future growth of aviation, man has set out to conquer fog by scientific means. The principal problem confronting aviation is Safety. Much has been done to this end, but much still remains to be done. The final conquering of fog will increase Safety in aviation to a desirable degree.

In the past the training of pilots has been such that a pilot who used his instruments in flight was called "mechanical" and often dismissed from training because of this peculiarity. This condition no longer exists. A human being is not equipped with senses necessary to permit him to maintain a level, directed course, unless he has some point of reference. This can be done only with the aid of suitable instruments.

For blind flying three instruments are primarily necessary: first, an instrument to give the attitude of the plane with respect to the horizontal; second, an instrument to give the direction of flight, and third, an instrument to indicate the proper coordination of attitude and direction. In the past it has been found that such instruments operate quite satisfactorily when the weather is favorable and calm. For example, a pilot can fly blind for a considerable period of time in smooth air, but it is practically an impossibility to maintain a desired course at a given altitude in bumpy weather. In addition, mental effort is required to read these instruments and, after flying blind for some time, the pilot becomes fatigued.

There is on the market today an instrument quite satisfactory in its operation for indicating the level of a plane. It consists of a single stabilized, non-pendulous gyroscope, mounted with its axis vertical and operating through a simple mechanism. This instrument keeps before the pilot a line which is always parallel to the earth's surface. This line represents the horizon. Bank is shown by the visual rotation of the line and pitch by an up-and-down motion. As the gyro of this instrument is non-pendulous, it is not affected by rough air and it is stablized by its mechanism, consequently it remains always with its axis normal to the earth's surface. It is unaffected by a steep, continuous bank, either way, and after leveling out, the hand at once points to "level" flight.

Difficulties of Present Devices

The magnetic compass, though satisfactory for aviation in smooth air, is quite useless in bumpy air, especially when flying blind. In fact, any compass which works through the effect of the earth's magnetic field can be classed as equally useless under the conditions described above. The most confusing thing with the magnetic compass is that the dip of the earth's magnetic field, when flying in a northerly direction and starting a turn to right or left, makes the compass indicate a turn in the opposite direction from the actual turn executed. This is annoying during blind flight.

The tendency inherent in all magnetic compasses except the aperiodic is to swing past the course being flown, requiring quite a time to settle. This, of course, is bad. An electric compass using the earth's field and a rotating armature will indicate a turn when the plane pitches, because of the precession of the gyroscopic element formed by the armature.

The ultimate solution would be a light, compact gyroscopic compass. The solution for the near future in blind flying lies in a turn indicator arranged so that it can have a card indexed to be set on "north" at the will of the pilot before starting, and checked by another ground compass. For some hours this would hold good, depending on the orientation of the gyroscope. At any rate, the pilot can orient himself and stay on his course or change it by adding or substracting a few degrees and turning until the lubber's line (center line of his plane) rests on the new course. This maneuver is difficult, at least at present. It may be rendered quite simple when proper instruments are available. It can only be done by trial and error method and, when the air is bumpy, only with the greatest skill and patience. This maneuver is important when landing blind, as the beacon of the airport is usually quite a distance off and the pilot must change his course when coming in on the beacon.

The last fundamental instrument is the old-fashioned level bubble which is called a turn-and-bank indicator, and which tells the proper amount of bank to be given with a desired rudder.

Landing Is Important Feat

For fog flying or taking off in fog, one needs nothing more at present than the instruments developed, no matter how thick the weather is, but to land without being able to see the ground is a vastly more difficult matter.

After the take-off the pilot is directed to the general vicinity of his destination by the visual or aural type of radio beacon. The first has the advantage of greater reading ease, of causing less fatigue to the pilot, and is less affected by interference of other stations on the same wavelength. The latter has a somewhat greater range of reception. Either type of beacon will lead the pilot to a point exactly over the beacon tower and the pilot will know when he is there. From this point to the landing point a smaller localizer beacon tells him his way.

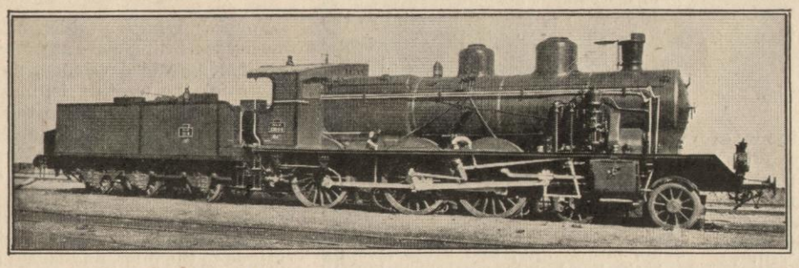
Instruments Being Developed

To illustrate the worst case, absolutely no visibility of the ground, a knowledge of the approximate altitude is required in order to avoid over or undershooting the field. While several instruments are in the process of being developed, the only one available at present is the barometric altimeter, a combination altimeter and radio. It gives the pilot the ground pressure, which he can set off to get his true altitude, and thus enables him to make a perfect landing even in the thickest fog. It would take too much space to outline the exact procedure here, for it is complicated to explain. However, it is used quite extensively and recent tests have proved it safe.

There are now on the market, either used or in process of development, all

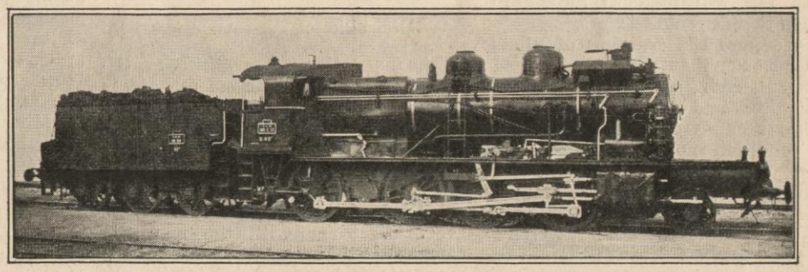
(Continued on page 106)

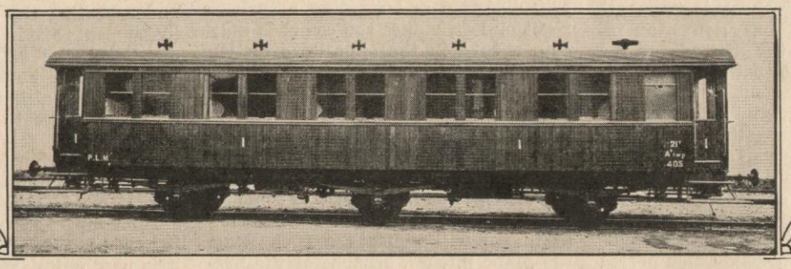
NEW RAILWAY STATION OF THE PARIS-LYONS-MEDITERRANEAN RAILWAY AT ORAN, NORTHERN ALGERIA



Freight Engine of P.L.M. Branch Algerian Railways North Africa

Freight Engine The P.L.M. in Algeria Below: A First Class Coach





SEEN BY THE TRAVELER ON THE PARIS-LYONS-MEDITERRANEAN BRANCH, ALGERIAN RAILWAYS

GOOD LOCOMOTIVE FUEL PERFORMANCE RUNS AS OBSERVED BY ROAD FOREMEN AND TRAVELING FIREMEN

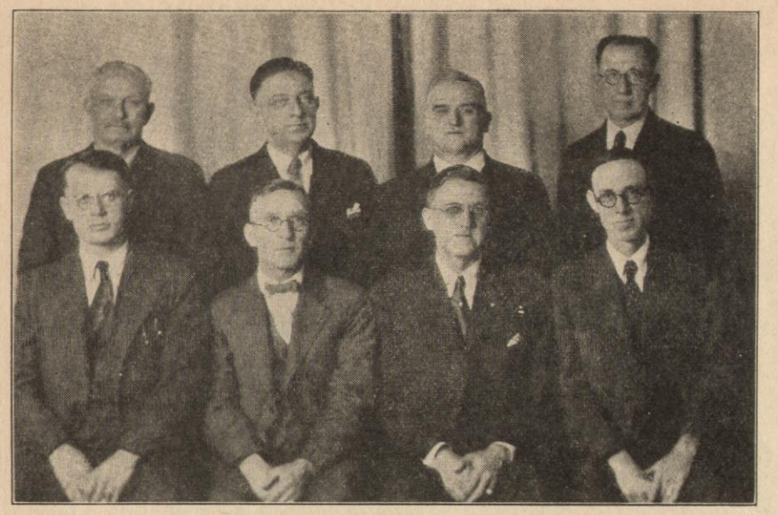
Date	Train No.	Engine No.	Engineman	Fireman	From	To	Number cars	Gross tons	Pounds coal per P.C.M.	Pounds coal 1,000 G.T.M.	No. of Times: Gauge cocks tried	Grates shaken	Pops open	Lubrication attention	Observed by road foreman or traveling fireman
					RIVER DIVISION										
Nov. 30	Spl.	3137	Turck	Royall	Weehawken	Newburgh	12	—	5.87	—	4	0	1	Good	Wessell
Dec. 13	Ex.	3613	Meier	Chamberlain	Kingston	Selkirk	—	2100	—	44.0	5	0	1	Good	Klothe
14	WV-7	3787	O'Brien	Greenleaf	Kingston	Selkirk	—	2300	—	38.2	6	1	0	Good	Klothe
18	PB-1	3920	Cole	Caudne	Weehawken	Newburgh	—	1800	—	35.1	4	0	0	Good	Wessell
18	22	3076	Hartman	Rhodes	Kingston	Newburgh	6	—	7.6	—	3	0	0	Good	Wessell
18	25	3137	Mathews	Dobbs	Newburgh	Kingston	4	—	8.67	—	2	0	0	Good	Wessell
18	2	3077	Furlong	Broader	Newburgh	Weehawken	6	—	7.7	—	4	0	0	Good	Wessell
					ST. LAWRENCE DIVISION										
Dec. 27	12	3021	Bockus	Soper	Norwood	Watertown	4	—	9.0	—	6	0	1	Good	Bisnett
27	17	3100	Dickout	Wells	Watertown	Dekalb	7	—	7.7	—	5	0	0	Good	Bisnett
30	8	3100	Dickout	Wells	Gouverneur	Watertown	6	—	10.4	—	4	0	0	Good	Bisnett
30	7	3428	Lingenfelter	Doyle	Watertown	Gouverneur	6	—	12.0	—	3	0	2	Good	Bisnett
					ONTARIO DIVISION										
Dec. 27	21	3038	DeMorse	Crandall	Richland	Watertown	3	—	7.4	—	5	0	0	Good	Sandle
27	70	3556	O'Keefe	Stewart	Watertown	Richland	18	—	6.0	—	8	0	0	Good	Sandle
					PENNSYLVANIA DIVISION										
Dec. 8	Ex	2969	Thornton, D.	Thornton	Corning	Geneva	—	6500	—	33.4	6	0	0	Good	Larder
11	Ex	1371	Roberson	Raymond, F.	Wellsboro Jct.	Corning	—	6400	—	36.7	4	0	1	Good	Larder
12	LC-5	2871	Waldron	Moore	Corning	Geneva	—	4040	—	33.0	9	0	0	Good	Ernst
19	Ex	2465	Rayhorn	Lund	Corning	Geneva	—	5480	—	28.8	16	0	2	Good	Ernst
23	2	818	Everts	Gamble	Corning	Geneva	3	—	12.0	—	11	0	1	Good	Ernst
24	Ex	5135	Stein	Ducket	Clearfield	Keating	—	7065	—	31.4	9	0	2	Good	Ferguson
28	Ex	2867	Waldren	Moore	Corning	Dresden	—	1942	—	85.6	4	0	0	Good	Larder
					OHIO CENTRAL LINES										
Nov. 26	95	7	Mellsop	Litch	W. Columbus	Kenton	—	4209	—	90.1	5	3	1	Good	Jones
27	6	4729	Russell	Jones	Toledo	Kenton	4	—	20.4	—	3	0	0	Good	Jones
Dec. 2	2/91	7	Turner	Wilhit	W. Columbus	Kenton	—	4086	—	75.9	5	1	0	Good	Jones
2	63	9743	Stewart	Shaw	Bucyrus	Stanley	—	6550	—	44.6	7	2	2	Good	Rowland
3	63	9732	Mader	McDowell	Bucyrus	Stanley	—	6470	—	38.0	9	0	1	Good	Rowland
6	63	9744	Murphy	Metzger	Bucyrus	Stanley	—	5450	—	38.1	5	0	2	Good	Rowland
5	2/75	7	Mellsop	Litch	W. Columbus	Kenton	—	5030	—	85.6	4	3	1	Good	Jones
9	2	4731	Fulcher	Robinson	Hobson	Charleston	3	—	15.9	—	2	0	0	Good	Smith
10	6	4727	Donnelly	Wright	Columbus	Bremen	6	—	11.3	—	2	0	0	Good	Jones
12	3	4733	Fulcher	Rice	Hobson	Corning	3	—	13.7	—	4	0	1	Good	Smith
21	3	4717	Hetteimer	Martin	Hobson	Armitage	4	—	12.6	—	4	0	0	Good	Smith
21	2	4722	Lynch	Robinson	Armitage	Hobson	3	—	14.9	—	3	0	1	Good	Smith
23	3	4733	Brown	Caruthers	Hobson	Armitage	3	—	14.5	—	3	0	1	Good	Smith

HOW OHIO CENTRAL YARDS USED FUEL IN NOVEMBER

Date	Engine No.	Engineman	Fireman	Conductor	Hours on duty	No. scoops used	No. cars handled	Pounds of coal per car handled
			WEST COLUMBUS YARD					
Nov. 21	9526	W. Wilkins	B. M. Billingsley	J. W. Welsh	8	240	262	12.8
21	3638	D. J. Paul	G. G. Werner	W. H. Fisk	9:30	231	229	14.1*
21	9656	H. B. Rich	C. E. Swisher	L. L. Fitch	9:30	236	230	14.4
21	9525	M. L. Gaskill	F. S. Coe	B. Skinner	8	169	140	16.9†
20	9525	J. S. Gill	W. C. Riggs	C. F. Pierce	9	175	213	17.0‡
20	9680	W. R. Beadle	J. Thomas	C. L. Simpson	10:15	250	205	17.1§
20	4108	H. E. Temple	D. Post	A. A. Simmons	8	237	153	21.7
20	4108	C. A. Harrison	W. A. Schwartz	L. J. O'Rourke	8	286	135	29.6
			CORNING YARD					
27	9712	A. Trickett	C. E. Russell	E. Love	8	206	360	8.0
27	9712	A. W. Price	T. Spence	J. Mason	8	206	348	8.3
27	9688	J. McNally	T. R. Thomas	L. Hettich	8	226	311	10.2
27	9712	W. H. Matson	G. Lemady	J. B. Mason	8	290	355	11.4
27	9707	H. Marran	J. Amberge	J. Stewart	8	240	269	12.5
27	9707	C. Hill	C. Parkinson	J. Mindigo	8	164	175	13.1
			FULTONHAM YARD					
12	4453	C. E. Dennis	E. S. Beem	W. B. Phillips	10	384	532	10.1
			HOBSON, OHIO					
30	9702	M. L. Howell	J. A. Hazelton	J. H. Clifford	8	105	225	6.5
30	9702	A. Hartley	C. D. Middleton	J. T. Lighter	8	197	322	8.6
30	9548	H. G. Mace	R. Shirley	B. F. Turner	8	315	265	16.6
			CHARLESTON, W. VA.					
27	9524	G. L. Davis	T. J. O'Leary	G. W. Pierce	8:35	180	195	12.9
27	9528	C. Ohlinger	J. H. Skiles	R. E. Inge	8	183	365	7.0
27	9530	J. H. French	H. McElhinney	E. D. Hudson	8	134	302	6.2
27	4402	M. F. Leonard	J. F. Casebolt	A. L. Arbogast	8:45	130	254	7.2
27	9529	J. J. Eads	E. D. Midkiff	J. C. Keatley	9:40	180	375	6.7
27	9524	J. C. Fauber	A. Smith	M. M. Kersey	10	170	290	8.2
27	9528	A. J. Conde	R. E. Pittman	E. O. Ferguson	8:40	138	270	7.2
			DICKINSON, W. VA.					
20	9550	E. J. Grady	F. T. Taylor	J. A. Fout	9:45	190	420	6.3

Note: An average of 14 pounds per scoop was used for each test made.

*—Includes 30 scoops used in helper service.
†—Includes 45 scoops handling coaches.
‡—Includes 25 scoops handling coaches.
§—Includes 85 scoops used in puller service.



OFFICERS OF BELLEFONTAINE CHAPTER OF BIG FOUR VETERANS
Top row, left to right: M. E. Fergus, vice-president; J. S. Doyle, secretary-treasurer, and William Bodey and D. T. Brennan, members of the board of governors. Bottom row, left to right: J. W. Leppert, member board of governors; George Borgman, president, and C. H. McElroy and C. J. Brooks, members of the board of governors.

Capitol Veterans' Glee Club Gives Annual Concert

THE ANNUAL CONCERT of Capitol Chapter, New York Central Veterans' Association, assisted by the Grace Episcopal Church Choir was given in the Grace Church Parish Hall, Albany, on December 19.

The concert was arranged by the Reverend Walter F. Hayward, Pastor of Grace Church. It included several solos as well as choruses by the Glee Club and Choir, and was planned by a committee consisting of Henry C. Smith, manager of the Glee Club; James Donlon, assistant manager; R. J. Williams, director, and Miss Esther D. Keneston, organist and director of the church choir.

Last Year's Officers Continue to Head Avis Shops Band

THE NEW YORK CENTRAL SHOP BAND of Avis, Pa., held its annual banquet in the Salladasburg Hotel on December 23, and re-elected W. R. Downs, Superintendent of the Locomotive Shops at Avis, as manager. The band this year entered its twenty-sixth year as an organization, with but one new officer, Watson Harlan, who succeeded Carl Jordan as treasurer.

Other officers re-elected at the banquet were: Floyd Messimer, assistant manager; Frank Schoendorfer, Sr., conductor; Frank Schoendorfer, Jr., assistant conductor; Frank Jacobus, custodian, and Albert Ertel, secretary and librarian.

Mr. Schoendorfer, Sr., veteran conductor of the Avis Band, received a purse from the band members; Floyd Messimer was given a wallet, and W. R. Downs was presented with a fishing outfit.

Mr. Downs acted as toastmaster and expressed his appreciation of the cooperation, effort and loyalty of the band members during the past year. He also lauded Mr. Schoendorfer for his efforts as director.

F. A. Linderman, Division Superintendent of Motive Power at Avis, also complimented the bandmen for their achievement during the past year and stated that the individual effort of each man was responsible for the band's prestige on the New York Central Lines.

Women Invited to Ninth Annual Party in Indianapolis

THE NINTH ANNUAL Christmas party of the employes of the Car Department in the Majestic Building, Indianapolis, was held in the Athenaeum on December 19, with employes from the offices of the Superintendent of Rolling Stock, District Master Car Builder, Supervisor of Piecework and the Superintendent of Shops, their wives and guests present in large numbers. It had not been the practice in previous years to invite women guests to the parties but the success of this year insures their presence at future Christmas gatherings.

J. Q. Van Winkle, Assistant to Vice-President; his secretary, and C. R. Myers, retired Special Agent, who was recently appointed President of the Board of Public Safety in Indianapolis, joined in celebrating the happy occasion.

Dinner was served early in the evening for fifty guests. The tables were beautifully decorated with flowers for the women, and the brilliantly lighted Christmas tree added much to the color of the evening. Denny Dutton and his orchestra provided music for the dancing which followed the dinner, and his music proved so entrancing that all remained until a late hour, declaring the party to be the best ever.

Two Surgeons Appointed

THE APPOINTMENTS of Doctors John F. Foss and Emile St. Onge as Company Surgeons of the New York Central have been announced as being effective December 1. Dr. Foss' headquarters are at Dunkirk, N. Y., and Dr. St. Onge's headquarters are at Valleyfield, P. Q.

LINE EAST HANDLING OF FUEL FOR NOVEMBER

	PASSENGER				FREIGHT					SWITCH				
Division	Year	Pounds coal per car mile	Per cent increase or decrease	Cars per locomotive mile	Rank	Pounds per 1000 G.T.M.	Per cent increase or decrease	G.T.M. per locomotive mile	Rank	Pounds coal per locomotive mile	Per cent increase or decrease	Rank	Ranking points	Total standing
Putnam	'28	49.5		2.2		772.6		307.3						
	'29	43.2	12.7†	2.2	2	599.0	22.5†	350.9	2				6	1
Ottawa	'28	19.6		3.9		294.7		697.9		208.3				
	'29	20.9	6.6*	4.6	9	181.2	38.5†	828.5	1		100.0†		15	2
Hudson	'28	8.9		11.4		124.6		1,718.0		83.6				
	'29	9.5	6.7*	10.7	10	115.6	7.2†	1.617.6	4	72.9	12.8†	3	17	3
Syracuse	'28	10.2		9.3		104.8		2,516.1		107.5				
	'29	11.0	7.8*	9.1	11	97.0	7.4†	2,339.4	3	94.2	12.4†	4	18	4
Adirondack	'28	19.3		5.8		228.3		854.2		94.1				
	'29	18.3	5.2†	5.4	4	230.1	0.8*	743.6	6	91.8	2.4†	9	19	5
Buffalo	'28	31.0		3.2		365.6		1,060.2		97.0				
	'29	26.1	15.8†	3.5	1	408.4	11.7*	972.5	13	86.8	10.5†	6	20	6
Penna.	'28	26.2		2.6		121.1		1,965.9		119.3				
	'29	27.2	3.8*	2.5	8	118.9	1.8†	1,990.4	5	110.8	7.1†	7	20	6
Rochester	'28	17.5		5.1		116.0		1,853.1		82.8				
	'29	17.9	2.3*	4.9	6	117.4	1.2*	1,640.8	8	78.9	4.7†	8	22	8
River	'28	18.0		6.1		101.9		1,572.8		81.4				
	'29	16.7	7.2†	6.4	3	110.2	8.1*	1,477.7	10	81.5	0.1*	11	24	9
Harlem	'28	16.6		6.5		236.3		841.2		79.5				
	'29	17.0	2.4*	6.5	7	238.1	0.8*	876.3	6	80.6	1.4*	12	25	10
Mohawk	'28	8.8		10.5		99.1		2,347.5		111.7				
	'29	9.5	8.0*	9.8	12	103.7	4.6*	2,222.6	9	98.2	12.1†	5	26	11
Ontario	'28	14.4		5.3		150.5		1,304.3		84.0				
	'29	15.4	9.7*	4.9	13	164.2	9.1*	1,340.5	11	68.0	19.0†	2	26	11
St. Law.	'28	19.0		4.8		161.6		1,399.5		94.1				
	'29	19.4	2.1*	4.6	5	180.1	11.4*	1,258.4	12	92.8	1.4†	10	27	13
Harlem Elec.	'28									39.4				
	'29									51.9	31.7*	13		
Hudson Elec.	'28									87.7				
	'29									65.5	25.3†	1		
Fall Brook	'28	23.4		3.1		122.3		2,069.6		109.4				
	'29	25.5	9.0*	2.9		119.4	2.4†	2,032.8		98.9	9.6†			
Beech Creek	'28	38.7		1.6		119.6		1,844.8		131.8				
	'29	34.3	11.4†	1.5		118.2	1.2†	1,935.3		127.1	3.6†			
1st Dist.	'28	10.6		9.4		112.1		1,871.0		95.9				
	'29	10.9	2.8*	9.1		114.3	2.0*	1,775.1		87.2	9.1†			
2nd Dist.	'28	12.4		7.3		121.1		2,009.7		99.3				
	'29	13.0	4.8*	7.2		118.5	2.1†	1,950.3		89.3	9.6†			
Grand Total	'28	11.1		8.7		117.4		1,950.0		98.0				
	'29	11.6	4.5*	8.4		116.8	0.5†	1,875.6		88.8	9.4†			

TOTAL CONSUMPTION	Tons	Cost
Passenger	94,934	$333,978
Freight	152,857	537,751
Switch	51,922	182,662
Total	299,713	$1,054,391

SAVING OR LOSS COMPARISON IN	Tons	Value	Percent
L	4,109	$14,455	4.52
G	785	2,762	0.51
‡G	916	3,222	1.73
L	2,408	$8,471	0.81

Cost per ton (including company haul)—$3.518.
* Increase. † Decrease.
‡ Figures on basis of pounds per 1,000 G.T.M.: 40.4—1928; 39.7—1929.

NOVEMBER USE OF FUEL ON OHIO CENTRAL

	PASSENGER			FREIGHT			SWITCH		
Division	Year	Pounds per car-mile	Per cent increase or decrease	Cars per locomotive-mile	Pounds per 1,000 G.T.M.	Per cent increase or decrease	G.T.M. per locomotive-mile	Pounds per locomotive-mile	Per cent increase or decrease
Ohio	'28	26.1		3.6	133.7		1640	125.0	
	'29	26.3	0.8*	3.7	135.7	1.5†	2053	121.4	2.9†
Southern	'28	19.5		3.3	102.8		1906	98.1	
	'29	16.3	16.4†	3.5	100.0	2.7†	2022	100.6	2.5†
Total	'28	23.7		3.5	125.8		1701	121.3	
	'29	22.6	4.6†	3.6	127.3	1.2†	2046	119.2	1.7†

TOTAL CONSUMPTION	Tons	Cost
Passenger	2,851	$ 5,605
Freight	32,616	64,272
Switch	10,578	20,929
Total	46,045	$90,806

SAVING OR LOSS COMPARISON	Tons	Cost	Percent
Savings	139	$ 274	4.6
Loss	384	757	1.2
‡Savings	512	1,010	4.6
Savings	267	$ 527	0.6

* Increase. † Decrease.
‡ Figured on basis of pounds per 1,000 G.T.M.—1928, 43.3; 1929, 41.3.
Average cost per ton including handling and 25 cents per ton haulage—$1.972.

