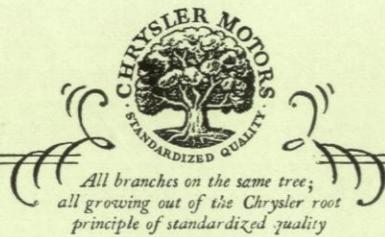


THE NEW YORK CENTRAL LINES MAGAZINE

SEPTEMBER 1929





A Roomful of North-Pole Weather for Testing Motor Cars

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Number 6

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