Golden Wedding Celebrated By M. C. Couple

CHRISTMAS EVE was a happy occasion for John W. Bellamy, retired Michigan Central employe, and his wife, for it was just fifty years ago that they were married.

They celebrated their Golden Wedding Anniversary that night with their many grandchildren, and continued the celebration the next day with a Christmas dinner to enjoy their happiness.

Mr. and Mrs. Bellamy make their home at Jackson, Mich.

Van Wert Chapter, Big Four Veterans, Elect

BIG FOUR VETERANS of Van Wert, Ohio, Chapter held their annual election on Saturday, December 28. The following men were elected to lead this growing chapter, which now numbers exactly one hundred members:

President, E. E. Welch; Vice-President, M. H. Connolly; Secretary, A. C. Stutsman; Treasurer, J. R. McIlvain.

Board of Governors: E. F. Waterman, representing the Boilermakers; Sam Kline, Carmen; A. R. Springer, Clerks; T. H. Rockhold, Enginemen; C. B. Todd, Machinists; F. F. Fawcett, Maintenance of Way; H. E. Lake, Stores Department; A. F. Bullis, Trainmen.

OCTOBER FUEL WORK ON THE LINE WEST

	PASSENGER				FREIGHT					SWITCH				
Division	Year	Pounds coal per car mile	Per cent increase or decrease	Car miles per locomotive mile	Rank	Pounds coal per 1000 G.T.M.	Per cent increase or decrease	G.T.M. per locomotive mile	Av. G.T.M. per train hour	Rank	Pounds coal per locomotive mile	Per cent increase or decrease	Rank	Ranking Points	Total standing
Illinois	'28	20.8		4.57		151.5		1,717	25,051		172.1				
	'29	19.2	7.7†	4.39	3	142.7	5.7†	1,764	26,474	2	147.1	14.5†	2	7	1
Lansing	'28	31.5		3.06		282.8		820	7,024		150.7				
	'29	26.4	16.2†	3.41	2	303.3	7.2*	704	6,053	9	102.0	32.3†	1	12	2
Alliance	'28	33.1		1.86		241.9		1,063	12,275		178.3				
	'29	23.2	29.9†	2.01	1	230.9	4.5†	1,190	15,296	3	207.1	16.2*	9	13	3
Erie	'28	9.8		9.41		104.2		2,395	44,708		102.2				
	'29	11.1	13.3*	9.57	9	91.8	11.9†	2,357	45,928	1	96.0	6.1†	5	15	4
Franklin	'28	23.8		4.09		146.8		1,979	31,306		70.4				
	'29	22.0	7.6†	4.32	4	143.8	2.0†	2,110	34,476	4	74.4	5.7*	7	15	4
Western	'28	13.1		8.32		109.0		2,256	45,105		144.5				
	'29	13.3	1.5*	8.05	5	114.9	5.4*	2,235	43,565	7	131.2	9.2†	4	16	6
Toledo	'28	10.8		9.80		97.8		2,536	46,806		126.0				
	'29	11.0	1.9*	9.59	6	98.8	1.0*	2,374	42,883	5	122.2	3.0†	6	17	7
Michigan	'28	21.3		4.68		178.4		1,129	10,384		140.9				
	'29	22.8	7.0*	3.68	7	189.1	6.0*	1,098	9,869	8	158.3	12.3*	8	23	8
Cleveland	'28	12.5		8.31		110.4		2,188	35,683		77.4				
	'29	14.1	12.8*	8.50	8	113.3	2.6*	2,049	35,125	6	93.5	20.8*	10	24	9
Cleve. Ter'l.	'28										134.8				
	'29										116.1	13.9†	3		
Third Dist.	'28	11.1		8.67		115.7		2,206			84.0				
	'29	12.4	11.7*	8.88		110.5	4.5†	2,167			87.8	4.5*			
Fourth Dist.	'28	13.1		7.99		124.4		1,972			137.9				
	'29	13.1		7.82		124.8	.3*	1,923			128.4	6.9†			
Total	'28	11.9		8.38		119.2		2,105	33,559		125.9				
	'29	12.6	5.9*	8.42		116.1	2.6†	2,065	33,966		115.3	8.4†			

CONSUMPTION	Tons	Cost
Passenger	58,589	$196,842
Freight	114,048	383,183
Switch	34,373	115,504
Total	207,010	$695,529

Loss or Saving Compared with Oct., 1928	Tons	Cost	Per cent
Loss	3,244	$10,900	5.9
Saving	3,045	10,231	2.6
Saving	491	1,650	1.4
Total Saving	292	$ 981	0.1

* Increase. † Decrease.

Train Announcer an Eternal Optimist

IF THERE IS an eternal optimist in this country it is Edward Coogan, New York Central Train Announcer at the Syracuse, N. Y., Station. For, according to a story in the Syracuse Post-Standard, he believes that there is a sunny side to everything, and, most of all, he believes there is humor in every question put to him, and that is why he is constantly smiling.

"Do you think I'll have time to get a hair cut before my train leaves?" is an example of just one of the many questions popped at the train announcer each day. And Mr. Coogan gives his honest opinion as to whether the traveler has time to get his hair cut.

He is also an incurable humorist and can meet almost every situation with a joke, if it is necessary. Just recently a man asked him if he might go out on the platform to wait for the Empire Express.

"The Empire is not in yet, but if you want to go out on the platform and catch cold, all right," he answered.

"How about the cure?" some one asked.

"They stopped selling that long ago," was the instantaneous reply.

He likes his job despite the strain on his throat. He likes it because he meets all kinds of people. He believes that people in railroad stations are the most skeptical people in the world. They don't believe anything or anyone, he said, not even him, who has all the information necessary at hand.

$55 in Prizes for FUEL CARTOONS

First Prize . . .	$20
Second Prize . .	15
Third Prize . . .	10
Fourth Prize . .	5
Five Prizes . Each	1

Competition Closes March 15, 1930

Send Cartoons to

Superintendent Fuel and Locomotive Performance

124 CENTRAL TERMINAL . . . BUFFALO, N. Y.

New York Central Men Address Freight Agents

MORE THAN 250 representatives of all lines entering New York City attended the annual Prevention Day of the Freight Agents of New York City in the Merchants' Assembly Room in the Woolworth Building on January 8, and heard C. L. Jellinghaus, Superintendent of Property Protection for the New York Central, tell of the "Handling of Skid Paper."

F. G. Love, Assistant to Superintendent of Property Protection, discussed the proper methods of car handling; D. J. Sheehy, Supervising Agent for the New York Central, told of handling less-than-carload freight, and E. C. Barker, Engineer, Freight Container Bureau of the American Railway Association, covered the subject of "Handling Machinery." Each of the topics discussed was illustrated by motion pictures and slides, prepared by the Property Protection Department, which depicted the proper practices to be followed in the handling of commodities and cars.

The New York Central was well represented at the annual meeting, including in their number, Agents, General Foremen and Foremen from New York City, and General Foremen from the larger stations on the Line East. The latter group made a general inspection tour of the New York Central stations in New York City on the morning prior to the meeting, under the direction of a committee headed by C. J. Curtin, Chief Supervising Agent, Line East.

The arrangements for the meeting were in the hands of H. W. Maynard, Jr., representing the Agents' Association, and H. E. Snyder, Assistant Freight Claim Agent of the Lehigh Valley, representing the Eastern Claim Conference. Mr. Snyder delivered the address of welcome and then turned the meeting over to Mr. Maynard, who is secretary of the Freight Agents' Association of New York City.

P. & E. Men Give Party For Henry N. Smith

A FAREWELL PARTY in honor of Henry N. Smith's retirement from the Big Four was staged in the Peoria & Eastern roundhouse in Indianapolis on December 31 by his fellow employes there. The roundhouse was decorated for the event, in which all employes joined.

Mr. Smith began his service on the Peoria & Eastern as a machinist in Indianapolis, and was made a gang foreman in 1903. He was later transferred to Moorefield, Ind., as a machinist, the position he was holding when he was retired.

DECEMBER FUEL CONSUMPTION ON BIG FOUR

Average monthly temperature: 31.7, 1929; 35.4, 1928.

PASSENGER

Division	Year	Standing	Pounds per passenger-car-mile	Cars handled per locomotive-mile
C. I.	'28	1	12.4	8.1
	'29	1	13.3	7.6
C. S.	'28	5	16.7	7.9
	'29	2	16.0	7.3
St. Louis	'28	4	15.9	7.4
	'29	3	16.5	8.1
Chicago	'28	2	14.4	7.2
	'29	4	16.9	6.9
Cairo	'28	6	16.9	4.7
	'29	5	21.3	4.1
P. & E.	'28	8	23.1	4.4
	'29	6	22.7	4.4
Springfield	'28	3	15.5	4.3
	'29	7	23.1	4.5
Michigan	'28	7	20.0	3.6
	'29	8	26.5	3.5
	'28			
	'29			
	'28			
	'29			
	'28			
	'29			
	'28			
	'29			
Big Four	'28		14.2	7.4
	'29		15.7	7.2

FREIGHT

Division	Standing	Pounds per 1,000 gross-ton-miles	Gross ton per locomotive mile
Cairo	1	113.0	2,284
	1	113.4	2,409
C. N.	3	123.1	1,869
	2	117.7	1,850
C. S.	4	133.9	2,296
	3	138.0	2,164
Springfield	2	120.4	1,688
	4	142.1	1,661
C. I.	5	135.4	1,882
	5	144.8	1,705
St. Louis	8	151.8	1,981
	6	152.4	1,871
Michigan	6	148.1	1,369
	7	155.9	1,453
Chicago	7	148.1	1,771
	8	158.4	1,768
E.I.&T.H.	10	165.2	1,546
	9	162.5	1,598
P. & E.	9	157.5	1,327
	10	179.4	1,204
Big Four		137.9	1,924
		144.1	1,871

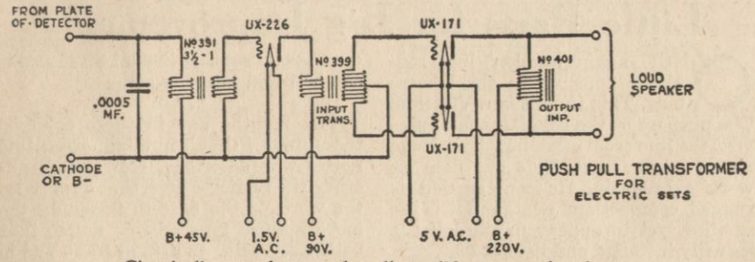
SWITCH

Division	Standing	Pounds per switch-engine hour	Pounds of coal per car handled
L. & J. B.	1	774.8	54.1
	1	791.0	63.2
C. I.	6	971.9	70.4
	2	797.3	71.0
E.I.&T.H.	4	915.3	—
	3	803.6	—
C. S.	2	820.6	83.4
	4	845.3	87.9
Chicago	5	944.1	48.7
	5	887.8	46.9
St. Louis	8	992.1	58.1
	6	926.1	55.5
C. Term.	3	904.6	112.7
	7	994.9	124.7
Cairo	10	1,145.5	74.4
	8	1,056.8	76.0
Michigan	9	1,025.8	81.9
	9	1,068.6	77.4
I. Term.	11	1,235.2	112.4
	10	1,093.7	103.5
C. N.	7	975.4	36.0
	11	1,138.5	29.0
P. & E.	12	1,282.0	—
	12	1,243.4	—
Big Four		996.5	81.9
		948.5	83.2

The standing of Divisions on this report is based on the Division having the lowest consumption per unit of work performed.

Notes From The Laboratory

We have been asked to print circuit diagrams of a push-pull amplifier, so here they are, showing the AC amplifier less the power pack and a battery amplifier.



Circuit diagram for a push-pull amplifier on an electric set.

FOR the benefit of new owners of radio sets we are giving the following dope:

Do not be alarmed if your reception should fade suddenly and then come back strongly. It is usually only a variation of line voltage. If your set should start out with its natural volume and then die down—this is usually due to a bad 227 tube. If you should be enjoying a program and a lot of noise should interfere, it is *man-made static.*

On rainy days there will be static, *not* man-made. By the term man-made static we mean an interference caused by an electrical device such as elevators, X-rays, electric signs, heating pads, vacuum cleaners, and such things.

Do not expect your tubes to last a lifetime; if your set of AC tubes lasts one year you can consider yourself lucky. It is best to change your tubes every year to maintain good results.

* * *

When 227 tubes start popping (or, for that matter, any tube in an AC set), it is usually because of a high line voltage. This trouble can be prevented by a line regulator. Last month's issue described one that costs $1.50 and is efficient.

* * *

A fan wrote in telling about a howl that came through his speaker. Accidentally he placed his hand on one of the tubes and the howl stopped. This is what is known as a microphonic howl and it can be eliminated by changing the howling tube or by placing a lead cap over the head of the offending tube.

An interesting letter was received from Cleveland. There the police have radio sets to aid them in apprehending crooks. This letter told of a robbery that occurred in a jewelry store and within one hour the thieves were caught, thanks to radio. The robbers had escaped in an automobile whose license number was known. The number was broadcast and as the spoils were being divided the police seized the robbers.

Now, if we only could pull teeth by radio!

* * *

The Multi-Unit that was described in the December issue of the New York Central Lines Magazine proved to be popular with our readers. It deserves to be as it is a device that will improve practically every set. Its proper application, of course, is necessary. In lack of selectivity, it is best to use it as a wave trap. When you are not satisfied with the number of stations your set has logged or when the distance-getting quality is poor, it is best to use the unit as a booster or an extra stage of radio frequency. As a short wave converter the Multi-Unit works well. Readers have written in informing the labs that it is the only device of its kind to do what its designer claims for it. The Multi-Unit can be used in electric, battery and eliminator sets.

* * *

Short wave converters and sets are not easy to tune and as a rule it takes the average fan a little while to learn the trick. Down below "200" the tuning is as sharp as a mechanic's knife. So don't be disappointed if you do not receive any stations the first time you try your luck on the short waves. Be patient.

* * *

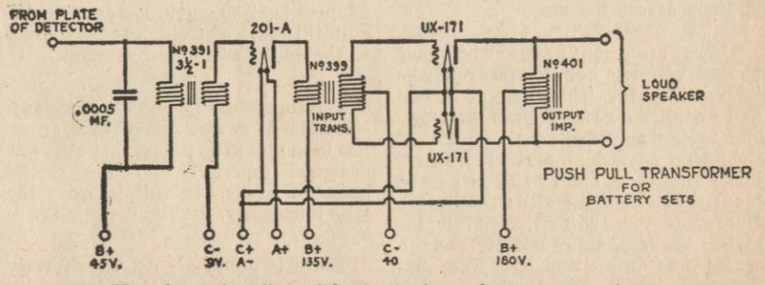
By request: If you should spill acid from your storage battery on your rug or floor, quickly douse the spot with a half-and-half solution of household ammonia and water. If you haven't any household ammonia, use bicarbonate of soda and water, about a tablespoonful to a quart of water. These remedies quickly neutralize the acid and prevent damage.

* * *

A popular inquiry is: "What type resistance do you prefer in a 'B' eliminator—fixed or variable?" The variable is the best. Tubes are funny things. One is likely to work well on 90 volts and the next one of the same type needs 98 volts to do the same work. Variable or adjustable every time for us!

* * *

A reader wrote to me some weeks ago asking why only standard sets are endorsed by the New York Central Lines Magazine. This department does not draw the line on any particular set. If the set is good we come right out



How the push-pull amplifier is wired on a battery-operated set.

and tell you about it. At no time has there ever been a set, tube or part endorsed that has not been tested *before* telling the readers about it. The device must pass the laboratory test or it never will be endorsed on these pages. Unreliable merchandise is not wanted in the homes of New York Central employes.

* * *

Dynamic speakers can give you plenty of trouble if they are not treated properly or if they are made of cheap material. Here are a few things that can go wrong with your dynamic.

1—Burnt out voice coil.
2—Rectifier unit used up.
3—Burnt out field winding.
4—Loose paper edge.
5—Loose paper seam on cone.

These are the most popular troubles, so be on the lookout for them. Number 1 will stop the speaker entirely. Number 2 will make the speaker very weak, as will Number 3. Numbers 4 and 5 will cause distortion and rattling.

* * *

It is a good habit to have your tubes tested every six months. Weak ones should be replaced. Tubes are the most usual sources of trouble today in radio sets.

* * *

Short wave converters, when of a good make and design such as the Pilot and National, are efficient. Foreign stations can be tuned in and with a strong enough amplifying system can be heard through a loudspeaker.

* * *

The trouble with most fans when they first start down below "200" is that they expect wonderful results immediately and if they do not get at least Holland or England during their first attempt they become disgusted and give the job up, proclaiming that the short waves are the bunk.

The writer has spent hours tuning in short wave stations. Some were heard excellently but others were just a melange of "blah." It will be found that a long aerial is not suitable for reception from 10 to 200 meters. An aerial between 25 and 75 feet will usually work best. Try even shorter than 25, but seldom go over 75. Of course this depends upon the set and locality. Aerials of different lengths should be tried until the best size is found.

Patience has its reward and the fan who possesses this virtue will certainly reap his when tuning in the stations across the sea.

* * *

There are many fans who have bought new sets and, having read the instructions for installing, go ahead and install the receiver just the opposite to the manufacturer's advice. If the maker advises an aerial of 75 feet, Mr. Fan figures one of 125 will make his IODYNE into a MIRACLEDYNE. But after the 125-foot aerial is installed the radio tunes broadly and the set does not work well. Mr. Fan, disgruntled, writes to the maker.

Follow instructions closely and your set will do its stuff. If they say to tear down your 125 feet aerial and put up one of only 75 feet, do it. When the job is done and the set is turned on, how that set will play! Just because your old set needed an aerial 150 feet in length, this does not mean that your new set does too. Follow instructions! An antenna that is too long can reduce the volume of your set, spoil selectivity and sensitivity so that your $250 outfit will work like a mouse-trap.

* * *

Many set builders make the mistake of not cleaning off their soldering iron before going to work. The tip should be filed clean and tinned freshly. A dirty soldering iron makes the job twice as hard and as a rule will make a few high resistance connections which will make the set less efficient or even stop it entirely.

* * *

An interesting bit of news from one large tube manufacturer says there is a new 227 AC tube coming out that will be guaranteed for one year.

* * *

The Arcturus and Marvin 227 tubes are among the best on the market today. Line fluctuations have very little, if any, effect on them.

Little Parts for Big Improvements

ONCE again another line regulator pops up in the laboratory. This time it is a Vitrohm. The purpose of the regulator is to prevent the line from exceding the voltage rating of your set. This one does its work excellently. Its construction is rugged, compact and neat, and it is the smallest yet to appear in the labs. It is easily installed and lists at $2.

* * *

The Multi-Unit caused the labs to be flooded with letters of inquiry for more information.

The Multi-Unit, applied to your set properly, will make an improvement in its reception. As instructions come with each Multi-Unit it is foolish to repeat them but I will tell you in what manner to use it. If you are having trouble with one station spreading all over your dials, known as broad tuning, use the Multi-Unit as a wave trap or an extra stage of radio frequency. If you have trouble separating the stations down on the low wave lengths, use it as an extra stage of radio frequency.

If you desire more volume, use it as a stage of radio frequency. If you desire more distant stations, use it as a stage of radio frequency or as a shielded grid amplifier. If you wish to tune in short waves, use it as a short wave set or converter. It can serve as either.

This is the first time the labs have ever tested a device that really does *all* that its designer claims it can do. The Multi-Unit lists at $16. The AC adapter is $2.50 extra. Readers can secure this device at discount by writing to the editor of this department.

* * *

For those who have built their own electric set: A new audio transformer has been placed on the market that was designed especially for the second stage of audio. It will improve the tone immensely. Its list price is $9.

* * *

There is another good transformer used as a replacement transformer for commercial sets. It lists at $2.25 and it can be fitted into any set.

* * *

Two months ago in these columns the Junior Filter for eliminating line noises was described. Now comes another, the Senior Filter, that does twice the work of the first in lessening the more intense type of line noises that bother AC sets. It lists at $7.50 and is easily installed by any fan.

* * *

The new 227 AC detector tubes start working in about seven to ten seconds. The old ones took thirty to forty seconds before they would heat sufficiently. The new list price on the 227 tube is $2.50. Always have one on hand, as they sometimes burn out very fast.

* * *

A new lightning arrester was tested in the labs and was found to be efficient. The purpose of the lightning arrester is to protect the set and your home against lightning. This is a good-sized one that can be installed either inside your home or outside. Its price is fifty cents.

* * *

Readers wishing to secure the names of any of the products listed in these columns may receive them by writing to the editor of this department.

Are Radio Tubes Short-Lived?

DO RADIO TUBES last as long as they did back in the days of the battery-operated sets? That is a question frequently asked and usually answered in the negative by present-day owners of socket-operated sets.

"The average radio enthusiast fails to compare the relative use of the socket-power set and the old battery set," points out J. E. Smith, President of the National Radio Institute of Washington, D. C. "The battery set, with its costly 'B' batteries and troublesome storage battery, was used comparatively little. Our survey indicates that the average use of a battery set was two hours per day, while the present socket-power set is used on an average of five hours per day. In many homes, the set is turned on as much as eight hours per day, including several hours in the morning, several more hours during the afternoon, and several hours in the evening. Therefore, radio tubes, with a life of about a thousand hours, actually live their useful life in 200 days or less. It is safe to say that the average radio set requires two sets of radio tubes a year, based on 1,000 hours of life. Tubes are actually better than ever before, but are used up much faster."

Let Us Do Your Radio Shopping
Multi Unit, $12 Selectuner, $1.25
Jr. Filter, $2.40—Line Regulator, $1.50
UNIVERSAL RADIO SERVICE
41 Bennett Avenue : New York City
Irwin M. Frey, *Manager*
Big Discounts to Readers of This Magazine

Those Radio Programs

BEING tired of listening to the programs through a loud speaker the writer with a few friends went down to the Columbia Broadcasting System to see and hear the Graybar Hour as well as the Paramount Publix broadcast. Both were fine. Saturday night is the time for these hours over WABC.

* * *

Thrills may be had galore by listening to the Detective Stories over WABC Thursday nights at 9. Police whistles, curses, threats and all the trimmings that go with murders, etc. Not for the children.

* * *

The kiddies can listen to Uncle Don over WABC and WOR every evening. Really good kiddie songs and stories by one who knows how to put them over.

* * *

One of the most interesting programs was the Continental dancing tour made by the National Broadcasting Company New Year's eve. This hook-up was from New York to California, giving dance music from different cities on the way across the states.

* * *

Once more the NBC put over on the short wave hook-up a Christmas day program that was wonderful. Millions heard Germany, Holland and England as clear as a bell via the short waves. It won't be long now before we all will be tuning in those low waves below 200 meters.

* * *

The Philco hour is as good an hour as one could want, and so is the Lehn & Fink Serenade.

True Story is still going strong, as is another brand new Physical Culture program. The latter needed a change.

* * *

One of the best morning programs is through WABC, which gives popular organ recitals from 8 to 8:30, from the Paramount Theatre. This organist is good.

Year's Records Lauded At Annual Dinner of Beech Grove Supervisors

AN increase of two and a half heavy repaired cars a day over last year's shop production won a box of cigars for every man present at the annual New Year dinner of the supervisory forces of the Freight Car Repair Department at Beech Grove. The cigars were presented by J. A. Brossart, Superintendent of Rolling Stock on the Big Four, in response to an agreement made with the men at the first annual dinner of the group at the beginning of 1927.

The Safety report for the year showed a reduction of 25 per cent in personal injuries since 1928. These two records, plus the spirit of harmony and co-operation existing among the employes and their supervisors, became the occasion for ample congratulation from B. F. Orr, Superintendent of the Shops; L. C. Geisel, District Master Car Builder, and from Mr. Brossart, when these three men were called on to speak.

The dinner this year was given at Mann's Country Club, New Bethel, Ind., the evening of December 30. T. O. Quinn, General Car Foreman, served as toastmaster and presented each of the three speakers with surprise gifts.

The entertainment was furnished by "Jim and Walt," WFBM radio artists. Jim, known as the "blind king of the ivories," was the accompanist to Walt, who sang several popular numbers which were well received.

Seats at the table were designated by unique place-cards which showed the steady decrease in personal injuries since 1925.

In addition to the four mentioned, those present at the dinner were: G. C. Schiek, Assistant General Car Foreman; S. J. Sedinger, Steel Car Foreman; G. C. Hanna, Steel Car Foreman; N. K. Stogsdill, Steel Car Foreman; R. W. Wright, Wood Car Foreman; A. Bowman, Fabricating Foreman; O. H. Hildebrand, L. M. Isgrigg, C. L. Kittle, E. L. White, C. C. Scheckels, E. H. Barthel, E. G. Wilder, R. B. McDaniel and R. W. Tomlinson, Piecework Inspectors; Lew Davis and E. T. Headley, Clerks, and W. C. Cooper, Yard Inspector.

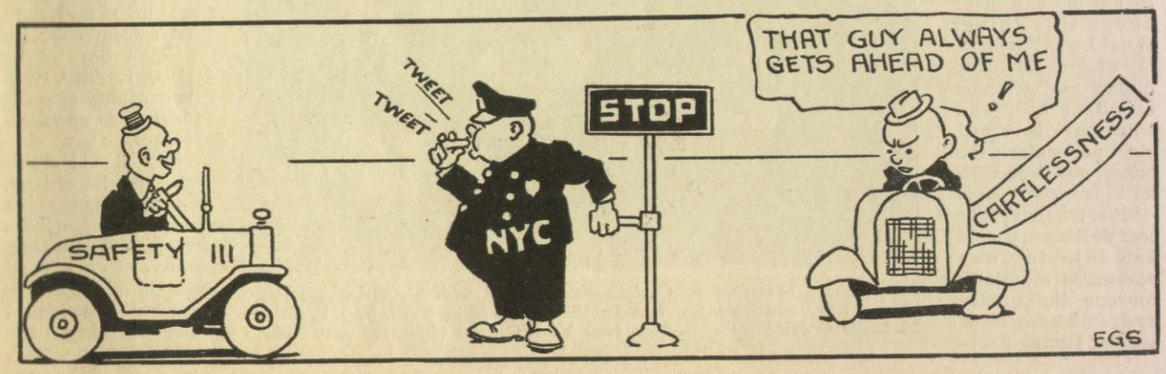
The committee in charge of the dinner consisted of F. W. Swartz, O. H. Hildebrand and R. B. McDaniel.

"Ed" Farley Retired, Though Health Improves

AFTER FORTY YEARS of faithful and continuous service, Edward J. Farley, Passenger Trainman of the Mohawk Division, was retired on pension September 30, because of a disability.

Mr. Farley, or "Ed" to all of his associates and friends, makes his home at Frankfort, N. Y. He is a pioneer of the West Shore Railroad, having entered the service as a freight brakeman in 1889. He remained in that capacity until 1919, when he was promoted to passenger trainman.

Though he has been confined to his home for the last year because of the illness that caused his early retirement, his condition now shows considerable improvement and a complete and early recovery is looked for by his former associates.



AGRICULTURAL RELATIONS

From Western Ranges to the Dining Cars

New York Central Lines Encourage Boys and Girls in Beef Making

(The following paragraphs are conversations overheard by Agricultural Agent Earle G. Reed, of the Lines West of Buffalo)

1—On a New York Central Dining Car, Westbound, During the 1929 Holiday Season.

"THIS is the most delightful steak I have ever tasted; it is so juicy and tender," remarked a woman to her husband as the two entered upon one of those enjoyable meals served on a New York Central dining car.

"I was just noting," replied the gentleman, "that the menu here indicates that this choice beef served on the diner today was from one of the prize winning steers raised and fed by a Boys' and Girls' Steer Feeding Club from Urbana, Ohio. Now isn't that peculiar that boys and girls should be fattening steers instead of attending to their regular school duties as they should do."

* * *

"Steward, steward, come here a minute; what's this all about? My wife has a very fine steak and my roast beef is unusually good and then I find your menu tells us that this beef is from prize winning steers which were fed by some boys and girls. Now don't try to kid me any more about this thing. What I want to know is where did your dining car get this excellent beef and what have boys and girls, particularly the latter, got to do with it?"

"It is true, sir; this beef which you people are enjoying was purchased especially for our dining cars by J. R. Smart, Manager of Dining Service at Buffalo," replied the steward in a most cordial manner. "One of those choice steers, the champion I believe, was fed by a girl and was purchased at auction at the Buffalo Stock Yards early in December for sixty cents a pound. Our dining car manager purchased several other choice steers at the same time. The best cuts from these steers are served to patrons of New York Central dining cars. Several carloads of choice beef steers were also purchased at the International Live Stock Show in Chicago in December. Our manager always secures the best beef the market affords."

"But how about these boys and girls?" insisted the gentleman.

* * *

2—At Urbana, Ohio, in July 1929.

"Those are certainly a fine lot of feeder steer calves, in fact they are hard to beat, and they should be good because they were the reserve to the grand champion load of steer calves at the National Western Stock Show in Denver a year ago this last January and any calves that are good enough to stand in second place in that show have to be right. Dowdy, I know something of the history of those calves. They were raised by the Matador Land & Cattle Company and came from their ranch in the Panhandle of Texas," continued L. P. McCann, beef cattle specialist from Ohio State University, addressing his little speech to Guy Dowdy, Assistant State Leader of Boys and Girls Club Work in Ohio. The two were waiting for a meeting of the Steer Feeding Club to take place one evening last July.

Miss Geneva Mumford of Christiansburg, Ohio, with her champion steer, "Buster Boy," which was purchased at the Buffalo Stock Yards by J. R. Smart, Manager of Dining Car Service, New York Central Lines, for sixty cents a pound.

"Those calves represent years and years of thoughtful breeding, of careful selection of herd sires, of weeding out of inferior cows and of finally picking out the best calves to show at Denver," said Mr. McCann.

"It was no mistake when those calves landed in the hands of these boys and girls, because with all the help they will have from our Extension Service at the University, from their county agricultural agent and their fathers, they certainly should finish up a fine lot of beef. The railroad made good delivery on those calves coming in from Denver," observed Mr. Dowdy. "The Big Four Route landed them here in a little over five days. That helps to keep the shrinkage down. Looks as though we would have more than forty members of the club out to this meeting."

CHOICE BEEVES UNDER THE AUCTION HAMMER AT THE BUFFALO STOCK YARDS.
The auction sale of the beef steers, bred by the Champaign County Boys' and Girls' Club at the Buffalo Stock Yards on December 9, brought prize meat into New York Central dining cars during the holidays.

* * *

3—At Urbana, Ohio, in December 1929.

"Wasn't that a great show of beef steers we had right here on this very square where we are standing now? And how the crowd did push in around here, even though the city had it closed off and had policemen to help keep them back! There must have been more than seven hundred people here to view those boys and girls when they showed their steers. The judge, Charles Saunders of the Dold Packing Company of Buffalo, certainly had some job placing those fifty-five steers and deciding on the winners," said Howard Martin of Woodstock, Ohio, who was chairman of the committee for the steer feeding club.

"Yes," replied J. F. Kendrick, county agricultural agent for Champaign County, "that was a great day for everyone."

* * *

"—And Geneva, I think it is a great honor that I have tonight in presenting this gift to you. It comes from twenty-five thousand boys and girls—to be sure some of them are pretty old boys and girls—who are operating our railroad. Within two or three weeks they will all know your name and know that you are the winner of the Big Four prize in this contest. And because they must be obedient and faithful and of serious purpose in order to make our railroad just as fine as it can be made, they will understand that you have been faithful and serious in the task of fattening your steer, 'Buster Boy.'" And with the conclusion of his remarks C. A. Radford, Publicity Manager of the Big Four Route, before a crowd of nearly 250 people presented an outfitted traveling case to Miss Geneva Mumford of Christiansburg, Ohio, who fed and exhibited the champion steer.

"And now, folks, we have come to the conclusion of this most delightful dinner and enjoyable program." It was the toastmaster speaking at the banquet given in honor of the fifty members of the steer feeding club. "And in addition to thanking the ladies of the M. E. Church for their part in serving this splendid dinner, and the merchants and business men of Urbana for their fine support and prizes given, we wish to extend our sincere appreciation and thanks to the New York Central Lines for their great help in making this steer feeding club possible and in carrying out the marketing tour which is to follow tomorrow and the next few days."

* * *

4—At Buffalo.

"I thought surely we would leave some one behind when our special train on the Big Four pulled out of Urbana that morning, but those Big Four folks were mighty accommodating and held the train for more than ten minutes to be sure everyone got there, and at that we arrived in Buffalo twenty minutes ahead of our schedule. I'll say we had a fine time on that trip. You see we loaded our steers in the cars on Friday afternoon after the show on the square. There were three carloads and they arrived in Buffalo about the same time we did on Saturday afternoon. The New York Central Lines surely do roll them along."

As he spoke to Mr. McLeod, owner of the Arlington Hotel in Buffalo, Raymond Yocum, president of the Boys' and Girls' Steer Feeding Club was removing his overcoat.

"How did you like your trip to Niagara Falls?" queried Mr. McLeod.

"That was one of the swellest parts of this whole plan and it was worth a lot of work to get a chance to make this trip," stated Raymond.

"We're glad to have all you boys and girls at our hotel," added Mr. McLeod. "Just make yourselves at home." And they did.

* * *

5—At Buffalo Stock Yards.

"Did you notice how interested those boys and girls were in the way everything was handled in the various sections of the stock yards? They wanted to know all about the scale tickets, how they were made out and how we were able to keep all the weights, the count and the ownership of the hundreds and

thousands of head of live stock separate each day as they arrive and are sold. That was a pretty keen-eyed group of young folks," and J. C. Cash, General Live Stock Agent for the Buffalo Stock Yards, glanced at a sheaf of market receipt reports he held in his hand as he spoke to W. H. Hill, General Superintendent of the New York Central Lines Stock Yards. "Yes," replied Mr. Hill, "I saw all that and more, but what interested me as much as anything was the way our local meat packers, commission firms and everybody entered into this program and helped to make it a real occasion for these young farmers and live stock feeders. You know there were only two steers in the lot that sold below sixteen and one-half cents a pound, and the average for the fifty-six head was eighteen cents, and that on a market with a top for prime steers of around fifteen cents. Nearly every boy or girl received $200 or more for his or her steer. Every one of those people had a fine time while they were here. There were ninety-four or ninety-five altogether; forty-four boys and six girls were club members."

* * *

"That was as fine a bunch of steers which were fed by boys and girls as we have ever had in this yard. And to think that they were fed and fattened on fifty different farms by boys and girls who were going to school at the same time. It certainly gave me a lot of pleasure and satisfaction to sell that champion steer for sixty cents a pound." Henry Brocksopp, live stock commission man, auctioneer and cattle judge, whacked his shoe with his cane as he spoke.

"Yea, that's right," agreed Charles Saunders, chief cattle buyer for the Dold Packing Company, as he leaned against a post in the cattle pen. "We dressed those steers for the New York Central dining cars and they were a wonderful lot of beef when they were hung on the hooks. That champion steer dressed out 65.8 per cent and you know that is high! Very few ever dress that much saleable meat. Finest beef I've seen for a long time." With that he passed over to another pen to look at some late arriving cattle.

* * *

6—Back on the Diner.

"You mean to tell me that this Miss Mumford received over $700 for her steer and that she is going to put it in the bank to use in helping to pay for her college education when the time comes?" asked the amazed woman in the dining car.

"That's exactly what our agricultural agent told me," replied the steward genially.

"I'm certainly not going to worry any more about this rising generation, particularly the farm boys and girls. They are showing us some new things," added the woman. "And when a railroad system like the New York Central Lines takes so much interest in the boys and girls and in the encouragement of better methods of farming, live stock production and all the other things, it certainly shows a mighty fine spirit and a most neighborly one," offered the gentleman as he arose and assisted the woman.

"There was more history and interest to that steak and your beef roast than either of us imagined when we ordered it," remarked the gentleman, and they together passed into the Pullman.

Writes Mystery Tale

DOCTOR JORGENSON, whose articles have interested all our readers and helped many of them, is the author of a new mystery novel, "The Circle of Vengeance," which was published by D. Appleton & Co. February 1.

The story, complete in itself, is one of a series of four and has an unusual plot. It is full of thrills and sustained suspense. A talking picture is to be made from it.

The five steers purchased by the Dining Car Department of the New York Central Lines at the Buffalo Stock Yards Auction of the Club beeves. The grand champion steer of the club is at the right with Miss Geneva Mumford, who fed and exhibited her animal.

The Home Circle

The Clothes Question--Trailing Skirts or Tailored Lines?

By Carla Ryder, *Style Consultant*

NEVER before has there been so much discussion on what to wear and what not to wear as this season. And the strange thing is that the men have taken as much interest in this change of style as the women. In fact they have divided into two groups—one for the short and sensible; one for the long and languorously feminine.

Sides are taken and battles fought. Both have their perfectly logical arguments pro and con. Note the late afternoon discussion between Gertrude Vanderbilt, the actress, and Rita Weimar, the author and playwright. This was held at the Home-Making Center and the five hundred women who were there almost came to blows trying to decide which had the better of the discussion. Miss Vanderbilt was in a long flowing gown, while Miss Weimar wore the shortest of short frocks. Yet when they had both finished we all felt that it was still left entirely up to us each as individuals.

There are so many angles to this dress question that it is difficult to know just where to start.

Uniformity, as seen during the last few years, has its advantages, especially for the woman in business. The very fact that the evening and daytime frocks were so nearly alike made it possible for her to wear the same dress for the theater or dinner that she wore to the office, yet she could still feel as well dressed as her more fortunate sister who could stay at home and take all day to decide which dress to wear.

We will miss this freedom, for it surely was a freedom from formality, yet do we not greet the change with a certain amount of pleasure? You know, we all tire of even a "good" fashion. We women all like change—how the men have ever been satisfied with their uniform for these many years I do not see! Their clothes are decided for them, all they have to do is wear them with distinction. It's the only way you can tell one man from another—the way they wear their clothes.

But with women it has always been different, and now in addition to deciding what colors, lines, and materials are most flattering, we have to decide the length. The worst of this is that there seem to be absolutely no hard and fast rules as yet, though gradually out of the turmoil of the rather drastic change certain definite things have evolved.

This smart travel coat of beige tweed, flecked with brown and green, conforms to the princess silhouette. The trim notched collar, belt and buttons are features which enhance its jauntiness.

The costumes on this and the following page are shown by courtesy of Bloomingdale Bros., photographed by Fab Studio.

The first great change is that we divide the day into two, and more often three, definite parts—the first is the morning, with its town or sports costume, depending on the occupation of the wearer; the second is represented by the formal afternoon gown with its lengthened skirt and flowing draperies; the third, of course, is the evening, which is indeed formal, with the long "train" touching or almost touching the ground in the back, and though there may be revealing heights in the front, too often the skirt is "way down" even in front. Woe betide the person who patronizes the subway in one of these sweeping gowns, for it spells ruin.

One thing absolutely certain is that knees are out—or should I have said hidden—by at least three good inches even in the shortest of frocks.

Our clothes budget is going to find it hard sledding this season. We will have to stretch it a bit and use more care than ever before in choosing our wardrobe. And it behooves us all to go carefully, for the styles are not as yet accepted and they are going through an evolution out of which we will have, after a time, a definite fashion and will then be able to choose with surety.

For those of us who can afford to buy and then throw things away, these changes do not bring disaster, but for those of us who have to wear our dresses more than one season it too often means ruin.

Just the other day I was talking with a girl who unfortunately had taken "advantage" of a sale the latter part of last year thinking that she would buy something that she could put away for this season. But alas, alack, when she took it out she found to her great distress that the dress, though perfectly good as to material, was not good as to length. It had a horrible tendency to creep up when sitting and nothing could hold it down. This was not so bad last year, but this!

The only possible thing to do with that poor dress was to throw it away.

Now there are two lessons to be learned from this: One is that unless you have style sense, beware of sales! Do not feel that it is anything to be ashamed of not to have this sense. The only thing is, if you have it not, admit it and consult some one who has, then you will not go astray in buying at sales.

The second lesson: Whether you are buying at a sale or not, always sit down in any frock you may decide to get, for some dresses that are particularly intriguing while standing, lose all their style when you are sitting.

With these style changes in dresses we also have changes in the coats, though they have not kept up with the dresses. Just at present we see too many trailing ends flipping down around the ankles from under last season's coat. This is, to say the least, far from graceful, but what is a poor girl to do with this season's dress and a last season's coat?

My answer to this is to be conservative and cut out the long ends except for evening.

It is not so many years ago that the business woman was unusual. Women taught if they wanted to earn their own living, but that was all they did. Now there are hundreds and thousands of business and professional women who must of necessity be in offices. It is up to us not to allow couturiers to dictate to us what we shall wear, and we should have enough originality and independence to select our own fashions. It is not just the society woman or the lady of leisure who is affected by these changes. We business women are even more affected, and if we follow them too rigidly we are on the verge of appearing ridiculous. Long flapping draperies are not for office wear, so let's be sensible and wear what is both practical, as well as becoming, for our work. Then when we play we may wear the most feminine of feminine apparel.

One great lesson we can all learn from the French women—they never wear what "they are wearing" just because "they are wearing it." Not at all! The well dressed French woman in selecting her season's wardrobe first asks herself whether the model is becoming as to color and line, then whether it follows certain well-defined trends of fashion; but never does she select anything just because it is being worn. In fact, she is more apt to choose a color that everyone is not wearing

Replica of an afternoon frock by Lucille Paray in silk crepe. The bolero treatment of the blouse slants from the side seams to the tapering center panel, and the skirt flares charmingly.

rather than be merely a copy-cat. She makes a study of herself and knows how to make the most of her good points and how to shadow the bad ones —therefore she is smart in whatever she wears.

Oftentimes it is the little accessories that make or mar the ensemble, whether it is for business or pleasure. A pocketbook of the wrong color should be discarded even if your best friend gave it to you. Save it and wear it with the right combination. Gloves should not be hastily grabbed from the drawer the last moment, but should be carefully selected with the entire color scheme of your costume in mind. It is better to buy a neutral color in gloves, as then they will go with all your various costumes. Shoes again must be selected with both comfort and style in mind, and now it is possible to have both. You know that not so long ago comfort in shoes never went with style. Beware of blue and green shoes unless you can buy and buy, for they are not durable. However that new copper kid is extremely well worth while as it goes with everything and is durable.

* * *

I have just had a letter from a reader asking me a question that I am going to take up right now.

"Is cleansing cream good to use when you are troubled with pimples?"

Cleansing cream is all right to use, but it must be carefully wiped off with tissues, very gently, every last bit of it.

Never use any nourishing or cold cream, as it used to be called, if you have pimples, for it actually nourishes the pimples.

Use a good acne lotion. This will rid you of the pimples, unless they are too deeply seated. Acne lotion will help in any case, but if the pimples are extreme, the cause probably lies in your diet. Cut out all fats—any fried food, pastry, cakes and such. Stick to fresh vegetables, lots of grapefruit, and cooked fruits. Eat little meat and go easy on white bread and potatoes.

The above is merely suggestive, but if you have had this pimply condition for long I certainly advise going to a doctor.

I was also asked if I would recommend having the skin peeled off the face. I would not advise this, for I have seen some results that have been far from satisfactory; in fact, actual harm has been done. If this process is done at all it should be done by a specialist. Then you may obtain good results. However, it will not do away with actual deep-seated blemishes, for they are more often the result of diet, as I said, and will return unless the cause is removed.

There is just one basis of good complexion and that is health, and health is based on the circulation.

Try this coming year to go through a series of exercises regularly each morning—take the time for it and you will shortly find them of benefit. Here are three that are good to take for a start.

1—Touch the floor ten times with the hands.

2—Touch hands back and front ten times, keeping arms straight.

3—Lie on back, bend knees and bring to chest; start at six times and gradually go to ten with each leg.

Seeing Your Home With Perspective

By Katherine P. L. Bliss

DID YOU EVER stop to think how your house would look to you if it belonged to someone else? Would it seem enviably homelike and attractive, or would there be a hundred things you would change?

We are all apt to fall into the habit of taking our everyday surroundings for granted. Houses, like people, need stirring up now and then. How long is it since you have examined yours with the searching eye of constructive criticism?

Perhaps you feel that you would like to make some changes, but that you cannot afford to do so. Do not come too hastily to that conclusion. Improvement can frequently be made without the expenditure of money. Half of the real art of interior decorating consists of the most effective use of the materials at hand. Two major factors should be kept in mind in making any group of rooms into a true home. First in importance is the matter of comfort and convenience. Second, the harmony of color and grouping which, when combined with the first requirement, produces in those who enter a feeling of pleasure, serenity and poise.

Look at your home as though you were entering it for the first time. Does it fulfill these two fundamental principles? If it seems to you that it does not, examine it to see where it falls short. Here are a few examples of the type of thing to look for:

Have you a "center" in your living room? That is, a grouping of a sofa and a chair or two, or chairs around a fireplace, or a pillow-piled window-seat combined with chairs—any arrangement of furniture where several people can sit comfortably together? This simple thing makes a difference in the whole atmosphere of your home. It is an important factor in making your parties naturally successful rather than likely to be stiff or dull. Stiff chairs make stiff parties.

Have you a comfortable chair under a good reading light?

Have you furniture in the house that is not used? If so, get rid of it. Clear spaces are valuable for the rearrangement of the things you are using.

Is the house cluttered with bric-a-brac or pictures that no one likes and that are kept simply because they have always been there?

Are silver, table linen, etc., kept as close as possible to the place where they are used?

Are your curtains of a color that blends with the rest of the room? If not, why not dye them?

Does the lighting in your home give a pleasant glow as you enter? Sometimes expensive shades that shed a hard, cold light can be replaced to advantage by inexpensive ones that radiate a cozy warmth. Satisfactory lighting is of the utmost importance in creating the desired atmosphere in a home.

These are just a few of an infinite number of things that will suggest themselves to you when you begin to look at your house with perspective. Making the changes this fresh angle will probably inspire you to do, offers much of the exhilaration of furnishing a new house and will at the same time develop the true expression of your personality in your home.

The Benefits of Massage

(Copyright, G. M. A. Service)

MASSAGE really is valuable, whether you know much about the motions or not. The only harm you could possibly do by amateur massage of the face is to pull the muscles the wrong way, and it would take a good deal of force to do that. The sort of rubbing you would be likely to give your face could only be stimulating to it.

Massage will quicken the circulation, which is of great benefit, and will eliminate from the pores of the skin the waste matter that forms in them. It will separate the half dead cuticle which the skin is always in the act of shedding, from the living tissue, and get rid of it. It will exercise the muscles under the skin, keeping them firm and strong.

"Exercise" is a bad word to use and yet there is no other. They say that actors keep young a long time because the many roles they are called upon to play force them to use the muscles of the face, expressing every sort of human emotion, from deepest grief to greatest gaiety, exercising the muscles in a way that would never happen in ordinary life. There is a lot in the theory; the great facial experts in Paris now are working out sets of exercises for women, which they combine with massage and creams in a general rejuvenating process for those who can afford to go to them.

So massage when you use cream on your face. Never mind the motions, merely make sure that you never pull downward on the face. Press the skin upward; that counteracts the tendency muscles have to sag and make wrinkles. Incidentally, massage works more cream into the skin.

If you are afraid of massage, pat and slap the face all over. This is stimulating, too, for it brings the blood up to the surface, which is what you want, and it makes the skin more active, so it will throw off whatever has worked its way into the pores. Wipe all cream off carefully afterward.

The Child Who Has Been Spoiled By Sickness

IT OFTEN HAPPENS that a child who has been ill for a long time becomes difficult to manage when it recuperates. Severe sickness, with the consequent attention that it focuses on the young sufferer, is likely to leave him or her a bit spoiled, to say the least. After being used to having the center of the stage it is often difficult to give it up.

D. A. Thom, eminent child psychologist, relates the following story of such a child and the remedy that was applied to bring her back to normal:

Mary, at seven, dominated the entire household. Mother faithfully fulfilled her slightest wish, fearing to cross her lest she should become ill. Her sisters patiently shouldered her share of home duties and quietly gave way to her at every point in order to avoid, if possible, the almost inevitable outburst of temper which was so upsetting to the household. Her ready excuses for all occasions were, "You mustn't mind what I do; you see, I've been sick," or "I'm not strong enough to do that because I've had paralysis."

It is true she had lived through more than her share of illness and was accustomed to admiration and interest from doctors to whom she was frequently shown as an unusual case.

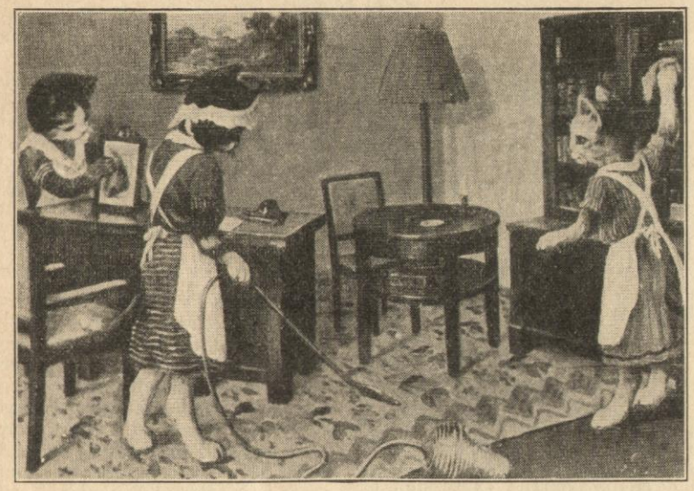
Her "alibi" of ill health helped her over many difficult places in school, and at home special concessions were made for her and she was excused at every turn. Her whole life seemed to be built around the desire to hold the center of the stage.

Through a radical change of attitude on the mother's part this little girl, who was fast becoming a chronic complainer, has now become a hearty, normal youngster, gaily competing with her sisters in helping mother, trying each week to learn to do one new task independently, and striving toward an ideal of robust good health rather than desiring the role in life of being an interesting invalid.

After a little judicious neglect and ignoring, the alarming physical symptoms, which had so greatly troubled the mother, vanished. The marked tremor of Mary's hands, which made it seem necessary that mother feed her every

Cleaning House in Katville

By William Thompson



OLD Mrs. Tabby Pussy Kat,
And her daughters, Fluff and Jean,
Are very proper Kat and Kits
And keep their house so clean
That not a speck of dust or dirt
Can anywhere be seen.

The Kats and Kits of Katville
Thought their habits were so nice,
They all began to clean and sweep
Instead of hunting mice.
And every little boy or girl,
Who reads these lines should be
As proper as the Kat and Kits
You in this picture see.

mouthful that she ate, disappeared, as also did the tremor of her voice.

After determination by physical examination of the child's actual condition, an appeal was made to her ambition and pride. Her desire for attention and wish to excel were turned away from the goal of ill health.

With encouragement on the part of her physician and her mother, and with faith in her ability to make good, she is now taking her part in home and school, standing on her own feet, and learning to face life as it is.

"Not a Thing to Eat!"

By Betty Barclay

"THERE ISN'T a thing to eat in the house."

Any mathematician who tries to figure out how many times such a remark is made in the course of a month or a year, has a problem that requires calculus, algebra and imagination combined before a solution can be obtained.

Of course the assertion is all wrong on the face of it. "Nothing to eat" always excludes bread, butter, potatoes, and a dozen other things that are resting securely in the refrigerator, bread box, cellar and so forth. It merely means that the woman of the house is again "all cooked out" and does not know what in the world to prepare for lunch, dinner, or whatever the meal may be.

What to get for a change is indeed a serious problem. For some reason or other the average woman masters ten, twenty or thirty recipes, and for years she goes along alternating from one of these to another. In time she is tired of all of them. She hates the thought of another duplication. And then comes the cry, "There's not a thing to eat in the house," or "What shall I serve for a change?"

Next door to this same women, lives another woman who is also worried over the same problem—and yet the meals of this second woman are as different from those of the first as day is from night. She has ten, twenty or thirty favorite recipes also—but most of hers are different from those of housewife number one. Number two serves fritters, croquettes and soybeans. Number one never thinks of such dishes, but she serves fruit cups, corn-bread and hominy. Across the street, number three serves corn soup, lemon sherbet and asparagus timbales—three dishes that number one and number two eat only when dining out.

The problem of what to serve may be quite easily mastered by the woman who is willing to give herself the task of serving at least one new dish each week for a year. It may be a little trouble—but very little compared with the worry caused by this "not a thing to eat" problem. With recipe books at hand, and the papers and magazines filled with ideas for new and tasty dishes, anyone can serve something different if she will but try.

Take any food you wish, and it is possible to serve it in twenty or thirty new ways. How about oranges for example? It is well to cultivate the orange and other fruits, for they have an alkaline effect when taken into the system, and will tend to balance the acidity of meat, bread and fish. Here are several new orange recipes (new to most readers, at least) that may be prepared easily and economically, and that will be a good first step toward solving that most vexing problem of the housewife cook:

ORANGE BAVARIAN CREAM

½ cup orange juice
1 teaspoon grated orange rind
½ cup sugar
2 egg yolks
1 tablespoon gelatine
¼ cup cold water
1 cup heavy cream

Heat orange juice, rind, and half the sugar in double boiler. Beat egg yolks with remaining sugar; add orange juice mixture, and cook over hot water, stirring until smooth and thickened; add gelatine, dissolved in cold water; then strain into the cream. Set dish containing mixture in a pan of ice-water, and beat until it begins to stiffen. Mold, chill, and serve, garnished with candied orange straws, or with orange sections, free from membrane, and sprinkled with sugar.

* * *

ORANGE FRITTERS

2 oranges
1 egg
¼ teaspoon salt
¼ cup milk
½ cup flour
½ tablespoon cooking oil
⅓ teaspoon baking powder
½ teaspoon sugar

Beat egg until light; add milk, flour, sifted with baking-powder, sugar and salt, and oil or melted butter. Beat until smooth. Pare oranges, removing membrane with peel; cut in slices, and sprinkle with sugar and a few drops of lemon juice. Have deep fat, hot enough to brown a piece of bread while counting to sixty. Dip orange sections in batter mixture, and fry in deep fat until puffed and brown. Do not fry too many at one time. Drain on brown paper, sprinkle with powdered sugar, and serve with orange sauce.

* * *

NEW YORK SALAD

4 slices pineapple
½ cup celery
½ cup nuts chopped
2 oranges
cream mayonnaise
lettuce

Arrange slices of pineapple on nests of lettuce leaves. Cut celery in slender strips, one and one-half inches long, and mix with nut meats. Pile in center of pineapple, and garnish with four sections of orange, free from membrane, laid symmetrically on pineapple. Pass dressing separately.

* * *

SWEET CROQUETTES

1 cup stale cake crumbs
¼ cup chopped, blanched almonds or shredded coconut
grated rind ¼ lemon
½ tablespoon lemon juice
½ cup orange juice
1 egg yolk
1 egg white

Mix first four ingredients in sauce-

1. Easter time is coming in a month or two, and this baby is all prepared, with tulip blossoms and an Easter Rabbit. 2. He might be wild and he might be tame, for members of the wolf and dog family closely resemble each other. 3. "London Bridge is falling down!"—even for the elephants. 4. A monkey horseman, ready to give the children a lesson in riding. 5. "Won't you be my friend? I'm awfully lonesome!" 6. The baby elephants' dinner-time parade, with father and mother at the head of the line. 7. "Nighty-night, and pleasant dreams!" Snug as a bug in a rug are these three wee pups. 8. Even a baboon can get the grip. This fellow takes his medicine cheerfully.

pan; add orange juice, to moisten, and let stand ten minutes. Heat to boiling point; remove from fire; add egg yolk, and cool. Shape as croquettes; dip in egg white, beaten slightly, with one tablespoon cold water; roll in sifted dry bread or cake crumbs, and fry in deep fat. Sprinkle with powdered sugar, and serve with chocolate sauce.

Even the Apron!

THE NEW SILHOUETTE! It's the princess type. It flares. It's longer. And in general, it's more graceful and more stylish.

You might just as well keep in step with the mode while you are at home among those whom you think most of.

This apron pattern is No. 3067 and it cuts in sizes small, medium and large. It is one of many styles for home wear in our Spring Fashion Magazine.

Of course the new book also contains lingerie, children's designs, embroidery, sportswear and the most charming dresses for afternoon and informal evening wear.

While you have the matter in mind, send 10 cents in stamps or coin for this book. There is a pattern for each style and at cost price as a service to our readers. So you'll save the price of the book over and over again. Mail your order now to Pattern Department, New York Central Lines Magazine, 466 Lexington Avenue, New York, N. Y.

Treatment of New Enamel Ware

THE LIFE of an enamel cooking utensil can be greatly prolonged by means of the following simple annealing process.

Fill the new pan with cold water. Bring the water to a boil and drop in a lemon cut in halves. Add also one teaspoon of borax. Boil for fifteen minutes, then remove from the fire and let the water cool in the pan.

You will find that this simple precaution will prevent chipping.

To Clean Combs

THE EASIEST, quickest and most effective way to clean combs is simply to put them in a bowl containing hot water and a little household ammonia. Within a minute or two the dirt slips off as if by magic. No brushing or rubbing is required. Just shake them back and forth to loosen all particles, rinse and dry and your combs are like new.

Designs From The New Spring Style Book

No. 8273—PARIS CHIC. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 3⅞ yards of 39-inch material for jacket and skirt with 1⅝ yards of 39-inch material for waist and 2¾ yards of binding.

No. 8285—DISTINCTLY INDIVIDUAL. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 3⅛ yards of 39-inch material with ⅞ yard of 39-inch contrasting.

No. 8286—FOR WEE MAIDENS. This style is designed in sizes 1, 2 and 4 years. Size 4 requires 2⅛ yards of 40-inch material with ⅜ yard of 32-inch contrasting.

No. 8294—SMART HOUSE DRESS. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 2¾ yards of 39-inch material with 3 yards of binding and ¼ yard of 27-inch contrasting.

No. 8295—GROWN-UP MODEL. This style is designed in sizes 6, 8, 10, 12 and 14 years. Size 8 requires 1⅞ yards of 39-inch material with ⅝ yard of 35-inch contrasting.

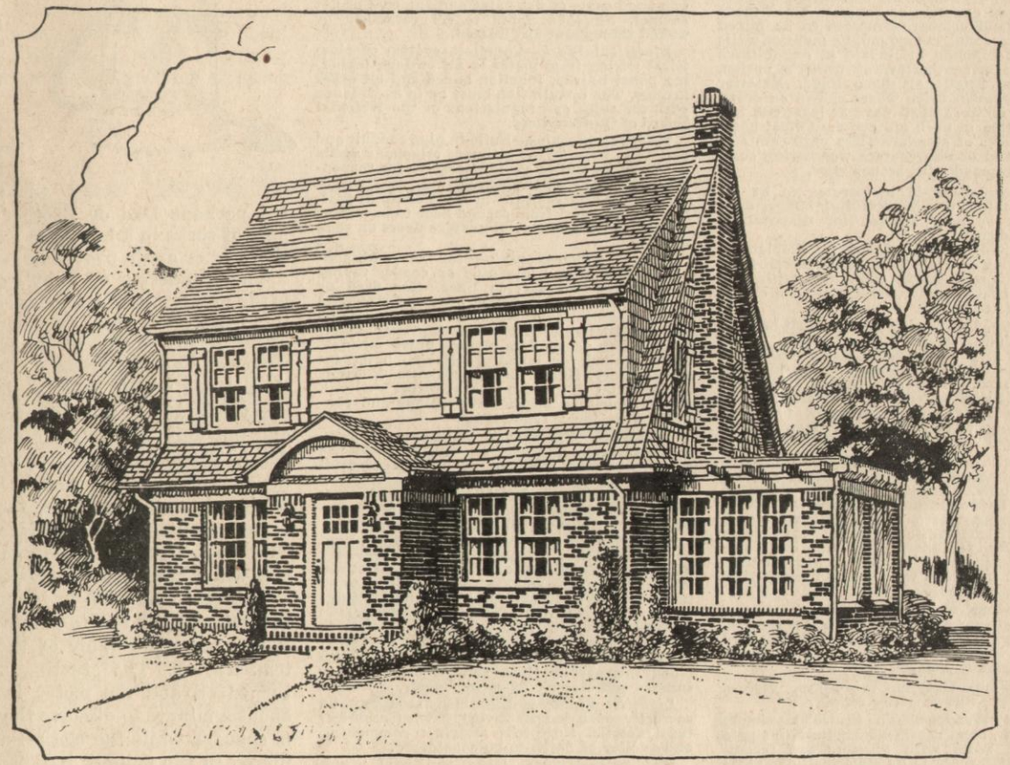
No. 8146—SLENDERIZING LINES. This style is designed in sizes 16, 18, 20 years, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. Size 36 requires 3½ yards of 40-inch material with ⅝ yard of 10-inch contrasting.

To procure a pattern of any of the above styles, send fifteen cents in stamps or coin (coin preferred, if carefully wrapped) to the Pattern Bureau, New York Central Lines Magazine, 466 Lexington Avenue, New York City.

The new Spring Fashion Magazine will help you to determine your season's wardrobe. Enclose ten cents additional, when sending for a pattern, if you wish a copy. You will find attractive patterns for yourself and your children, suitable for all occasions.

Dutch Colonial Design Expresses Spirit Of Early Manhattan Settlers

By L. Porter Moore, *President, Home Owners Institute, Inc.*



For $15,000 or less this house can be constructed near New York. It contains kitchen, dining-room, living-room and sun-parlor, and three airy bedrooms.

SOMETHING of the sturdy spirit of Peter Minuit and his fellow New Netherland settlers is apparent in the modern adaptation of the Dutch Colonial home shown as New York Central Lines Plan No. 26. The compact, livable arrangement of the six rooms, bath and lavatory within this house suggests the rugged comfort and practical utility of the dwellings of the early white settlers on Manhattan Island. The plan was developed by the Radford Architectural Service of Chicago, specialists in residential design.

Long, sloping roof lines at the gable ends, second floor rooms built up through the roof to afford greater floor area, sun room and chimney and vestibule built out from main wall are good architectural features of the design.

Although early Dutch homes were not built of brick, but of wood and stone that were immediately available, this house exemplifies what a fitting material common brick is for this architectural type. Its fitness explains one of the reasons why Dutch settlers soon began to import the brick for which their motherland was famous.

A roof of vari-hued slate shingles would be most suitable, although asbestos-cement or ready-stained cedar shingles might be used. Copper gutters and rain-pipes, like the batten shutters, because of their conspicuousness on this design and their tendency to take on a green color after exposure, will add a decorative note to the exterior. Standing out as it does, the entry may well be trimmed with designed forged iron hardware and lanterns. Steel basement and casement windows could be substituted for the double-hung sash shown in the sketch; they would add to the modernness and still be in keeping with the design, while the additional light they would admit is desirable.

The living room is large. The lavatory is well placed at rear of main hall. Kitchen arrangement is thoroughly practical. At the back of the second floor hall there is a balcony, a pleasant place to sit for a few moments before retiring, an ideal spot for an invalid to take sun baths during convalescence. All three bedrooms are good-sized and

To Obtain These Plans

AS a convenience and aid to readers contemplating home building, the plans of the house shown and of hundreds of other houses are available at Home Owners Institute, 441 Lexington Avenue, New York City, at the low cost of $25 for the original set of working drawings and specifications and $5 each for additional sets. You are invited to write the editor of this home-building department in care of the Magazine, for advice on home-building problems.

well ventilated. Mirror doors are suggested for closets in these rooms.

Containing 29,000 cubic feet of space, it is estimated that this house could be built for $14,000 to $15,000 in the neighborhood of New York City. An outline of specifications recommended is as follows:

Specifications For The House

Masonry—Concrete footings under all walls, as shown on drawings. All foundation walls to be of poured concrete or concrete block made with Portland cement. Concrete to be mixed with waterproofing compound. Foundation walls may be of common brick laid in one-to-three Portland cement mortar, at owner's option, chimney of brick; all flues lined. Exterior walls of common brick where shown on drawing. All brickwork shall have at least one full header course in each six courses. Steel basement windows of standard sizes with cam acting latch and double contact weathering shall be used, screened with bronze wire.

Incinerator—Built-in incinerator to be installed in chimney, with receiving hopper door located in or near kitchen for disposal of garbage and trash.

Fireplace—Hearth and facing for fireplace of common brick or tile built around a metal-form heating-unit, with intake and outlet grilles for circulated heat. Provide ash-dump with clean-out door in cellar.

Carpentry—All framing lumber shall be well seasoned and free from large knots, either Douglas fir or yellow pine. Exterior walls and roof sheathed and insulated with 7/8 inch insulating board. Attic and garage lined and basement ceiling ceiled with insulating board at owner's option. Steel bridging for floor joists. Sub-floors laid diagonally. Dormer side walls covered with cedar siding or shingles.

Trim—California white pine for exterior millwork and interior trim; finish floors of oak, maple or pine. Laminated interior doors of Philippine hardwood built up with waterproof cement. Spring bronze weatherstrips for tops and sides of exterior doors, with brass saddles for sills. Built-in kitchen cabinet and fold-away dining furniture in alcove, with rustless sheet metal table and work tops as required in detail specifications.

Roofing—Roof of blue-gray slate or asbestos shingles selected with reference to texture, type, strength and wearing quality in standard American lay-random style, copper nailed. Cedar shingles at owner's option.

Metal Work—Gutters, rain-pipes, valleys and flashings to be 16-ounce copper.

Casement Windows—To insure maximum light and air, steel casement windows in single or multple units with transom are recommended. All corners to be electrically welded; all muntins to be flush on both interior and exterior faces. Malleable iron or solid bronze hardware to be used. Frames to be anchored with continuous angles. Bronze screens of rolling type are recommended.

Lathing and Plastering—Three-coat work, three-quarters of an inch thick over metal lath is recommended as the best possible plastering job. If first cost is of paramount importance, one-half inch of plaster over flat rib expanded metal or sheet lath may be used. If wood lath, insulating or plaster board is used as plaster base at least one-half inch of plaster should be used over the face of any such base. Lime plaster for base coats with finishing hydrate for smooth white or textured finish coat is recommended.

Painting—Strictly pure white lead and linseed oil in proper proportion, with zinc oxide where desired, or a good grade of ready-mixed paint shall be used. Interior trim to receive two good coats of flat paint and one coat of flat enamel. Finished floors to be varnished or waxed throughout as directed.

Electrical Work—Complete system of electrical wiring from meter to all outlets, including panel boards, junction boxes and all other fittings. The installation must be in accordance with the rules and regulations of the National Board of Underwriters.

Telephone Service—Built-in pipe conduit and outlets to provide for ultimate telephone needs on all floors and to avoid necessity for reopening walls or using exposed wiring.

Laundry Chute—Built-in linen chute of rustless monel metal from second floor to basement laundry, with self-closing service doors on each floor.

Plumbing—Brass piping for hot and cold water lines with brass pipe or copper tubing for underground service lines. Gas fired or electric, copper tank water heater. Reinforced concrete septic tank where sewer connections are not available. Acid-resisting enamel fixtures, with chromium-plated brass fittings, recommended for laundry, kitchen, bathroom and lavatory. Heavy gauge permanently bright monel metal in kitchen sink at owner's option. System must be as shown on plans and conform with local regulations.

Tile-Work—Floors and wainscots of bathroom, lavatory and kitchen wall shall be iris matt, colors as selected, set in cement reinforced with metal lath. All fixtures shall be built-in and match wall tile colors. Hallways, entry, veranda floors may be faience or canterburic floor tile, depending on house design.

Heating—Steam or hot water jacketed round or sectional boiler thoroughly insulated—for hard or soft coal, coke, oil or gas. All steam mains and returns and all hot water lines to be insulated with asbestos pipe covering; fittings to be installed with asbestos cement. Thin tubular radiators recommended; air valves where necessary.

Temperature Control—Heat regulator with clock thermostat, limit control on boiler or furnace and electric or spring motor.

Lighting Fixtures—Lighting fixtures to be correctly designed in harmony with architectural details. Rustproof metals recommended and quality of finish to be considered.

Hardware—Hinges, locks and trim where exposed, for all exterior doors shall be of cast brass or bronze in suitable pattern. All interior hardware touched by hands shall be brass or bronze; butts may be cast brass, bronze or plated cast iron.

To Wash and Dry in a Jiffy

By Jennie Moore

WHEN, at the last minute, Mother or Daughter finds that the one piece of lingerie which must be worn with one particular gown needs laundering and must be ready for use within an hour or so, the tiny washer featured this month will come into play.

Or, perhaps Dad or Brother needs a pair of socks in a hurry, in which case the washer again proves its handiness.

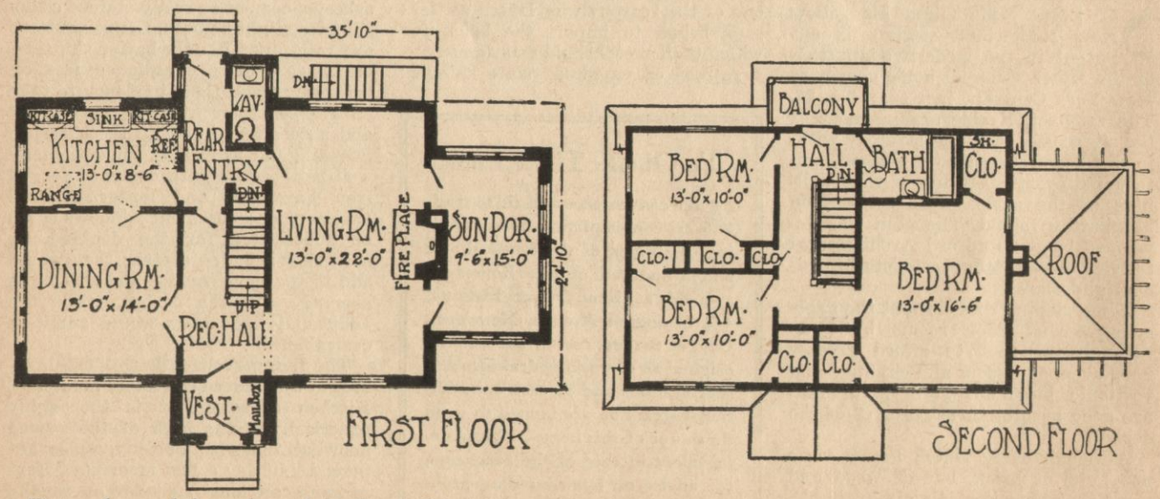
The laundering of Baby's garments is the greatest convenience of all which this little electrically operated washer offers. Tiny dresses, blankets, crib sheets and all the hundred and one little articles which must be laundered every day may be placed in the washer and not only washed, but rinsed and dried. The entire operation takes very little effort or time. And because the washer is a portable one, these laundering minutes may take place in bathroom, laundry, kitchen sink, or wherever water and electricity are available.

The first operation in laundering is to put in soap and fill to within one inch of the top with water of the desired temperature. The starting switch is turned on and the motor is run for about a minute to dissolve the soap. It is shut off while the clothes are being placed in the spinner basket. The lid is closed and motor again turned on for from five to fifteen minutes. About two pounds of clothes can be washed at a time without interfering with the freedom of the working motion.

The machine is then stopped. Dirty water is drained off from the tank through a drain hose and fresh rinsing water takes its place. The washing operation is then repeated until the clothes are thoroughly rinsed. The spinner basket is raised to drying position by the touch of a button. Clothes are very soon ready to be ironed.

The washer itself is of zinc-coated steel with lacquer finish and holds about four gallons of water. Working parts include spinner basket of sheet copper with brass paddles, drive unit with steel gears, 15 horsepower motor which moves in a permanent bath of oil. Lubricating every six months with unmedicated vaseline is all the attention it requires.

Measuring only eighteen inches in height and sixteen-and-a-half in diameter, the washer takes up very little storage space. It can be attached to any electric outlet. The rinsing operation rinses the washer as well as the clothing, and the drying process dries it. Cost of operation is less than one cent an hour.

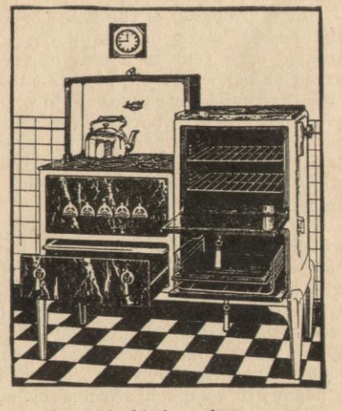


First and second floor plans of the Dutch Colonial house described are shown. The size of the living-room with its large fireplace is noteworthy.

Letting the Stove Give Greater Kitchen Freedom

By Jennie Moore

NOT so long ago the lady clad in a dress with elaborate bustle and leg o'mutton sleeves timidly approached the new gas stove which was to do so much toward emancipating womanhood from heavy kitchen labor. Dispensing with the back-breaking tasks of carrying fuel, feeding fire, and hauling ashes, that first gas range stood out as the most conspicuous piece of equipment in the gas-lighted, dun-colored kitchen of the nineties. Gay those nineties may have been; but that gaiety stopped at the parlor and forgot the kitchen.



In the 1930 kitchen the gas range appears to be an attractive piece of modern furniture, and its regulated oven watches meals while the housewife plays.

Compare 1930's kitchen with it. The stimulation of color has entered here. Kitchen cabinet units handily placed for storage of pots, pans and foods line its walls. Its gleaming white or colorful sink is placed under a window. And the range which cooks those dishes which delight the family appetite is in itself a thing of beauty as well as efficiency. It is as far removed from the gas stove of the nineties as the electric refrigerator is from the old winter window box, as the radio is from the melodeon.

No longer is it necessary for the modern woman to forego her game of bridge in order to watch over the pending meal. An oven heat regulator watches the dinner for her. The regulator is set at a definite degree, and the oven maintains that heat for a long time. Space for the cooking of several things at one time is provided in it.

By careful planning it is possible to prepare three meals a day and yet be in the kitchen very little except immediately before and after a meal. The oven regulator insures a temperature control highly sensitive to heat changes. No bi-thermostatic metal is employed, merely the time-proven method of an expanding copper tube and a non-expanding porcelain rod. The regulator housing is chromium-plated and will not rust or corrode.

The stove itself combines beauty with utility. A cover or hood hides unsightly cooking top and provides a compartment in which to keep tea kettle and other utensils. When this hood is closed the stove gives the appearance of a cabinet. This cover is spring counter-balanced and easily operated.

Style calls for color in the kitchen. Gas ranges, along with cabinets, dishes and furniture, may be procured in many hues. In combinations such as peacock-green, old ivory and marbled finish these modern gas stoves harmonize with any color scheme. Concealed manifolds have been added in these models to give them a smoother finish.

As the home-maker goes over to the oven to examine her rice pudding, she is delighted to find the handle on the oven door cool to handle. Made of bakelite, onyx-green with natural brass fittings, this and all the other handles on the range not only remain cool, but they are extremely decorative and do not lose their color.

Safety gas cocks are constructed to lock at "off" so that a child tampering with them cannot turn on the gas. This also prevents the housewife from turning the cock when she brushes by the stove. In order to turn on the gas the cock must first be pulled forward. Burners are designed to take the gas by vertical injection making perfect mixture and even distribution of heat possible at all times. Either simmering fires or giant fires may be used on all burners at the same time. Cleaning of burners is made easy by a removable head of die-cast aluminum-alloy. Gas ports are non-corrosive. A roomy service drawer mounted on rollers and partitioned into compartments holds various sizes, shapes and

During the so-called "gay nineties," joy, for the most part stopped at the parlor, with the brand new gas stove lightening labor in only a few progressive homes.

kinds of utensils, thus completing the efficiency of this newest gas range. The approximate cost is two hundred dollars.

Further information concerning this unusual new kitchen equipment may be obtained by writing to the Editor, New York Central Lines Magazine.

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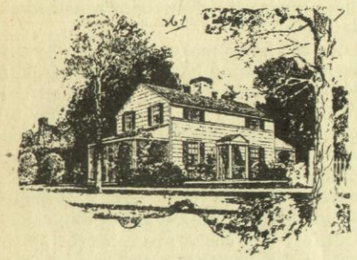

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The Slim Purse Finds a Means of Help In Making Over The Home

By Isabella F. Henderson

Secretary, Railroad Co-operative Building and Loan Association

"I like to see a man proud of the place in which he lives; I like to see a man who lives in it so that the place will be proud of him."

Abraham Lincoln.

PICKING the house where such a man lives is easy. No, it isn't the house with one corner of the porch slowly rotting away under a rusted and dripping roof gutter. It isn't the house where the drab gray paint is peeling off in blisters. It isn't the house where roof shingles are dropping off, one by one, leaving patches of the open sky visible from under the roof rafters. It isn't the place where a piece of cardboard has been substituted for an absent pane of glass.

But it probably *is* the house where the flower boxes on the porch are treated each year to a coat of fresh green paint; where the pickets on the fence are nailed into place again whenever they loosen; where the clean odor of lime whitewash pervades the premises in spring and the smell of fresh clipped grass greets the passer-by in summer.

Yes, it's easy to pick the house in which the folks live who would have pleased the plain and friendly Lincoln, who knew how to weigh true values against appearances. Yes, even he recognized in the few words I have quoted that appearances in a home count for much. For comforts within a home are so much affected by appearances. Who is happy, for instance, in a house where bedroom ceilings are spotted with dark stains from a leaking roof and where buckets must come to the rescue whenever there's a heavy rain? The truly rain-tight roof has a trim, neat appearance totally lacking in the very leaky one.

True, the exterior of the house doesn't show such fundamental discomforts as those produced by an inefficient heating plant or lack of a constant hot water supply. It is the health and dispositions of those who live in the house which are affected by these phenomena. And so by one process of reasoning we might come to believe that family happiness and living comfort may have much to do with the house being "proud of the man who lives in it," as Lincoln puts it.

Lack of sufficient funds too often stops the ambitious home owner who would make his house proud of him. Yet all modernizing procedures are not expensive ones. Some of them may be done on a slim pocketbook. Radical structural alterations should be avoided if the budget is limited, since they usually involve considerable expense. A fresh coat of paint, window shutters, a new doorway, Colonial settees, a side portico, or a sun parlor are improvements which, though they greatly enhance the home's appearance, are not prohibitively expensive.

Modernizing the interior of a home requires good taste and a well planned campaign but not necessarily a sizeable sum of money. Color, judiciously made to tell its story of dignity or of gaiety, may often be substituted for elaborate wall coverings and floorings.

Built-in conveniences are of such value as time and space savers that they should be included in any modernization program, especially if the kitchen comes in for its share of improvement, as it always should. Built-in cupboards can be so arranged that they will replace the old kitchen dresser. Breakfast nooks, too, are great time and step savers for the housewife. Folding breakfast tables and benches may be placed in a cabinet in the wall of the kitchen if space is not available just outside the kitchen.

Still another recourse of the home owner whose modernizing pocketbook is slim, is the building-loan association. Perhaps a whole new heating plant is needed; or possibly a garage. Or Dad, grown tired of that morning wait while Daughter polishes up for the day, decides he will have another bathroom in the house. This is easily accomplished through the medium of the building-loan association, ever interested not only in promoting home ownership but also in preserving homes already built.

Dad, with that extra bathroom very much in mind, presents his problem to the association. Provided the property is unencumbered by a first mortgage, any building loan association will assist in enlarging the family pocketbook sufficiently for the work to be undertaken. Or if a building loan mortgage is already held on the house, the home owner makes application for what is known as an additional loan. Payments are divided over a long period so that the slim pocketbook does not feel them too greatly. Yet the family enjoys its home all the more and finds a new pride in living in it.

The association is ready to help, too, with the budgeting necessary for repairs and upkeep. Nor is this budgeting service limited to these items. The association suggests that it include taxes as well as fire insurance and assessments. By opening a savings shares account and labeling it in one's mind as a fund for these uses, tax time or roof-repair time will never catch the home owner unprepared.

So home modernization made pos-

(Continued on page 100)

Tales of Ten Presidents from the New York Central's Territory

No. 6—Rutherford B. Hayes

By Maurice Murphy

RUTHERFORD B. HAYES, eighteenth President of the United States, is buried at Fremont, Ohio, on the New York Central Lines. He was a lawyer by profession, later a soldier and statesman, and served one term in the presidency, his election following one of the bitterest campaigns in this country's history.

He was born at Delaware, Ohio, now also a New York Central Lines point, on October 4, 1822, of old New England lineage. Several of his ancestors had distinguished themselves in their country's military service. Only a few months before, his predecessor in the presidency, General Grant, was born in the southern part of the same state. Rutherford B. Hayes' father died in his infancy, so he was reared under the care and guardianship of his uncle, Sardis Burchard, of Fremont, Ohio. He graduated at Kenyon College, Ohio, at the head of his class in 1842, and attended Harvard Law School. He was admitted to the bar in 1845 at Marietta, Ohio, and began his professional career at Fremont, later moving to Cincinnati. Here he won outstanding success, and was city solicitor from 1858 to 1861. In 1852 he was married to Miss Lucy Webb of Chillicothe.

In April, 1861, the Civil War broke out, and Rutherford B. Hayes, son of fighting ancestors, was in service a few months later as major of the 23rd Ohio Infantry. The colonel of this regiment was William S. Rosecrans, later major general and commander of the Army of Cumberland. Hayes served in the early campaigns in West Virginia, and later was made judge advocate of the department of Ohio. He was named colonel of the 79th Ohio, but in preference took the lieutenant-colonelcy of his original regiment, the 23rd Ohio. Though still lieutenant-colonel, he was in command of this regiment as a part of McClellan's army when Lee invaded Maryland in September, 1862. The decisive battle which halted the Confederate advance was Antietam, September 17, 1862; but three days before, part of the two opposing armies met at South Mountain, Maryland. In this battle, Colonel Hayes was wounded, but remained in his place until he was carried from the field fainting from the loss of blood. Later he was promoted to colonel of the 23rd Ohio.

General John Morgan and a band of Confederate cavalry made a raid into the North in the summer of 1863. They invaded southern Indiana, and then turned eastward into Ohio, pillaging and getting money by extortion. Federal forces finally stopped Morgan in Ohio, but it was Colonel Hayes and his command who cut off the raider's retreat, resulting in his capture. Afterward they saw action at Lynchburg, Virginia, and in Sheridan's brilliant campaign against Early in the Shenandoah Valley. Hayes was promoted to brigadier-general "for gallant and meritorious services in the battle of Winchester, Fisher's Hill and Cedar Creek," all in the Shenandoah campaign. Cedar Creek was the battle in which Sheridan turned the tide after a twenty-mile ride from Winchester.

General Hayes was elected to Congress in 1864, with the understanding that he should take his seat after the close of the war. He was elected Governor of Ohio in 1867, 1869 and 1875. In 1876 he was nominated by the Republicans for the Presidency, in spite of two great nominating speeches for opponents—those of Roscoe Conkling for a third term for Grant, and Robert G. Ingersoll for James G. Blaine. William A. Wheeler was nominated for vice-president. The Democrats nominated Samuel J. Tilden of New York for president, and Thomas A. Hendricks of Indiana for vice-president. The campaign was strenuous throughout, and stories of scandal and dishonesty about both presidential candidates were widely circulated. The Republicans adopted the "bloody shirt" as a campaign emblem, so the campaign is known in history as "the bloody shirt campaign." Bitterness toward an element in the Democratic party which had opposed vigorous prosecution of the Civil War, and called it "unholy," "fratricidal," and such, was much in evidence in the campaign of 1876. The result of the election was so close that the appointment of a commission was necessary to determine it. Tilden received a plurality of the popular vote, but several of the electoral votes were questioned. This tribunal consisted of five senators, five representatives, and five associate judges of the United States Supreme Court, and decided 8 to 7 in favor of the election of Hayes. The official electoral vote, as it finally was determined, showed a majority of one in his favor. The Democrats called the result unfair, and even a book called "A Political Crime," was written from the Democratic standpoint.

Rutherford B. Hayes proved a capable and conscientious president. He favored withdrawal of troops from the Southern states lately part of the Confederacy and reduction of the evil of appointments to office. Some of the most important acts of his administration were the vetoes of measures designed to repeal the return to specie payments. President and Mrs. Hayes were ardent prohibitionists, and theirs was the first administration in which liquor was not served at official dinners. This practice caused not only a sensation but opposition from some who considered it an affront to foreign diplomats. A strong friendship between Edward W. Bok and President and Mrs. Hayes started from a dinner attended by the President at which Mr. Bok, then a very young shorthand reporter, turned down glasses at his plate intended for liquor.

After he left the presidency, General Hayes retired to Fremont, Ohio, and devoted his time, until his death, January 17, 1893, largely to philanthropy and education. Hayes Hall, at Ohio State University, is named for him. His Fremont estate, "Spiegel Grove," was inherited from the uncle who was his guardian, and consists of twenty-five acres, beautifully landscaped after the Grecian manner. Full advantage was taken of the natural beauty of the grounds and the imposing forest trees. President Hayes collected a library and museum of rare value at Spiegel Grove, and these, with the estate, were donated to the State of Ohio in 1909 by his son, Colonel Webb C. Hayes. In recent years Ohio has taken great interest in this gift. Dr. Harlow Lindley, of Earlham college, a recognized authority on American history, was secured to take charge of the library and museum, and the estate was made a state park. The first board of trustees was composed of Colonel and Mrs. Hayes, trustees for life; Dr. William Oxley Thompson, President Emeritus of Ohio State University; Hon. Theodore E. Burton, Hon. Myron T. Herrick, Hon. Newton D. Baker, and former Justice John H. Clark, of the United States Supreme Court.

H. S. Taylor Honored On Leaving Buffalo

AT A LUNCHEON in his honor, H. Stanley Taylor, for many years head of the Mileage Department of the New York Central in Buffalo and recently transferred to the Comptroller's Office in New York City, was presented with a token of esteem by his fellow employes who gathered on November 21 in Buffalo Central Terminal.

The master of ceremonies at the luncheon was William Patterson, and the speakers were D. A. Day, Superintendent of Car Service, and Mr. Taylor.

HUMOROUS NOTES

Quick Casualty

Daughter—Did you have many love affairs, Daddy?

Father (former captain in U. S. Army)—No, dear, I fell in the first engagement.

* * *

To Whom?

"Did you hear about the traveling salesman who died?"

"No."

"Left an estate of five hundred towels, two hundred cakes of soap, three dozen silver spoons and a hotel key."

* * *

Literal

"Strange that medicine didn't help you. Did you follow the directions?"

"Yes—they said to keep the bottle tightly corked."

* * *

Diplomat

George had been looking over the cards of greeting on the counter for some time when the saleslady suggested: "Here's a pretty little sentiment: 'To the only girl I loved'."

"That's fine," said George brightening. "I'll take nine—no, ten—of those."

* * *

Same Thing

"The facial features plainly indicate character and disposition," said the knowing one. "In selecting your wife, were you governed by her chin?" he asked.

"No," replied the timid soul, "but I have been ever since we were married."

* * *

Sweet Music

The man in the want-ad booth of the newspaper office was puzzled.

"See here," he objected. "You don't want to put this ad for a cash register under the head of 'Musical Instruments,' do you?"

"Sure," said the gentleman on the other side of the counter. "That is what it is to me, boy!"

* * *

That's Plane

Bore—Do you realize what the latest anti-aircraft guns will do to aviation in war? Why . . .

Bored—Aw, shoot up.

Artistically Inclined

Joan—Jack, do you know that I have the soul of an artist?

Jack—Yeah, I knew you painted the minute I looked at your face.

* * *

Lief the Unlucky

"So you had a hard time ditching your friend Erikson?" asked the girl in blue of the descendant of the great Norse explorer's girl friend.

"Yas," she curly-lipped, "he shook like a Lief."

Contrary Minded

"What does your husband like for breakfast?"

"Oh, almost anything I haven't got in the house!"

Every Man for Himself

Flaskins—Know any parlor tricks?

Young Neckleigh—Parlor Trix! Say, lis'en, Casanova; find yer own wimmen!

* * *

10,000 or So

Algernon (reading joke) — Fawncy this, Percy, a chap here thinks that a football coach has four wheels.

Percy—Haw, haw! And how many wheels has the bally thing?

* * *

Superfluous Advice

A stout woman asked her physician what she should do to reduce.

"Take the proper kind of exercise," the physician replied.

"What kind do you recommend?" she asked.

"Push yourself away from the table three times a day!" the physician replied.

* * *

Double Expense

"Charlie dear," said the fond wife, "I started today to economize on our expenses."

"Good, darling. How did you do it?"

"I cut all your Havana cigars in half so you'll have twice as many."

* * *

Forestalling

Mrs. MacPherson (just at meal time) — Sandy, we have guests at the door.

Sandy — Grab a toothpick quick!

* * *

Done Enough Already

Elmer, age thirteen, was puzzled over the girl problem and discussed it with his pal, Joe.

"I've walked to school with her three times," he told Joe, "and carried her books. I bought her ice-cream sodas twice. Now do you think I ought to kiss her?"

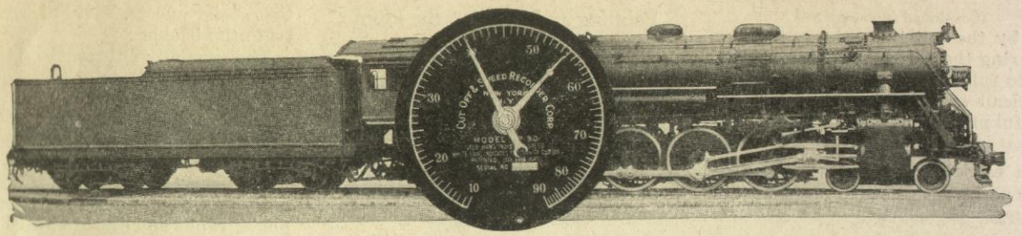
"Naw, you don't need to," Joe decided, after a moment of deep thought. "You've done enough for that girl already."

* * *

Can't Hide It!

Flossie — Gladys never tells anyone her age.

Flo—Yes, I've noticed that; but her age is beginning to tell on her!



Handling a modern locomotive is a strenuous job. It demands "eternal vigilance" on the part of the engineer and puts a constant and heavy strain on the human machine. Any device which will relieve this strain makes for greater safety and efficiency of operation.

"Piloting the Pilot"

The problem of More Tonnage on Less Coal is being solved by assisting the Engineer to a Better Understanding of his Engine

OUT of every dollar of train operation cost, an average of from 65 to 75 cents is spent for coal.

The total railroad fuel bill for 1928 was $363,452,000.

If this tremendous aggregate fuel cost could be properly allocated between effective drawbar pull and wasted energy, how much of it would be chargeable under each item?

The hardest problem has been to decide just where necessary coal consumption ended and preventable waste began. Theoretically every locomotive of a given class should give the same performance; but it is a well known fact that, in practise, some engines use much more fuel than others while doing exactly the same amount of work.

During a century of railroad operation, this problem has been discussed from every possible angle. Many new devices have been designed to save coal and increase efficiency, but there has been little progress toward exactly standardizing the performance of individual locomotives in daily service.

Burning coal to produce steam in a locomotive boiler is quite a different proposition from burning coal in a stationary boiler. The locomotive boiler is restricted in size and weight. It must produce a large volume of steam rapidly and continuously while at the same time meeting continually changing tractive conditions. The relatively small firebox calls for heavy firing and under all conditions, the first consideration must be efficiency, translated into terms of drawbar pull. At full power, the locomotive is required to exert every pound of energy, and economy is a secondary consideration. There are however many periods during which full power is not required and *it is during these periods that the skilled engineer is able to economize fuel by the use of his cut off, or reverse, gear.* His only trouble is to know when and how much, he can safely use his cut off. Without some form of indicator, he is reduced to what is, at best, a good guess as to the exact point to which economy can be carried without loss of efficiency.

If Every Locomotive Had a Valve Pilot.

What would happen if every locomotive were fitted with a Loco Valve Pilot?

To begin with — what *is* a Valve Pilot?

The Loco Valve Pilot is an attachment to the locomotive which gives the engineer an entirely new control over his speed, drawbar pull and fuel consumption. It is to the locomotive engineer, in fact, what the speedometer, accelerator and carburetor are to the automobile driver.

The Loco Valve Pilot is made up of three units — speed indicator, cut off indicator and recorder. These three units all work together to produce either maximum drawbar pull, maximum fuel economy—or both together, as demanded by the changing conditions of operation. Because many engineers have found it practically impossible to correctly gauge their cut off, they prefer as far as possible to control their steam consumption by throttle alone. This practise is admittedly wasteful. Men who have been used to throttle control are surprised to find how much more simple it is to use the Valve Pilot.

To understand how this is accomplished, let us first take a look at the instrument. The long hand of the dial is the speed indicator and is driven directly from one of the drive wheels of the locomotive. The short hand is the cut off indicator and works directly through connecting mechanism from the tumbling shaft of the valve gear.

Even the smallest movement of the reverse wheel is indicated by a corresponding movement of the shorter hand so that the engineer has always an accurate indication of the cut off position. When the two hands are together, the locomotive is exerting the *maximum drawbar pull* for the indicated speed (required at starting or on heavy grades) but once this heavy pull is over, the engineer, knowing that use of his cut off will reduce his steam consumption, gradually advances his cut off hand until the speed hand shows signs of falling back. He is now operating at *maximum steam saving*, for every one per cent his cut off has been advanced he is saving several hundred pounds of coal on a hundred mile run.

Use of the Valve Pilot does not interfere in any way with the engineer's freedom of action. He is absolute master of his engine. It is in fact harder to disregard, than to follow the easily read indications of his Valve Pilot.

The Valve Pilot gives the engineer more time to watch his signals. He doesn't have the strain of listening to the beat of his engine, because an occasional glance at the dial instantly tells him both speed and cut off. No wonder engineers who regularly use the Valve Pilot are enthusiastic boosters, since it enables them to accelerate more quickly, haul bigger loads, and keep better time as well as saving coal.

The Valve Pilot not only helps the engineer to get the best work out of his engine. It tells the story of a good job well done, on a record tape which shows every detail of the run. The engineer, therefore, has the gratification of knowing that his day's work will speak for itself when this record is examined.

This record is of value in several other ways. Being divided into mile sections, it can be compared with a standard profile chart, enabling an executive to compare the performance of individual locomotives and to gather much valuable operation data never previously available. Inspection of a record takes only a few moments and it is time well spent. Advt.

(Continued from page 96)

sible by the building-loan association will bring the old home up to date and help to fulfill Lincoln's desire that the American scene should show forth a rightful pride of possession.

The careless man is a menace to his fellow workers as well as to his family and himself.

Painting and Heating the Home

THIS MONTH there are offered two extremely attractive booklets to readers of New York Central Lines Magazine.

One—"Modern Color Schemes for Your Home"—tells of the popularity of bright, gay colors in or about the home and the kinds of paints and varnishes which may be used to obtain these color effects. Vivid pictures illustrate the booklet.

The second—"Oil Heat and the Business of Living"—tells the story of a typical American family which goes through a long "show me" period of skepticism and investigation before it decides to install a modern heating plant burning fuel oil. It is entertainingly written and illustrated with photographs and line drawings in color.

These two books may be obtained by sending eight cents in stamps, for postage, to Home Owners Institute, 441 Lexington Avenue, New York City.

The Goodrich Railroad Rubber

Encourages Shipment of Freight Over New York Central

THE FACT THAT John White is no longer in the active service of the New York Central only emphasizes the claim that his every thought is for the furtherance of its business and future prosperity. It was with deep regret, he said, that he had to sever his connections with the company two years ago, but it will always have in him a silent partner who has its best interests at heart.

John White

One of Mr. White's relatives is in a position where he can ship freight from Syracuse, N. Y., over the New York Central frequently, and to make sure that he does, Mr. White never lets the opportunity pass to remind him that the New York Central is one of the greatest railroads in the world. As a result, every pound of freight that is shipped is routed over the railroad's lines.

Mr. White had forty years of service with the New York Central. He began as a fireman at Syracuse, N. Y., in 1888, and was made an engineman in 1900. In all of those years, he never had an accident of any sort—a gift, he believes, from Divine Providence.

Poem Written for J. J. Loucks

WHEN J. J. Loucks, New York Central Engineman, cheered Clayton Lord, a bed-ridden boy, to health with his friendly whistle greetings last year, newspapers throughout the country commented on the wonderful thought which motivated Mr. Loucks' action. It was only a short while ago that Clayton made a surprise visit to the engineman to let him know that he was well, thanks, as he said, to the encouragement of the greetings he received from a flying train each day.

As a Christmas gift to the engineman, Ralph W. Friend, Architect and Builder of Cleveland, wrote a poem about the comradeship that sprang up between the boy and man through the medium of signals. Mr. Friend's poem tells the story of how the acquaintance began, and how, though not seeking it, Mr. Loucks secured nation-wide recognition for his kindness. The last two lines are:

"And when it comes to railroading, he will tell you every time.
The best railroad in the world, is the New York Central Lines."

Dr. Brooks Appointed

DR. NATHANIEL P. BROOKS of Croton, N. Y., has been appointed Company Surgeon of the New York Central, effective January 1. Dr. Brook's headquarters will be at Croton and Harmon, N. Y.

Jay Brown Writes of Duff Brown's Fiery Ride

TO the modern railroader links and pins are things of a dim past, knowledge of which is derived mostly from the veterans of the road, who love to spin tales of the hazardous times when they were pioneers in a new industry. It is startling to learn that at one time tank cars were nothing but wooden containers, secured to flat bottomed cars, three and four in a row, open at the top and covered with loose-fitting, round lids, often made of light matched lumber and very susceptible to fires.

It was the wooden tank cars' susceptibility to fires that prompted the verse by Jay C. Brown of Westfield, N. Y., which is reprinted here. And this is how he came to write it:

Among the possessions of an aged woman who recently died in that vicinity, was found a newspaper clipping which told of a hair-raising run made by Engineman Duff Brown on the "Cross Cut Line" back in the sixties. The "Cross Cut Line" was a Buffalo-Pittsburgh road known as the Western New York & Pennsylvania, later absorbed by the Pennsylvania, and at that time it used the Lake Shore & Michigan Southern tracks from Buffalo to Brocton, N. Y. It then ran southerly over the Chautauqua hills, rising between eight hundred and one thousand feet in a distance of about twelve miles. Prospect Station, mentioned in the poem, was at the crest of this grade, making the route of the engineman visible for many miles to the inhabitants of the slope and of the shores of Lake Erie.

Engineman Brown, of the eighteen-sixties, was piloting an accommodation train consisting of ten cars of oil, one car of freight, a baggage car and a coach. While running between the points mentioned, he discovered that the oil cars were on fire. The rear portion of the train was cut off from the oil tanks, as were the engine and the car of freight. The engineman then tried to run away from the burning train, but the grade was too heavy and the cars overtook him. Brown flashed by Brocton Junction at the rate of a mile a minute and out onto the main line of the Lake Shore, where, the tracks being level, the flaming cars soon stopped. It is said that those who witnessed the race will never forget it.

Jay Brown, who has been an employe of the L. S. & M. S. and the New York Central since 1903, tells his version of the run in verse.

* * *

'Twas just at eve, ere the night
Had hung her jeweled lamps on high—
When swallows homeward winged their flight,
And snowy clouds across the sky
Go drifting toward the sunset gate
Where like the fleecy sheep they wait;

Aye, wait, until the Shepherd's hand
Swings wide the gates, corrals the band—
That Brown pulled out along the line,
That seemed a serpent's gleaming trail,
As if a Master's grand design
Was traced in iron, and laid with rail.

Ten tanks of oil behind him swung—
Like links of silver chain they hung,
Or, like a snake, wound in and out
Around the hills that blocked the route,
As whirling out to meet the night
The monster ran with eye alight.

Then came to Brown, the engineer,
Who leaned from out the window near
And listened to the ringing bell,
The smell of fire, a breath from hell;
And glancing back along the train
He whistled for brakes, with might and main.
Those gleaming links of silver chain
Had turned to fiery tongues of flame.

It stopped at last upon the hill;
The wheels were blocked—the train stood still
When Brown pulled out, along the route
That wound the emerald hills about,
With but a single car of freight.
Yet looking back he seemed to wait
Some sound from there; then breathed a prayer,
Then glanced out through the dark again
And listened as with bated breath;
"My God, we're followed by the train!"
He said, "And now we race with death."

He shot away into the night
Like an arrow winged in flight,
While swift behind him in the race,
Like some huge bloodhound full in chase
There ran the train—a sheet of flame,
A fiery demon born with brain.

It reached forth hands into the wood
That lined the tracks on either side;
It touched the trees in playful mood,
Their green leaves turned to black and died.
A fire swept o'er the woodland's flanks
And left the trees in broken ranks.

Still faster whirled the engine wheels,
Yet faster swept the train behind,
Along the gleaming track it reels—
'Tis faster than a gale of wind
Blown from the gateways of the morn
And freighted with its wealth of storm.

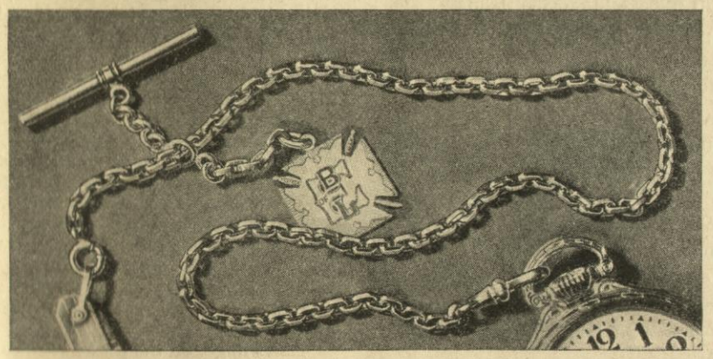
Brown felt again above his face
The fiery serpent's burning breath;
The fireman from his window place
Leaned out to jump to certain death.
His pale lips breathed a broken prayer,
But Brown's good strong arm held him there.

Twice on the flats above the town
Brown "slowed" the mighty monster down
To hold the train, and twice in vain
It reeled forward in chase again—
Its glare was on the engineer
Who turned to marble where he stood.
The demon's whistle, loud and clear,
Woke goblin echoes in the wood
As he flew by—'til peering through
The dark, the Junction loomed in view.
"God grant," he said, "the switch is thrown
To let me down the Lake Shore line,
Or else my wife will await at home
Her engineer a weary time."

The switchman heard the whistle shrill,
And saw the fiery, flying train,
As Brown was yet upon the hill;
A thought flashed through his busy brain—
He threw the switch to let them out
Upon the Lake Shore's winding route,
And fancied as they roared away,
He heard a muttered curse from Death
At being cheated of his prey—
Perhaps 'twas but the demon's breath
That came in broken gasps of rage
To think he must await Old Age.

Upon the level track, the train
Came slowly to a stop again.
Its fiery splendor through the night
Lit up the fields with ruddy light.
In that short ride the fireman's hair
Had turned from brown to snowy white,
While trembling lips had learned a prayer
In the wild run they made that night.

"Duff" Brown, still running Number One,
Gets in here just at the set of sun.



The swivel says it's a Simmons

A GOOD WATCH DESERVES A GOOD CHAIN

It's a good watch. You know it. The chain ought to be just as good. Strong. Sturdy. Able to undergo day-in, day-out wear, every day, without strain. *A Simmons Chain!*

You'll find Simmons Chains good-looking too. Not frilly, but in keeping with your watch. And no matter which of the many designs you like, the price will be reasonable. The chain illustrated is a yellow gold-filled Dickens, 4899½, and costs $11.25, alone. You can see this chain, and many others, at the watch inspector's. R. F. Simmons Co., Attleboro, Massachusetts.

SIMMONS CHAINS

Here's a schedule of health for all railroad men!

RAILROAD MEN lead busy lives. Schedules and connections to make—emergencies to meet, traffic must move!

Oftentimes only a few minutes for meals. Railroad men know the importance of keeping fit. One necessary precaution is to include sufficient roughage in the diet. Kellogg's ALL-BRAN is roughage. Eaten regularly, it insures proper elimination. It is a delightful food! Two tablespoons daily—in severe cases, with every meal—is positively guaranteed to relieve and prevent temporary and recurring constipation or money will be refunded.

In addition, Kellogg's ALL-BRAN contains an abundance of iron, which builds blood, strengthens the entire system and makes men better fitted physically to meet the strenuous demands of every-day railroad service. Eaten with milk or fruits, it adds valuable vitamins to the system.

Eat Kellogg's ALL-BRAN with milk or cream, with fruits, in soups and salads. No meal is so hurried you cannot include this simple and delicious precaution of health. Your grocer has Kellogg's ALL-BRAN. It is served everywhere. Made by Kellogg in Battle Creek.

Kellogg's
ALL-BRAN

The popular Health Combination is Kellogg's ALL-BRAN *and Kellogg's Kaffee Hag Coffee—real coffee with 97% of the caffeine removed.*

Crossingman Gives Rules For Motorists and Pedestrians

A CLARION warning to motorists and pedestrians to heed lowered crossing gates and ringing bells was sounded on the first of the year by Al Bowman, Gateman at the Main Street, New York Central crossing at Kendallville, Ind., who declared that there were many days that he left his crossing almost a physical wreck because of the carelessness of some people.

Not only is it true of himself, said Mr. Bowman in the Kendallville *News-Sun*, but it is also true of crossing watchmen the country over. It is amazing, he said, how many people disregard those warnings and take their lives in their hands by crossing the tracks when the gates are down. And the automobile drivers who take chances are without number.

Mr. Bowman then cited two cases of near accidents which, if they had occurred, would have resulted in death. The first case was that of a young man who, disregarding the fact that the gates were down, stepped onto the crossing while watching a local train switching. He apparently thought that the only train near him was the switcher, for he was almost run down by an eastbound fast train that brushed him as it went by. The other case was that of a young woman, and she, too, seemed to be more interested in the slow moving switcher than a fast train which was approaching on another track.

Occurrences similar to these happen almost daily, he said, and as a result he goes home a worried man. Some of the fellows who cross the tracks, he claimed, do so in a leisurely fashion while a whole row of automobile drivers are impatiently honking their horns at the gateman. He then gave a set of simple rules which, if obeyed, may save a life or lives. Here are Mr. Bowman's rules:

"In approaching the gates from either direction, especially coming down a hill, have your car under complete control.

"If the gates are open, go through carefully and look both ways. Don't trust everything to the gateman.

"If the gates are down, stay out—if there was no danger they would not be down.

"Don't linger on the tracks whether on foot or in an automobile.

"When the watchman rings the bell, apply the brakes, not the gas. The bell is to give warning that the gates will be lowered, but the gateman cannot do two different things at once."

Joins Travel Bureau Staff

L. A. BROWN, of the New York Central Ticket Office in Toledo, has resigned to join the staff of the Travel Bureau of the Commerce Guardian Trust & Savings Bank of Toledo. He will be assistant to the head of that department at the bank.

(Continued from page 63)

laborer and switchtender at Barrytown, N. Y., in 1880, and was made a switchtender there the following year. He was appointed a fireman for the West Shore Railroad in 1883 and was made an engineman in 1887.

He served as a member of the New York State legislative board for the Brotherhood of Locomotive Engineers for many years, and was a past president of Capitol Chapter, New York Central Veterans' Association.

James A. Jenks

JAMES A. JENKS, a pensioner of the New York Central since 1914, when he was retired at the age of seventy, died December 22, at his home, 853 East Willow Street, Syracuse, N. Y.

Mr. Jenks entered New York Central service in 1864 as a brakeman on the Western Division and was made a flagman in Syracuse in 1913, a position he held until his retirement.

Victor E. Zehring

VICTOR E. ZEHRING, General Agent for the Big Four at Cairo, Ill., died at Martinsville, Ohio, on December 22, where he went for treatments for rheumatism. He suffered hemorrhages on the day previous to his death, and it developed that he was a victim of cancer of the stomach.

Mr. Zehring began his Big Four career in 1915 as a commercial agent at Jackson, Miss. He was appointed freight traffic representative at Toledo three years later, and city freight agent in 1920. He was made General Agent a few months later. Mr. Zehring was fifty-nine years old.

Michael T. Mangan

FOLLOWING a short illness, Michael T. Mangan, retired Engineman, died at his home, 130 Lawton Street, Yonkers, N. Y., on December 12.

Mr. Mangan was born in Ireland eighty years ago and came to the United States at an early age. He began his railroad career fifty years ago with the Long Island Railroad, and entered the service of the New York Central in 1881 as an engineman. He served continuously in that capacity until his retirement on September 1, 1919.

Surviving are four sons and one daughter.

Norman Jaycox

NORMAN JAYCOX, sixty-eight, died at his home, 123 Edendale Street, East Springfield, Mass., December 25. Mr. Jaycox was a tinsmith for the Boston & Albany Railroad in Springfield.

He was born in Massena, N. Y., and entered B. & A. service in 1908. Surviving are his widow, three sons and five daughters.

Edward Brysland

FOLLOWING an operation for cancer of the stomach, Edward Brysland, Crossing Watchman for the New York Central at Waterloo, Ind., died at the Garrett Hospital, Waterloo, December 17.

Mr. Brysland had served the New York Central as a section hand and crossing watchman for many years.

William H. Bain

WILLIAM H. BAIN, fifty-five, Agent for the Big Four at Waynetown, Ind., died at his home on December 15. Mr. Bain had been with the Big Four since 1912, when he began as an operator.

Funeral services were held on December 17, and were conducted by the Masons of that city.

Robert A. Atchinson

ROBERT A. ATCHINSON, for twenty-two years an employe of the New York Central, died at his home in Albany on December 16.

Mr. Atchinson began his railroad service in 1907 as a car cleaner at West Albany, and later became a carpenter, templet maker, safety appliance man, freight car painter and varnisher.

George K. Simmons

GEORGE K. SIMMONS, retired from the New York Central since April 1, 1927, died at his home, 865 East Oak Street, Kankakee, Ill., December 19. Funeral services were held under the auspices of the Masons on December 23.

Mr. Simmons was born in 1870, and entered the service of the New York Central as a fireman, shortly after he was graduated from high school. He was made an engineman in 1893, serving in that capacity until his retirement.

He was a member of numerous Masonic orders and of the Brotherhood of Locomotive Engineers. He is survived by his widow and two children.

Frank P. Calhoun

FRANK P. CALHOUN, retired since 1926, died at his home in Youngstown, Ohio, on January 3. Burial was in Belmont Cemetery, Youngstown.

Mr. Calhoun was born in 1856 at Jamestown, Pa., and entered New York Central service in 1873 as a telegrapher. He later served as train dispatcher, chief train dispatcher and assistant train master. At the time of his retirement Mr. Calhoun had fifty-two years of continuous service.

Frank H. Steele

FRANK H. STEELE, veteran Engineman of the New York Central, died at the home of a son, 1210 Teall Avenue, Syracuse, N. Y., December 30. Mr. Steele had been on the retired list of the railroad since March 1, 1918.

When he was retired, officials said of him that he was one man "never on the line." To Mr. Steele that was the greatest possible compliment, for it meant that he had never piloted his engine past a signal, never twisted the

"Brains Work Best With a Pipe Between the Teeth"

We have said it before and we say it again. The soothing pipe and the quieting aroma of good tobacco let your brain do its best.

Good tobacco means "Edgeworth"—a happy blend you ought to try before you decide that you have found just the right smoke for your taste. Many pipe smokers have used Edgeworth for twenty years and more. Its quality never changes. If you like it today you can depend upon its being the same fine, mellow Edgeworth every time you buy it.

Made in two forms—"Ready-Rubbed" and "Plug Slice." Sold everywhere.

If YOU don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge.

EDGEWORTH
SMOKING TOBACCO

LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a *good* pipe.

My name _____

My street address _____

And the town and state _____

Now let the Edgeworth come! T4

How about your boots' "whiskers"?

How long have your boots been in service? Just a short time? And you need new ones already?

Or can you count on them giving you long wear? Then they must be "U. S." Blue Ribbon Boots.

You will find this "U. S." Blue Ribbon Ebony Boot, pictured in actual service above, one of the toughest you've ever worn. What "whiskers" *they'll* have before they've finished their service!

And yet these boots are very light—wearing them all day won't tire you.

As for rubbers, "U. S." Patrols give longer wear than any other rubbers we know of. From men who "squirrel" many cars a day and from men who ride the cushions, we've had the highest praise for the wearing quality of these extra heavy rubbers.

"U. S." Patrols are lined. They have a reinforced vamp that is a further assurance of extra long wear. They have a very heavy white sole and bumper heel that laughs every time it's used for kick-off purposes.

Look for the blue bind at the top—it's the sign of genuine "U. S." Blue Ribbon Footwear.

MADE BY
United States Rubber Company
The World's Largest Producer of Rubber

"U.S." BLUE RIBBON heavy footwear

Blue US Ribbon

code and had never struck anything or anyone while sitting in the cab of his locomotive.

He had been in service for fifty-three years at the time of his retirement, and it is said that he was one of the first men to receive the assignment of piloting the Twentieth Century Limited. He had maintained an active interest in railroading during the period that passed between the time of his retirement and the time of his death.

Surviving are his widow, two sons, a stepson, and two grandchildren.

Clinton C. Cable

SUCCUMBING to an attack of pneumonia, Clinton C. Cable, forty, New York Central Operator, died in his home at Depew, N. Y., on January 3.

Mr. Cable began his service with the New York Central in 1912 as a signalman and operator at Crittenden, N. Y., and was later transferred to Depew. Surviving him are his widow, two sons, a brother and a sister.

Charles Prior

AFTER a lingering illness, Charles Prior, retired Crossing Watchman of the New York Central, died at Hawthorne, N. Y., on December 28. Mr. Prior had been in New York Central service since 1893, when he began as a laborer on the Harlem Division, and was appointed crossing watchman in 1914. He was retired March 1, 1928.

Eustace G. Thompson

FOLLOWING an illness of eight weeks, Eustace Gerald Thompson, fifty-eight, died in Memorial Hospital, Niagara Falls, N. Y., on January 9.

Mr. Thompson was born in Ridgetown, Ont. He moved to Niagara Falls fourteen years ago. He entered New York Central service as an operator on the Canada Division in 1893 and was transferred to Suspension Bridge as a clerk in 1902.

Mr. Thompson is survived by two daughters.

G. D. Emerson

G. D. EMERSON, eighty-one, a one-time employe of the New York Central, died in Buffalo on January 6, after a long illness.

Mr. Emerson entered New York Central employ in 1867 and remained with the company about thirteen years. He later became an executive of the Central Traffic Association in Buffalo.

Thomas Cunningham

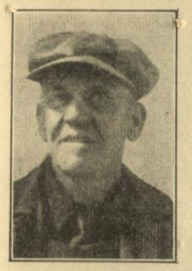
THOMAS CUNNINGHAM, retired since May 1 of last year, died suddenly at his home in Palmyra, N. Y., January 5.

Mr. Cunningham began work on the Palmyra work train of the New York Central when he was a boy of seventeen and remained on that job for two years before he was appointed a section laborer under the supervision of his father. On his father's death, Mr. Cunningham took over the section and acted in the capacity of foreman until May 1, when he voluntarily retired after having completed forty-eight years of service at the age of sixty-five.

Surviving Mr. Cunningham are three sons and three sisters.

Joseph J. Sailer

JOSEPH J. SAILER died at the White Plains Hospital on December 24, following an accident which occurred while on his way home from work on that date.



Joseph J. Sailer

Mr. Sailer, whose home was at Hawthorne, N. Y., had been in the employ of the New York Central for many years, the last ten being spent in the Storeroom at the Inspection Shop, White Plains, North Station, N. Y.

He was sixty-six years old and is survived by his wife and daughter, Mrs. Philip Young of Brewster, N. Y.

(Continued from page 11)

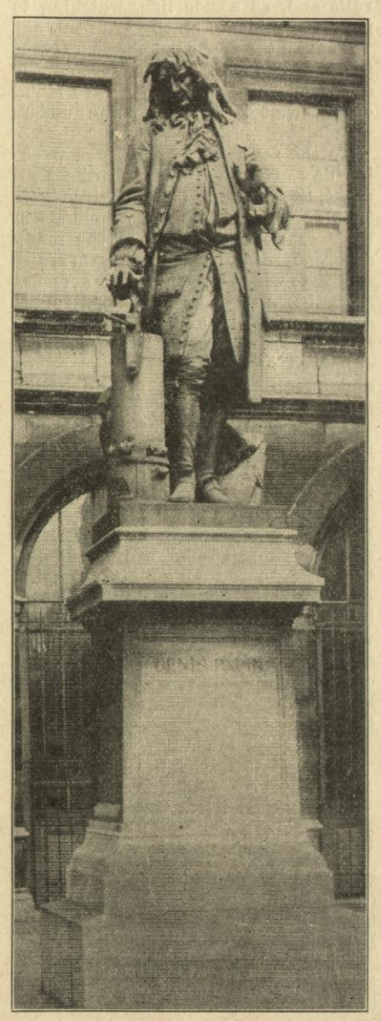
tional unity. They have made populations of divers regions dependent one on the other, and have obliterated the frontiers which formerly existed.

His industrial career finished, Marc Seguin applied his energy to the study of scientific problems, expounding revolutionary ideas on all questions which were raised in the last century—origin and propagation of force, causes of heat, light, and electricity. He acquired the conviction that the balloon was not for the future, but we must "imitate the mode in which divine Providence had determined the question in a manner so simple and so advantageous." Already he foresaw the role which this new mode of locomotion would play and he wrote: "In a more or less distant time, one will start on a voyage as easily in the air as one would make a voyage by sea today."

He displayed that intellectual curiosity which he had shown since the day when, as a fervent disciple, he listened to the lessons which his uncle had given him. "He offered the rare example of a life in the course of which thought and action attain the same grandeur." All his life he proved to have the same intellectual daring, the same faith in the progress of science, the same enthusiasm which prompted him to say: "Where are the bounds before which human power will stop? When the material force of man is found insufficient to accomplish his work and to contribute to progress, when his ambition meets with insurmountable obstacles, a drop of water converted into steam, has come to assist him in his weakness and to create a power, the force of which one cannot yet, nor perhaps for a long time, estimate."

Seguin proved his unselfishness by making no effort to profit by his invention, the world being free to benefit by its adoption. Disdainful of fortune he took upon himself the cares of the humble; he occupied himself with ameliorating the living conditions of the working class; he had gardens laid out in neighboring towns, and he built a hospital for convalescents at Varagnes.

The father of nineteen children, he led the life of a patriarch and always showed that beneficence without which the life of the most illustrious man remains imperfect. He died at the age of eighty-nine in his chateau near Annonay, surrounded by the scenes of his childhood.



While Marc Seguin made the first tubular boiler locomotive, it was Denis Papin who invented the tubular boiler itself. His statue, shown above, like the bust of Seguin, is in the Museum of Arts and Crafts in Paris.

A Case In Point

Son—Dad, you don't charge for advice to one in the family, do you?

Father (who is a lawyer)—No, of course I don't. Why do you ask?

Son—Well, when you were a boy and needed a dollar, what did you do?

Piles Treated Without Surgery

Write For FREE Book

A new instructive book, "Piles Treated Without Surgery," fully illustrated, printed in colors and copyrighted, has been published by Dr. McCleary, the noted Rectal Specialist, C-516 Elms Boulevard, Excelsior Springs, Mo. In it Doctor McCleary tells how sufferers from Piles can be successfully treated without surgery, without the use of chloroform and ether, if treatment is taken in time. The McCleary treatment has been successfully used for over 28 years. Over 20,000 cases of rectal trouble have been treated by Dr. McCleary and his associates. If you suffer with Piles or other rectal troubles, write Dr. McCleary today for a Free copy of this book and their large reference list of former patients. All literature sent in plain wrapper free and postpaid—Adv.

Hand him this!

If you know a man who brings home a hand like this every night, you can do him a good turn—and make his wife happy, too—by telling him about Lava Soap. Tell him that Lava's rich lather is filled with Italian pumice that's ground as fine as flour. It gets the grimiest hands clean in 58 seconds, without hurting the skin. And tell him that Lava works fast *even in cold or very hard water.*

George, the Lava Soap Man

A big cake of Lava Soap costs only a dime (or 6 cents for the medium size cake) at any grocery or drug store. But if you want to try it first at *my* expense, mail this coupon.

Procter & Gamble, Dept. H-230
Cincinnati, Ohio

George: Send me a free sample cake of Lava Soap.

Name.....

Street.....

City.....*State*.....

Letters to the Editor

The Section Foreman

To the Editor:

SO MANY BOOKS are written on the various phases of railroading; and poems are written about the great moguls of our railroads, but very little is ever written about one of the essential cogs in railroad machinery—the section foreman.

Seldom is he decorated for bravery or feted for heroic deeds, but he is truly an everyday hero.

He must be ever on the alert to prevent accidents that might result in death and disaster to the public. When snowstorms and blizzards rage he must be on duty and use every possible means to keep railroad traffic open and trains running on time. He must not allow physical discomfort or weariness to hinder the work, but labors oftentimes under almost inhuman conditions. He must be ready at a moment's notice to leave a warm, comfortable home and go out into weather that even the bravest man dreads to face. Storms, floods, heat and cold must be encountered frequently in the foreman's work.

So often do we hear that misguided remark, "All it takes to work on a railroad is a strong back and a weak mind." Of all senseless remarks that one heads the list. Foremen that are truly striving to perform their many duties are called upon to solve problems that would puzzle Einstein himself. It requires not only brawn but brain to maintain a section of track and keep it to the standards demanded of the foremen of today. Any foreman that can make out an accurate monthly inventory sheet, a daily report, a used material report, a time book and in between whiles answer correctly every question asked him is truly a genius.

The foreman has need of decidedly more than a "strong back" to understand how to line, raise gauge, skip service, dress to standard his section of track, not to mention the proper methods of handling those creosoted ties, changing switch ties, putting in rails and, as a side line, watching to prevent accidents among his men.

Though the above list shows a few of the many duties that a foreman is called on to perform there are many others that only a foreman understands.

To the foreman and his men working day after day, and oftentimes all night, the public in general gives little time or thought. As the people sit in their comfortable seats in the many different trains, how few of them really realize to whom they owe their personal safety! If a foreman fails to patrol his section properly and one tiny defect is overlooked, their lives are endangered and terrible wrecks occur, and appalling are the results to the public and the railroad involved.

A foreman must be of a genial disposition, and will often be obliged to exert to the utmost his tact to maintain harmony among his men.

To the men and the foreman, in railroad slang the "gander dancers" and the "king snipe," life on the section is far more than a matter of being on duty eight hours a day and cashing their checks every two weeks. Their work demands careful and accurate service, unswerving loyalty in the face of danger and above all a keen, clear knowledge of personal and public Safety.

MRS. EDWARD BEDORE,
Donovan, Ill.

Engineman Expresses Thanks

To the Editor:

WHILE Mrs. Witton and I were visiting our daughter in Milwaukee over the holidays Mrs. Witton was taken seriously ill and passed away December 23, 1929.

I had previously ordered transportation for the return trip which at that time had not been received. I got in communication with the New York Central passenger representative in Milwaukee and asked him to communicate with the General Offices of the Ohio Central Lines to see if they could have the transportation furnished immediately. He did so and the passes were placed at Milwaukee at once and we were able to start for home without any delay.

On the return trip any number of New York Central employes assisted in making our journey as pleasant as possible under the circumstances and I want to take this means of expressing my appreciation for the many favors shown me by New York Central employes in Milwaukee, Chicago, Toledo and Columbus.

T. N. WITTON, *Engineman.*

(Continued from page 75)

the instruments and equipment necessary for blind flying and for landing on a proper field. It is necessary, before fog flying will be entirely perfected, to co-ordinate these instruments and equipment, and make them infallible.

Instrument flying knowledge can be easily imparted to the future pilot, prior to his exposures to the dangers of an enthusiastic beginner. Schools of blind flying (blind ground flying) will teach him to follow his instruments, which, of course must be foolproof and accurate. All control movements can be arranged with properly adjusted limit switches and signals, interrelated to the aero-dynamic properties of the craft they are used on.

With elimination of the fire hazards—a very important item; proper knowledge of gliding—which every pilot should master—and a suitable system of airports and emergency landing fields, air transportation will in all respects be as sound and safe as our other modes of transportation.

As much as a pilot used to fear fog, he is gradually, but surely, learning to use his instruments and become adept in their application. All the vagaries of the weather are now charted as clearly as the tides and currents of the sea, and the guiding and ever present and watchful hand of the United States Weather Bureau helps the pilots safely on their way and to their destination.

The careless man is a menace to his fellow workers as well as to his family and himself.

TICKETS, PLEASE!

The passengers know the courtesy of the conductor. They believe in the ability of the engineer and the rest of the crew. They also have confidence in the train equipment. Probably they do not know the details of this equipment, that the steam and air lines are Byers Genuine Wrought-Iron Pipe. But the crew knows it! Railroad men know that under all conditions of service and trying tests Byers Genuine Wrought-Iron Pipe measures up to the highest requirements of efficiency and safety. They know its importance . . . know it is a guarantee of protection for these passengers—and them. We'd be glad to send you Bulletin 44 which analyzes the causes of pipe failure in railway service.

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Established 1864 Pittsburgh, Pa.

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AN INVESTMENT—NOT AN OUTLAY

THE M.A. HANNA CO.
PIG IRON
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Buffalo, Cincinnati, New York, Baltimore
CLEVELAND
Pittsburgh, Philadelphia, Williamsport
Detroit, Toronto, Toledo, Chicago

A Railroad Man's Eyes

are his Fortune. In Blinding Sunshine and Inky Blackness, they must remain Clear and Searching. Wise Engineers Protect their Eyes against the Hurtful effects of Cinders, Coal Gas, Dust and Wind through the Frequent use of *Murine*. It Soothes, Cleanses and Refreshes.

Send for FREE Book on Eye Care
The Murine Company, Dept. AA, Chicago

MURINE FOR YOUR EYES

THE HONOR ROLL

ONE of the prime requisites of a successful railroad man is vigilance. Watchfulness and alert attention to details constitute the main factors in the safe operation of trains. One of the pleasantest things the supervisory officers of the various companies of the system have to do is to commend employes who show in specific, outstanding cases that they possess a ready eye and quick mind by noting impaired conditions of rails or equipment.

Below are given the names of the men who recently have won in this way special commendation from their superiors for actions that have helped to prevent accident.

Asterisks indicate additional commendations.

LINE EAST

L. S. Abrams,* Signalman, SS-34, Rome, N. Y.
J. S. Barhydt, Signalman, SS-7, Carman, N. Y.
H. Becker, Signalman, SS-13, Amsterdam, N. Y.
W. J. Birchmeyer, Yard Brakeman, Belle Isle Yard.
F. E. Blanchard, Signalman, SS-34, Rome, N. Y.
M. A. Calvert, Operator, Mexico.
Mrs. Rose Campbell, Telegraph Operator, Barnes, N. Y.
P. Case, Telegrapher Leverman, Rochester, N. Y.
John Cassin, Station Laborer, Dundee, N. Y.
Luman C. Chatfield, Freight Conductor, Selkirk, N. Y.
M. E. Cleary, Engineman, Rochester, N. Y.
W. N. Clermont, Operator, Chateauguay, Que.
R. B. Colvin, Freight Brakeman, Corning, N. Y.
D. W. Dee, Relief Baggage Agent, Frankford, N. Y.
H. T. Down, Signalman, SS-24, Little Falls, N. Y.
Ernest G. Eisinger, Signalman, SS-30, Utica, N. Y.
William Fielding, Signalman, SS-Uv, Unionville, N. Y.
J. F. Flannery, Telegrapher, SS-B, Lockport.
Ruben C. Frye, Crossing Watchman, Little Falls, N. Y.
F. W. Galbraith, Signalman, SS-13, Amsterdam, N. Y.
A. Gilmore, Sec. Foreman, Albany, N. Y.
John Hart, Signalman, SS-1, Albany, N. Y.
E. M. Hull, Brakeman, Rochester, N. Y.
Marvin Ingraham, Signalman, SS-NE, South Schenectady, N. Y.
John Kane,** Crossing Watchman, Little Falls, N. Y.
Charles J. Kline, Car Repair Foreman, Canandaigua, N. Y.
R. H. Lucas, Clearfield, Penna.
M. B. Lynch, Signalman, SS-NE, S. Schenectady, N. Y.
W. R. McFarland, Clearfield, Pa.
E. B. Mabee, Yard Brakeman, Schenectady, N. Y.
H. T. Merkley, Brakeman, Rochester, N. Y.
T. C. Miller, Agent, Wellsboro Junction, Pa.
P. J. Moore, Signalman, SS-30, Utica, N. Y.
H. F. Moran, Telegraph Operator, Geneva, N. Y.
J. H. Newman, Signalman, SS-44, Kirkville, N. Y.
M. J. Owens, Relief Ticket Agent, Fonda, N. Y.
J. D. Quackenbush,** Signalman, SS-RJ, Rotterdam Junction, N. Y.
R. Ramasetter, Switchtender, Corning, N. Y.
J. Sabeiga, Telegraph Operator, Junius, N. Y.
J. Shagalski, Signalman, SS-1, Albany, N. Y.
W. L. Sharpe, Telegraph Operator, Dresden, N. Y.
J. M. Sisto, Signalman, SS-11, Hoffmans, N. Y.
F. T. Smith, Operator, Larrys Creek, Pa.
G. W. Smith, Signalman, SS-13, Fonda, N. Y.
G. A. Starin, Signalman, SS-7, Carman, N. Y.
L. J. Stone, Yard Conductor, Belle Isle Yard.
Herbert T. Thackrah, Signal Maintainer, Albany, N. Y.
E. D. Vaughn,* Telegraph Operator, Ellis, N. Y.
F. L. Vesper, Conductor, DeWitt, N. Y.
J. E. Watson, Switchtender, Watson Jct.
G. J. Wells,** Signalman, SS-7, Carman, N. Y.
Henry W. Zulch, Signalman, SS-21, St. Johnsville, N. Y.

LINE WEST

L. C. Spring, Towerman, Ashtabula, O.

OHIO CENTRAL LINES

R. E. Kindred, Section Foreman, Millersport, O.

BIG FOUR

T. W. Gary, Operator, New Paris, Ind.
Fred Hess, Crossing Watchman, Goshen.
E. W. Hogue, Conductor, Collinwood, O.
E. J. Kenney, Engineman, Cleveland, Ohio.
Bonifacia Martiniz, Galion.
G. L. Smith, Operator, Bellefontaine, O.

MICHIGAN CENTRAL

H. J. Butler, Operator, Niles, Mich.
Adolph Lubs, Towerman, Michigan City, Ind.
C. F. Wilson, Chief Inspector, River Rouge.

PITTSBURGH & LAKE ERIE

C. G. Blassey, Operator, College, Pa.
J. I. Murray, Engineman.
Charles A. Wood, Bridge Watchman, McKeesport, Pa.

Hay! Hay!

"Hadn't you better go and tell your father?" said the motorist to the farmer's boy, who stood looking at the load of hay upset in the lane by a collision.

"He knows," replied the boy.

"Knows? How can he know?"

"He's under the hay."

PATENTS

TIME COUNTS IN APPLYING for patents. Send sketch or model for instructions or write for Free book. "How to Obtain a Patent" and "Record of Invention" form. No charge for information on how to proceed. Clarence A. O'Brien, Reg. Pat. Att'y, 421-A Security Savings & Comm'l Bank Bldg., Wash., D. C.

5 Room ALADDIN $552

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Buy direct from the big Aladdin Mills at wholesale prices. Shipment is made in sealed box car—freight prepaid. Safe arrival guaranteed.

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WE PAY FREIGHT

Join the thousands of satisfied Aladdin home owners—build your home the modern Aladdin Readi-Cut way.

Garages $92 up

All sizes—attractive designs. Build one yourself in a day or two and save the labor cost.

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Save $200 to $1000

Aladdin Homes are cut-to-fit at the Mill on huge labor-saving machines, instead of on the job, where labor and lumber waste costs dearly. You save the difference and get the finest home your money can buy.

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Prices include all lumber readi-cut, millwork, windows, doors, interior woodwork, hardware, roofing, glass, nails, paints, varnish, and stains.

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The ALADDIN CO.
Bay City, Mich., Portland, Ore. Wilmington, N. C.

Simplex Screw Jacks for the Home, Work Shop or Manual Training

WITH this 500 lb. capacity Simplex Jack, you can straighten window or door frames and avoid planing or resetting locks—level radiators, plumbing, drain pipes, ice box; straighten or clamp glued work, radio cabinets, stretch shoes, etc. This little

"Jack in the Box"

is for the man who uses tools, or the boy interested in manual training or mechanical toys. It has hundreds of uses. Sturdily built, beautifully finished, and unconditionally guaranteed.

Its purpose is to demonstrate and advertise the exclusive safety feature of the visible screw and power of the larger Simplex Jacks, and will be sent you prepaid for 35 cents — Canada 45 cents. Money refunded without question and instantly if not satisfied.

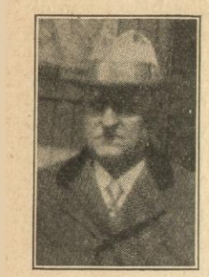
Templeton, Kenly & Co. 920
ESTABLISHED 1899
1020 So. Central Av. Chicago Ill. U.S.A.

Gentlemen: Please send me postpaid 1 Simplex Miniature Jack at 35 cents and _____ at 35 cents each for my friends.
A total of $_____ is enclosed.
Name _____
Street _____
City _____ State _____
Mark color desired: Red, Blue, Green

ASK YOUR HARDWARE DEALER FOR THE LARGER SIMPLEX JACKS

100 At Retirement Reception For John Breen

GATHERING in the home of a friend, more than one hundred associates of John Breen held a farewell reception for him on September 14 at Rochester, N. Y., and presented him with a handsome gift. Mr. Breen was retired from active service with the New York Central on September 1.



John Breen

He started his service as a carpenter in Buffalo in 1888 in the Maintenance of Way Department, and three years later was appointed scale inspector, working in that capacity until 1899 when the position was abolished. He was then made foreman of water works, a position he held until his retirement.

Mr. Breen worked under four supervisors—J. F. Lantry, E. J. Rykenboer, G. J. Klumpp and E. L. Jenkins.

Two B. & A. Men Move Up

TIMOTHY O'LEARY succeeds T. W. Carter as Train Master on the Boston & Albany with headquarters at Worcester. The appointment was effective January 1, immediately after Mr. Carter's retirement. Mr. O'Leary has been with the railroad more than twenty-six years, having entered the service on May 6, 1903.

Alfred D. Baer of Worcester takes Mr. O'Leary's place as Night Train Master in Worcester. He entered the service of the Boston & Albany Railroad June 14, 1903, as a baggage master and was promoted to freight conductor in 1910 and passenger conductor last year.

Night Usher at Rochester Knows Railroads and Languages

FOR THE PAST eleven years Mortimer E. Milburn has been studying nights and is now acquainted with a dozen or more languages, including several dialects of the Chinese. But his linguistic talents have not been developed in an academic hall or in any school, but instead at the New York Central Station in Rochester, N. Y., where he acts in the capacity of night usher.

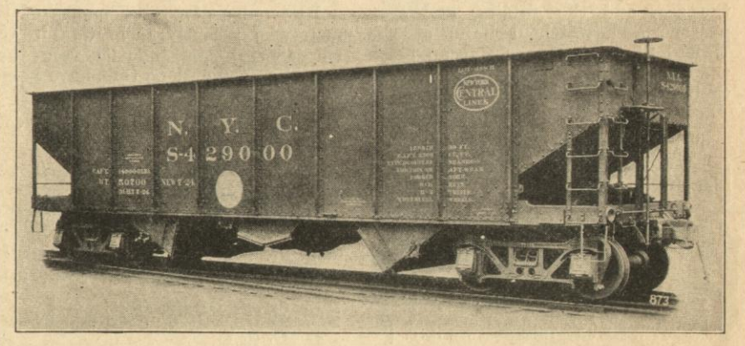
Mr. Milburn, according to the Rochester *Times-Union*, is a one-man travelers' aid and a bureau of information. He has distances, rates and the best routes at the tip of his tongue, and it is only occasionally that he is "stumped." When some information seeker wants to know the shortest route to a certain unfamiliar, small town in any one of the forty-eight states, Mr. Milburn takes time out for a minute or so, discusses the problem, locates the town and then directs the person to the shortest possible route.

Life to him, it seems, is just one good turn after another.

Standard Steel Car Company

STEEL and COMPOSITE CARS

For all classes of Service, from our Standard Designs, or according to Specifications of Purchasers



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GENERAL OFFICES: Frick Bldg., Pittsburgh, Pa.

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WORKS: Butler, Pa., New Castle, Pa., Hammond, Ind.

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Chair Car Comfort in Day Coaches

—is provided by the H. & K. Rotating Chair No. 900—the latest development in comfortable, commodious and beautiful car seating.

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Gen'l Offices and Works: 1800 Lehigh Ave., Phila.

THE FERRO CONSTRUCTION CO.

Structural Steel Erectors

Railroad Bridges, Buildings, Roofs, Viaducts

Suite 1030-35 Old Colony Building

Chicago, Ill.

George Vrooman Drives New Engine On Farewell Run

EVERY whistle in the New York Central Yard at Rochester, N. Y., and each bell on every locomotive pealed a farewell at the close of the day's work on December 31 for George Vrooman, who was retired on that day after more than half a century of service with the New York Central as caller, fireman and engineman.

Mr. Vrooman was given the honor of driving back from Buffalo one of the newest type engines on her maiden trip. His father fired one of the old Mohawk & Hudson engines.

He started as a caller in 1878, a time when there were still three wood-burning engines on the Rochester Division, and they had "smokestacks as big as boilers," he says. His first job firing was on a hook-motion engine with erect cylinders that used the full amount of steam or none at all. That was before the time of the elevated tracks at Rochester. "I had the honor," said Mr. Vrooman, "of firing the first engine that went over the railroad tracks in 1881, and I also fired the engine that drew the flat cars with equipment for putting up the first block signals."

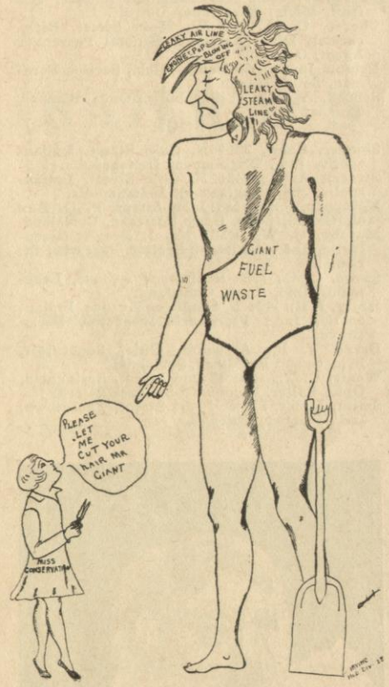
Mr. Vrooman thinks that engines in the years to come will be entirely motivated by oil and electricity and that coal will be done away with. The new 5227 is a big improvement over all of them, he said, because the coal is fired into boilers by steam, a great step since the days when firemen shoveled their own coal. Firemen and enginemen also cared for their own engines, he continued, and he remembers many times when he packed the piston rods with soapstone and also the water and air pumps. All of that work is now done in the engine house at the end of a run.

He prefers day runs, because in the fifteen years that he had been running between Rochester and Buffalo, he had plenty of time to stop off at the Railroad Y. M. C. A. in Buffalo for a game of checkers and still get home in time for supper.

Fishing is his hobby, and he never minded taking a vacation without pay to get in a little real fishing and hunting. "Now," he said, "I will have all the time I want for fishing."

SOLVAY Calcium Chloride

is much more effective than plain water in fighting fire



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SOLVAY SALES CORPORATION

Alkalies and Chemical Products Manufactured by The Solvay Process Company

40 RECTOR STREET NEW YORK

J. F. Hennessy Begins New Year Retiring From Big Four

NOT ONLY was Wednesday, January 1, the beginning of a New Year for James F. Hennessy, Yard Master at Indianapolis, but it was also the beginning of a new life—a life that will be replete with leisure hours and lacking the cares and worries of an active railroad man. For it was on New Year's day that Mr. Hennessy began his retirement from the Big Four.

Mr. Hennessy had a fifty-five-year career with the Big Four. He began as a water boy at Stockwell, Ind., in 1875, at the age of fifteen, and was made a sectionman the following year. He was transferred to Earl Park, Ind., four years later as foreman, and in 1884, he was made a brakeman at Cincinnati, being appointed conductor in 1886. Mr. Hennessy was later transferred to Indianapolis, where he remained, finishing his railroad career there at the age of seventy as a Yard Master.

Both Mr. and Mrs. Hennessy are living in Indianapolis. He is alert and active now, but the automatic retirement rules of the system provide no exceptions for sturdiness and good health, so he, though not wanting to, abided by the rules of the company.

(Continued from page 10)

connection with electrification has been in progress for some time, for no more steam trains will be operated on the West Side after improvements have been completed. This work includes construction of new shops and engine terminal facilities at Harmon for the accommodation of the new equipment to be used on the West Side. Orders were placed some time ago for thirty-five new oil-electric and forty-two electric locomotives.

The West Side work will be in charge of J. M. Doorly, under the supervision of F. B. Freeman, Chief Engineer, New York Central, Buffalo and East.

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Railroad and Commercial

Printers, Binders and Stationers

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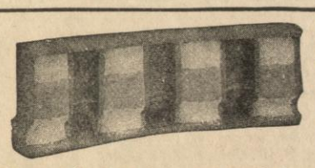
U.S. Trade Mark, Wheel Truing Brake Shoe



This Shoe Makes Your Tire True

Does the work while locomotive is in service

In Use on the New York Central Lines

WHEEL TRUING BRAKE SHOE COMPANY, Detroit, Mich.

Recent Retirements

Employees Retired on Account of Reaching Age Limit Since Last List

NEW YORK CENTRAL

Kearns, Thomas, 1918 Bailey Avenue, Buffalo, N. Y., Engineman, Syracuse.
Kelly, P. F., 342 Manning Blvd., Albany, N. Y., Engineman, Mohawk.
McCarthy, M. J., 2344 West Fourth Street, Newberry, Pa., Engineman, Pennsylvania.
Maas, August, 200 So. Pearl Street, North East, Pa., Section Foreman, Erie.
Sorgenfrei, W. M., 723 Segin Avenue, Toledo, Ohio, Engineman, Toledo.
Luddington, C. M., 723 Euclid Avenue, Syracuse, N. Y., Conductor, Syracuse.
Madden, Andrew, 43 Reed Avenue, Ashtabula, Ohio, Conductor, Franklin.
Freeman, F. J., Room 606, Ford Hotel, Buffalo, N. Y., Conductor, Erie.
Breen, John, 964 Portland Avenue, Rochester, N. Y., Gang Foreman, Syracuse.
Glass, Joseph, Wellsboro, Pa., Section Foreman, Pennsylvania.
Luther, Oscar, New Carlisle, Ind., Section Laborer, Western.
Hailey, J. W., Victor, N. Y., Crossingman, Rochester.
Stone, F. E., North Springfield, Erie County, Pa., Agent, Erie.
Evans, L. V., Wampsville, N. Y., Agent, Mohawk.
Ferrill, Nathaniel, 21 Montgomery Street, Newburgh, N. Y., Agent, River.
Hatch, F. H., 1886 Chapman Avenue, East Cleveland, Ohio, Train Baggageman, Erie.
Moore, Thomas, 510 So. State Street, Painesville, Ohio, Train Baggageman, Erie.
Schill, Gustav, 7222 Emerald Avenue, Chicago, Ill., Clerk, Western.
Kelley, E. J., 1617 Ontario Avenue, Niagara Falls, N. Y., Clerk, Buffalo.
Hodkinson, W. K., 1042 Hertel Avenue, Buffalo, N. Y., Clerk, Buffalo.
McKernan, J. W., Patterson, N. Y., Clerk-Telegrapher, Harlem.
Jackson, Abram, 403 Elton Street, Brooklyn, N. Y., Cleaner, Grand Central Terminal.
Lesnick, Michael, 1752 Hermitage Avenue, Chicago, Ill., Janitor, West.
Gang, August, 909 Utica Street, Toledo, Ohio, Telegrapher & Telegraph Inspector, Toledo.
McCormick, Wm., Ohio Masonic Home, R.R. No. 1, Springfield, Ohio, Plumber, Cleveland.
Bond, W. S., 118 Glendale Avenue, Elkhart, Ind., Boilermaker, Fourth District.

MICHIGAN CENTRAL

Pitcher, F. C., Rickhan Hotel, Kalamazoo, Mich., Train Baggageman, Detroit.
Henrekowski, Herman, 3944 18th Street, Detroit, Mich., Cooper, Detroit.
Beecham, Fred., 2213 Campbell Avenue, Detroit, Mich., Brakeman, Detroit.
Chevee, C. H., 305 W. Main Street, Blanchester, Ohio, Assistant General Passenger Agent, General.
Neeson, James, Williams, Mich., Section Foreman, South Haven.
Schook, W. H., Tillsonburg, Ont., Pumper, Canada.

BIG FOUR

Skinner, Chas., 2614 N. Gale Street, Indianapolis, Ind., Engineman, Indianapolis.
Strayer, A. E., 2421 N. Gale Street, Indianapolis, Ind., Engineman, Indianapolis.
McMahon, John, 538 John Street, P. O. Box 82, Galion, Ohio, Gang Foreman, Cleveland.
Murphy, G. W., RFD No. 1, Box 6, Greencastle, Ind., Assistant Section Foreman, St. Louis.
Stowe, C. C., 1558 Robinwood Avenue, Lakewood, Ohio, Clerk, Cleveland.
Healy, J. H., 1125 N. Hamilton Avenue, Indianapolis, Ind., Piecework Inspector, Beech Grove.
Drake, J. F., Arcanum, Ohio, Supervisor, Bridges and Buildings, Springfield.
Wentz, C. T., 1719 Mound Street, Springfield, Ohio, Caller, Cincinnati-Sandusky.
Smith, James, 211 S. Pearl Street, Thorntown, Ind., Pumper, Chicago.

PEORIA & EASTERN

Campbell, W. J., 107 E. California Street, Urbana, Ill., Machinist Helper, Chicago.
Garrison, J. W., 509 E. Illinois Street, Urbana, Ill., Janitor, Chicago.

CHICAGO RIVER & INDIANA

Zunkel, Louis, 715 W. 54th Street, Chicago, Ill., Engineman.

PITTSBURGH & LAKE ERIE

Duffley, M. J., 3305 West Carson Street, Pittsburgh, Pa., Crossingman.

BOSTON & ALBANY

Meisner, H. E., 104 Central Avenue, Rensselaer, N. Y., Fireman, Albany.
Craft, J. H., 46 Highland Street, Framingham, Mass., Crossingman, Boston.
Crossman, J. A., 110 Bigelow Street, Brighton, Mass., Agent, Boston.
Banks, G. T., 215 W. Springfield Street, Boston, Mass., Clerk, Boston.
Coit, C. B., Greenwich, Mass., Janitor, Albany.

OHIO CENTRAL

Tinklepaugh, S. F., 271 North Fourth Street, Middleport, Ohio, Conductor.

Employes Retired on Service Pension Basis Since Last List

NEW YORK CENTRAL

Doyle, J. F., 139 Seymour Street, Utica, N. Y., Engineman, St. Lawrence.
Horth, G. W., Forbes Avenue, Rensselaer, N. Y., Engineman, Mohawk.
York, M. D., Hubbard, Ohio, Handy Clerk, Franklin.
Nelson, C. B., 502 Franklin Street, Elkhart, Ind., General Foreman, Fourth District.
Ziegler, Charles, 623 Lenox Avenue, Utica, N. Y., Painter Foreman, Mohawk.
Foster, F. J., 45 S. Ryan Street, Buffalo, N. Y., District Storekeeper, BR & S.
Vetterly, Henry, Furnessville, Indiana, Section Foreman, Western.
Walsh, Frank, 80 Ross Street, St. Thomas, Ont., Engineman, Canada.

BIG FOUR

Crane, W. H., Mt. Gilead, Ohio, Engineman, Cleveland.
Mourray, John, 331 West Dixon Street, Forest, Ohio, Section Foreman, Cincinnati-Sandy.
Crabill, H. B., 205 Glendale Avenue, Elkhart, Ind., Yard Clerk, Michigan.

PITTSBURGH & LAKE ERIE

McGregor, Lincoln, 1300 Hillsdale Avenue, Dormont, Pittsburgh, Pa., Train Baggageman.

BOSTON & ALBANY

Pease, D. L., 160 Rogers Avenue, W. Springfield, Mass., Engineman, Albany.
Karey, T. F., c/o Dorothy A. Begley, South Spencer, Mass., Brakeman, Boston.

Employes Retired on Account of Disability Since Last List

NEW YORK CENTRAL

Clobridge, F. A., Empire Hotel, Syracuse, N. Y., Engineman, Syracuse.
Leffin, W. H., 284 West 5th Street, Oswego, N. Y., Engineman, Ontario.
Kahler, G. S., Seneca Road, Ebenezer, N. Y., Engineman, Buffalo.
McIntyre, J. H., 31 Tillinghast Avenue, Menands, N. Y., Conductor, Hudson.
Kelley, E. J., 154 Oneil Street, Kingston, N. Y., Conductor, River.
Connell, J. J., 13 Lander Street, Newburgh, N. Y., Conductor, River.
Judge, J. S., 214 Linden Avenue, Buffalo, N. Y., Conductor, Syracuse.
Fairbairn, W. A., 32 Frontenac Avenue, Buffalo, N. Y., Gang Foreman, Buffalo.
Gosson, Patrick, 303 First Avenue, Frankfort, N. Y., Gang Foreman, Mohawk.
Rohr, A. J., Castorland, N. Y., Telegrapher, St. Lawrence.
Matchett, C. H., RFD No. 3, Beaver Dam, N. Y., Telegrapher, Pennsylvania.
Pentz, S. W., Apt. 306, Stanford Court Apts., Powell & California Streets, San Francisco, Cal., Lighterage, Marine.
Robison, L. A., 125 So. Broadway, Irvington, N. Y., Passenger Traffic, General.
Mueller, C., 2519 Queen Avenue, Cleveland, Ohio, Blacksmith, Cleveland.
Crites, C. C., 1230 Allegheny Street, Jersey Shore, Pa., Machinist, Pennsylvania.
Babcock, W. G., Harmon, N. Y., Master Mechanic, Hudson.
Deuel, B. F., 26 Loudon Street, Yonkers, N. Y., Assistant Engineer, General.
Schneider, John, 506 Elk Street, Albany, N. Y., Master, Mohawk.
Dudichum, Wm., 108 Stanley Street, Buffalo, N. Y., Brakeman, Buffalo.
Wheeler, S. L., 942 Entrance Avenue, Kankakee, Ill., Crossingman, Illinois.

MICHIGAN CENTRAL

Precious, W. E., 517 Cedar Street, Michigan City, Ind., Engineman, Western.
Crowley, D. H., 807 E. Ganson Street, Jackson, Mich., Engineman, Middle.
Hindley, Richard, 60 Roseberry Street, St. Thomas, Ont., Conductor, Canada.
Tuck, F. E., 1028 E. Saginaw Street, Lansing, Mich., Crossingman, Northern.
Chiaro, James, 337 E. 117th Street, Chicago, Ill., Section Laborer, Western.
Zink, J. G., 3350 Lowe Avenue, Chicago, Ill., Station Fireman, Western.
Thoms, W. C., 226 Woodward Avenue, Kalamazoo, Mich., Agent, Middle.

C. R. & I.

Sinnet, Wm., 3451 So. Ashland Avenue, Chicago, Ill., Laborer.

BIG FOUR

Hollis, L. A., 190 Sycamore Street, Martinsville, Ind., Conductor, Chicago.
Welsh, P. T., 324 Western Avenue, Toledo, Ohio, Conductor, Cincinnati-Sandy.
Worley, C. N., 42 S. State Street, Indianapolis, Ind., Brakeman, Indianapolis Terminal.
Hulse, C. S., 26 Main Street, Union City, Ind., Operator, Cleveland.
White, L. J., 5121 E. Walnut Street, Indianapolis, Ind., Clerk, General.
Jones, Harry, Oswego, Ind., Painter Foreman, Michigan.

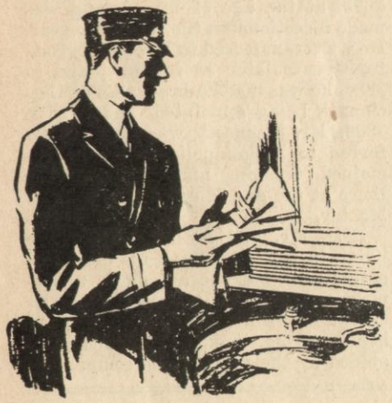
BOSTON & ALBANY

Justin, F. C., 52 Chester Street, Springfield, Mass., Engineman, Albany.
Shaver, J. P., 1 Prospect Place, Rensselaer, N. Y., Brakeman, Albany.
King, Manuel, Berwick, Maine, Crossingman, Boston.
Beers, K. M., 14 Florence Street, Worcester Mass., Watchman, Boston.

OHIO CENTRAL LINES

Klunk, W. F., 1459 Hamlet Street, Columbus, Ohio, Train Baggageman.

The end of the journey



THE train pulls into the station and passengers crowd the washrooms to get the dust of the journey off hands and faces. Onliwon towels give them the kind of service they appreciate.

They're quality towels. Absorbent—with extra-long fibres that drink up moisture instantly. Big—with 34% more drying surface to the case. Super-soft. Yet strong enough. They do a better drying job—in less time.

That's why Onliwon towels are real money savers. They are efficient. Served double folded, one at a time from Onliwon cabinets. One towel does a real job. That means time saved—fewer towels used—neater washrooms.

THE ORIGINAL

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TOILET PAPER AND PAPER TOWEL SERVICE

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Please show us how we can save more money by installing A. P. W. Onliwon paper towels in our trains, terminals and buildings.

Name _____
Company _____
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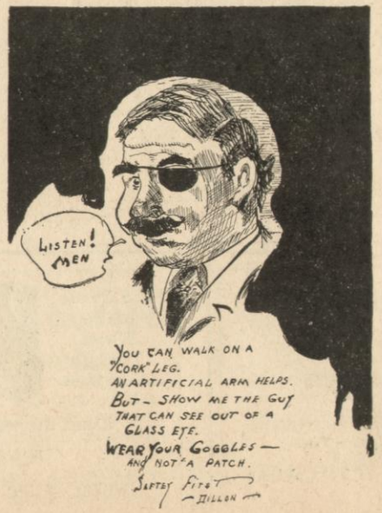

Orchard and Auto Keep Veteran Busy Since Retirement

AN ENTIRELY new and clean slate for the year of 1930 was begun for Elbert Demary, Boston & Albany Railroad Conductor, to the blasts of torpedoes and the shrill sound of whistles as his train pulled into the Springfield, Mass., Station on December 31. When his train stopped and Mr. Demary alighted from it, a group of his friends met and escorted him to the trainmen's room where they gave him a traveling bag. Michael Corcoran made the presentation on behalf of his fellow employes.

Mr. Demary's railroad career extended over forty years, four months and four days. He started in the summer of 1889 as a freight brakeman for the Boston & Albany at Worcester, later being appointed a freight conductor and then passenger conductor.

He has made no plans for the future, although he thinks that he and his wife may make a motor trip to California or Florida during the latter part of this year. He admitted it was hard to leave service, but he is not sorry as he has five acres of land covered with many fruit trees which, he expects, will keep him in shape to enjoy his spare time.

Big Four Conductor Retires From C.-S. Division

H. W. TURNER, conductor on the Cincinnati-Sandusky Division, Big Four, retired on December 31, having attained the age of seventy.

His service with the Big Four started in 1881 as a brakeman running between Delaware and Ivorydale, Ohio. With the exception of a brief employment with the Chicago, Burlington & Quincy in 1895, Mr. Turner has been in Big Four service for almost a half century.

On Friday morning, January 10, Mr. Turner was invited to the Conductors' room at the Cincinnati Terminal and there was presented with a traveling bag and a toilet set. These tokens of affection and esteem were from his fellow passenger conductors of the Chicago, Cincinnati-Sandusky and Cleveland-Indianapolis divisions.

Mr. Turner lives in Columbus, Ohio.

The Beaten Path

He—Just as Burgess and the widow Jones started up the aisle to the altar every light in the church went out.

She—What did they do then?

He—Kept right on going. The widow knew the way.

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There is a proper Socony lubricant for every point of railroad lubrication. Our line of high-grade lubricants includes:

Socony Car Oils
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Greases
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Socony Rod Cup Grease
Socony Engine Oils
Socony Coach Oils

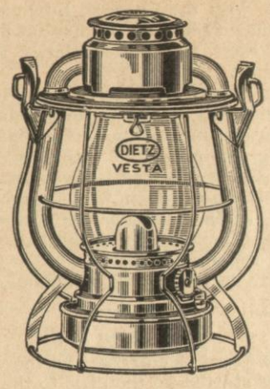
In addition to these long-life oils and greases, a Socony contract places at your disposal the assistance and cooperation of our Service Engineers—men who have had broad experience in construction, operation and lubrication of railroad rolling equipment.

We shall be pleased to have the opportunity of discussing with you further the advantages of a Socony contract. Consult Railroad Department, Standard Oil Company of New York, 26 Broadway, New York City.

SOCONY

RAILROAD LUBRICANTS

STANDARD OIL COMPANY OF NEW YORK



DIETZ VESTA RAILROAD LANTERN For KEROSENE

VESTA *for MORE Light!*

VESTA Signals can be seen from end to end of longest freights. With wick turned low it sheds more light than the average railroad lantern. Vesta aids operations and adds to safety.

Use a "VESTA" and you'll SEE!

SPECIAL NOTICE
To Trainmen who prefer a Wood Bail we will send a Vesta Wood Bail upon receipt of price — 75c.

R. E. DIETZ COMPANY
NEW YORK
Largest Makers of Lanterns in the World—Founded 1840

RAILROAD HAND LANTERNS FOR ALL PURPOSES

Veterans' Associations

Association of Chapters of New York Central Veterans
DR. J. W. LESEUR, *President*, Batavia, N. Y. †
W. G. ABRIEL, *Secretary*, 466 Lexington Avenue, New York City †

Metropolitan Chapter
President: J. M. Wooldridge
† Room 1100, 466 Lexington Avenue
New York City
Secretary: G. E. V. Osborne
† Room 534, 466 Lexington Avenue
New York City
Membership: 1,300
* * *

Capitol Chapter
President: D. C. Sherwood
* 163 No. Lake Avenue
Albany, N. Y.
Secretary: E. F. McMahon
† Room 32, Union Station
Albany, N. Y.
Membership: 2,000
* * *

Adirondack Chapter
President: L. H. Hassel
† Room 106, Union Station
Utica, New York
Secretary: G. F. Funk
† Room 262, Union Station
Utica, New York
Membership: 972
* * *

Onondaga Chapter
President: O. H. Belding
* 110 E. Beard Avenue
Syracuse, New York
Secretary: W. V. McCarthy
† Room 4, N.Y.C. Depot
Syracuse, New York
* * *

R. W. & O. Pioneer Chapter
President: H. S. Rauch
† Division Supt. Motive Power
Oswego, N. Y.
Secretary: J. H. Powers
† Care of N.Y.C. Shops
Oswego, New York
Membership: 1,046
* * *

Genesee Chapter
President: A. C. Moak
† Room 105, N.Y.C. Station
Rochester, New York
Secretary: C. A. Yackel
† Care of Ticket Office
Rochester, New York
* * *

N. Y. C.—Fall Brook Chapter
President: N. W. Cole
* 69 W. William Street
Corning, New York
Secretary: L. J. Cushing
† Care of Ticket Office
Corning, New York
* * *

Beech Creek Chapter
President: J. R. Tribley
† Clearfield, Pa.
Secretary: T. D. Parker
† Clearfield, Pa.
Membership: 511
* * *

Niagara Frontier Chapter
President: M. C. Slattery
* 92 E. Delavan Street
Buffalo, New York
Secretary: R. C. Benson
† Room 212, Central Terminal
Buffalo, New York
Membership: 1,275
* * *

Lake Shore Pioneer Chapter
President: J. W. Senger
* 550 E. 108th Street
Cleveland, Ohio
Secretary: C. S. Goodwin
* 1441 E. 109th Street
Cleveland, Ohio
Membership: 4,548
* * *

Scioto Chapter
President: W. G. Galbroner
† 68 E. Gay Street
Columbus, Ohio
Secretary: F. S. Wilson
* Middleport, Ohio
† Hobson, Ohio
Membership: 562
* * *

DeWitt Clinton Auxiliary Chapter
President: Mrs. G. H. Worthington
* 416 Manning Boulevard
Albany, New York
Secretary: Mrs. Mabel H. MacMartin
* 355 Second Street
Albany, New York
Membership: 189
* * *

Mohawk Valley Auxiliary Chapter
President: Mrs. Helen E. Pallas
† Pullman Reservation Office
Utica, New York
Secretary: Miss Bernice Green
† Room 262, Union Station
Utica, New York
* * *

P. E. Crowley Auxiliary Chapter
President: Mrs. C. F. Moyer
* Woodruff Hotel
Watertown, New York
Secretary: Mrs. James O. Wood
* 809 Sherman Street
Watertown, New York
Membership: 200
* * *

Scioto Auxiliary Chapter
President: Mrs. W. A. Jex
* 1664 Bryden Road
Columbus, Ohio
Secretary: Mrs. W. R. Hopkins
* 201 Wilson Avenue
Columbus, Ohio
* * *

Ontario Auxiliary Chapter
President: Mrs. W. C. Fanning
* 212 West Fifth Street
Oswego, New York
Secretary: Mrs. L. E. O'Brien
* 258 West Third Street
Oswego, New York
* * *

† Address for either United States or Railway Mail.

* Address for United States Mail only.

I. H. B. A. A. Entertains 5000 at Christmas Party

PARTIES MAY COME and go on the Indiana Harbor Belt Railroad but the 1929 Christmas Party of the Athletic Association in the Masonic Temple, Hammond, Ind., on December 17, is one that will go down in its history as unforgettable. For it was on that day that the Association played host to nearly five thousand, 2,080 of whom were children of members, every one of whom received a handsome gift.

Starting at 7:30 with a stage show, festivities continued until well after midnight. Clowns, jugglers, singers, dancers and a Punch and Judy show kept the children's minds off the presents that were to come, but even though they were royally entertained, the real event of the evening was the appearance of Santa Claus with his huge bag of presents.

He had beautiful games, dolls, builder sets, china dinner sets and every conceivable thing that would gladden the heart of a child. As the little folks marched to the foot of the mammoth tree, decorated with tinsel and lights, Santa gave each one an imitation handbag filled with candy.

After the presents had all been distributed, the older members and their friends were entertained with dancing in the ballroom of the Temple.

During the evening a Ford sedan was awarded to A. Seestadt, an Indiana Harbor Belt Switchman; a large radio to J. R. Schulte of Chicago; fifty dollars in cash to Sam Cirise, a Section Man at Norpaul, Ill., and one hundred and fifty dollars in cash were distributed as prizes among twenty other members.

The party was considered the greatest success of the Association and furnished a fitting close to one of the best years the Association has enjoyed. H. J. Derner was chairman in charge and he was assisted by James Maguire.

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Mutual Relief Association

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Protection in this successful and constantly growing Association is available to New York Central Lines Employes at Low Cost with a convenient plan of small monthly premium payments.

Full information may be obtained from Local Agents or by addressing

R. R. DAY, Secretary,
Lock Box 78—Cleveland, Ohio

"Belong To Your Own Crowd"

M. C. A. A. in St. Thomas Entertains Children

MORE THAN seventy-five children of members of the Michigan Central Athletic Association of St. Thomas, Ont., sat down at a long table in the Michigan Central Passenger Station dining room on the evening of December 20 to enjoy an early Christmas dinner, the gift of the Association. Then, later, when they were well filled, Santa Claus made his appearance and presented each one there with a handsome present. There was entertainment after all the gifts had been passed out and then games were enjoyed—perhaps, more by the grown-ups than by the kiddies.

The older people had their moment at the close of the evening when several prizes were given away. One of them went to Mr. and Mrs. Moyes for having the largest family present. Other prizes were awarded to Mrs. F. McCully and Robert Williamson. Novelties, donated by the Medlyn Brothers, were given away to all present, while other gifts, also donated by merchants of St. Thomas, were distributed.

Cleveland Building Decorated During Holidays

THE AUDITOR of Freight Accounts office in Cleveland presented a finely decorated building during the Christmas holidays, when each department, with its own committee, endeavored to outdo the others with original trimmings. Three departments had Christmas trees, the honor of having the largest tree going to the Revision Department with a finely trimmed twelve-foot tree.

In addition, the private office of T. W. Meyer, Auditor of Freight Accounts, was in keeping with the rest of the building.

The chairmen of the committees that did the decorating job were: K. H. Weaver, Miscellaneous Department; Edward Anthony, Audit Department; H. D. Nunan, Interline Department; C. P. Kuehne, Revision Department; E. N. Hawkins, Discrepancy Department, and E. P. Ready, Tracing Department.

Hobson Band Plays For Children

IN KEEPING with the Yuletide spirit that filled the world during the last weeks of December, the New York Central Athletic Association Band of Hobson, Ohio, gave a concert to the children at the Meigs County Children's Home, Middleport, Ohio, on December 22.

Twenty-eight members of the band made the trip to the home, and carried

A Bank with a Personality

CUSTOMERS of the Mellon National Bank find this institution more than a place to cash checks and make deposits. They encounter here at once a friendly atmosphere. They find it easy to ask for advice about investments, savings, or any of a dozen other financial problems. The facilities of the bank are always available to aid them in their financial transactions.

MELLON NATIONAL BANK
PITTSBURGH, PA.

FIRST AID INSTRUCTIONS

To Be Used For First Aid ONLY

WHILE every railroad employe possesses a copy of these rules, they are reprinted here as an incentive to study them again, that there may be no emergency which the railroader is not prepared instantly to meet. The directions are equally valuable for accidents which may happen at home or on the road while a man is not at work, and may be used with benefit by all men and women, whether they are railroaders or not.

* * *

In all cases of serious injury call a company surgeon; if not available, any qualified doctor for first aid only, or until the company surgeon arrives. All other injured persons must be sent to a company surgeon.

GENERAL RULES

Place the patient upon his back with the head low.
Prevent a fractured limb from dangling in handling.
Cut the clothing away.
Always see the wound.
Cover the wound with First Aid Dressing immediately and keep it covered.
Don't apply water to the wounds.
Don't attempt to set broken bones.
Don't try to rub a foreign body out of the eye.
Don't try to do too much.

BLEEDING

If there is profuse bleeding of a bright color, apply a tourniquet three inches above the wound. After the tourniquet has been applied, cover the wound with a First Aid Dressing.

If bleeding is of a dark color, or small in amount, apply a First Aid Dressing.

In profuse bleeding from the scalp, apply a tourniquet around the head just above the eyebrows. If small in amount, apply a First Aid Dressing.

SHOCK

One suffering from shock is pale, has clammy skin, a weak pulse and a slight, sighing respiration.

Place patient upon his back.
Check any bleeding.
Cover the wounded part with First Aid Dressing.
Wrap him up in a blanket or clothes.
Remove to a quiet, dry place, and keep warm.

CUTS OR WOUNDS

Control the bleeding, and cover with First Aid Dressing.

FRACTURES

Place a broken leg or arm upon a pillow or a folded coat. Apply splints.

If a broken bone has punctured the skin, control bleeding and apply a First Aid Dressing over the wound before applying the pillow splints.

BURNS OR SCALDS

Cut the clothing away from burns or scalds. Cover the wounded surface with gauze saturated with carron-oil or unguentine.

UNCONSCIOUSNESS

If from a blow or fall, place the patient flat upon his back with head slightly elevated. Keep him quiet.

If from *fainting*, place with his head lower than the body, if possible. Give plenty of air and loosen the clothing around the neck and chest.

If from *electrical shock*, place face downward with head lower than feet, loosen the clothing about the neck and chest and give artificial respiration.

If from *suffocation* or from *gas poisoning*, remove the patient to the open air, loosen the clothing and give artificial respiration.

For *fits* or *convulsions*, place upon back with head lower than body, loosen the clothing about the neck and abdomen, and prevent the patient doing himself any injury.

with them their own Santa Claus, who distributed candy, nuts and fruits to the fifty-nine children there.

The committee responsible for the concert was made up of William Britton and James Souder, members of the association.

Jersey Shore A. A. Gives Dance And Entertainment

FEBRUARY 11 is the date of the annual party of the New York Central Athletic Association of Jersey Shore, Pa., in the high school auditorium. Instead of the usual luncheon, the committees have arranged for a high class of entertainment.

The chairmen for the party are: building, L. A. Shaffer; publicity, G. W. Holmes; tickets, E. J. Maneval; entertainment, T. Boyd Coolidge; transportation, J. S. Vail; dance, N. S. Johnson; band, W. R. Downs; orchestra, A. D. Ertel; decorations, P. J. Jarmoska; cards, J. W. Steck; treasurer, C. E. Berry, and secretary, F. A. Messimer.

Against Accident and Illness Use
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When you are sick or injured, in time of trouble and distress, doctors' bills and no wages.

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Continental Casualty Company
H. G. B. ALEXANDER, President
Chicago
General Offices: Chicago, U. S. A.
Canadian Head Office: Toronto

Employes Write Safety Acrostics

SLOGANS to encourage the safer performance of railroad work is one way in which the Safety movement is being carried forward on the New York Central Lines. Many of these slogans, created by the employes, have taken the form of acrostics. Some of the most effective ones are given here.

S aftey
A lways
F urnishes
E njoyment
T o
Y ou

F or
I njuries
R eceived
S ubtract
T ime.

S aftey First—
A ll hands are trying
F or a record.
E very man
T ries his best,
Y oung and old.

F or "Safety First"
I s the slogan
R ight and left,
S ounding above all
T hrough day and night.

S aftey
A lways
F urnishes
E mployment
T o
Y ou.

F or
I t
R emoves
S adness
T oo.

S aftey
O r
S orrow

S how
O thers
S afety

P eople
R arely
E ver
C ause
A ccidents
U nless
T hrough
I ndifference
O r
N eglect

W atch
A nd
T each
C aution.
H eed

Y our
O fficials.
U rge
R eal

S afety
T o
E very
P erson.

Watch Your Step

Reports will read like this when the truth is told in death certificates:

"Died after thirty years of overeating."

"Smothered himself to death; worked and slept in unventilated rooms."

"Poisoned by his wife, who used wrong cooking methods."

"Burned out; slept only six hours a night."

"Killed by high living."

Good health is a luxury that all of us can enjoy if we are willing to play the game on a long law of averages.—*Galley Gleanings.*

This Month's Worst Joke

Jimmy's Mother—Why are you beating Jimmy like that?

Jimmy's Father—Well, you see, tomorrow afternoon he will bring home his school report and I have to go away before breakfast in the morning.

That Good Old Office Gang

By Henry P. Regan, Michigan Central, Detroit
Office of the Auditor of Freight Overcharge Claims

IF I fell heir to a fortune great
That would make me rich and free;
An income large and a vast estate,
And with folks to wait on me;
The change is one that I could endure,
And the rest would bring no pang,
But I'd feel lonesome, of that I'm sure,
For our good old office gang.

About a third of each day I spend
In the place where I'm employed;
Sufficient time to select a friend,
Or the foe one must avoid.
But I'm convinced that our crowd is square,
That it hates the serpent's fang;
That loyal friendship, sometimes so rare,
Dwells among our office gang.

And when we've finished our final day;
When our pens are left to rust;
And records show our eternal way,
With the worthy or unjust;
May His mercy then provide a place
Where no echoes harsh will clang;
A lovely spot where I'll see each face
Of our good old office gang.

5% on Your Savings
and
6%

Savings Shares earn 5% and provide the ordinary savings plan; payments and withdrawals may be made at any time and in any amounts.

Installment Shares earn 6% and provide the compulsory savings plan over a twelve year period. An easy way to accumulate $1,000, $5,000, or $10,000.

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— PITTSBURGH, PA. —

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. . . Swear to Begin

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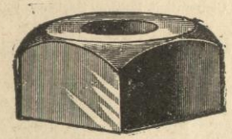
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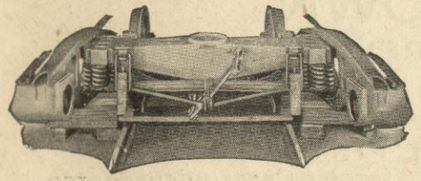
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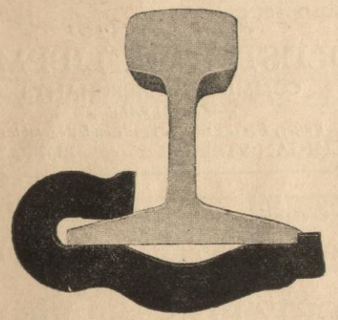

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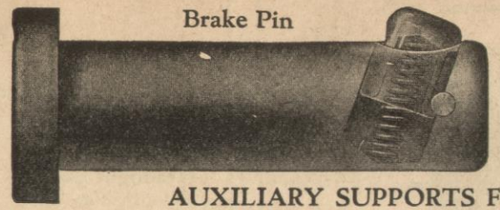

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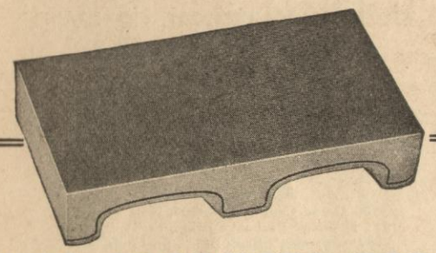

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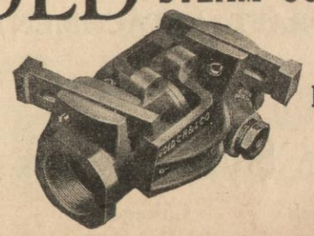

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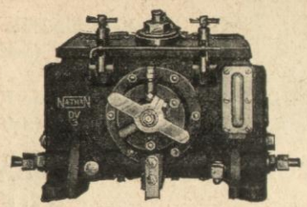

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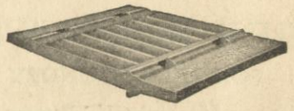

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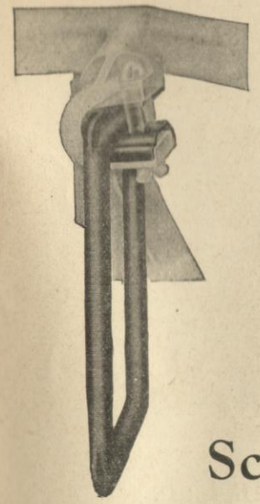

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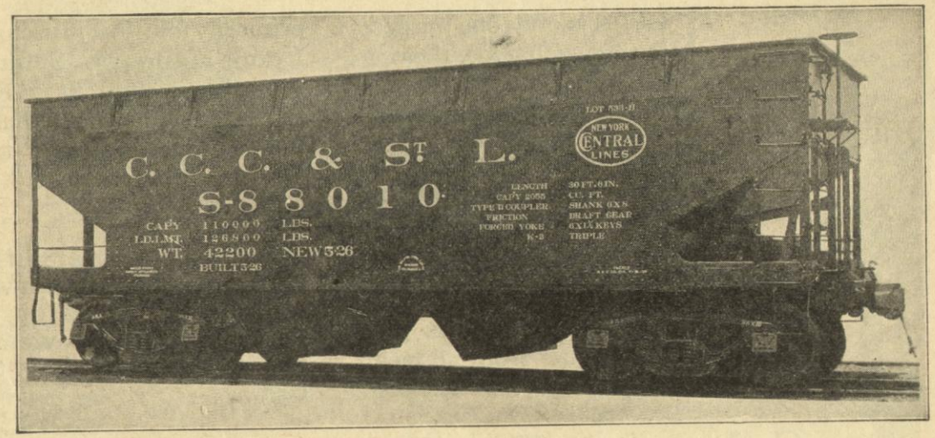

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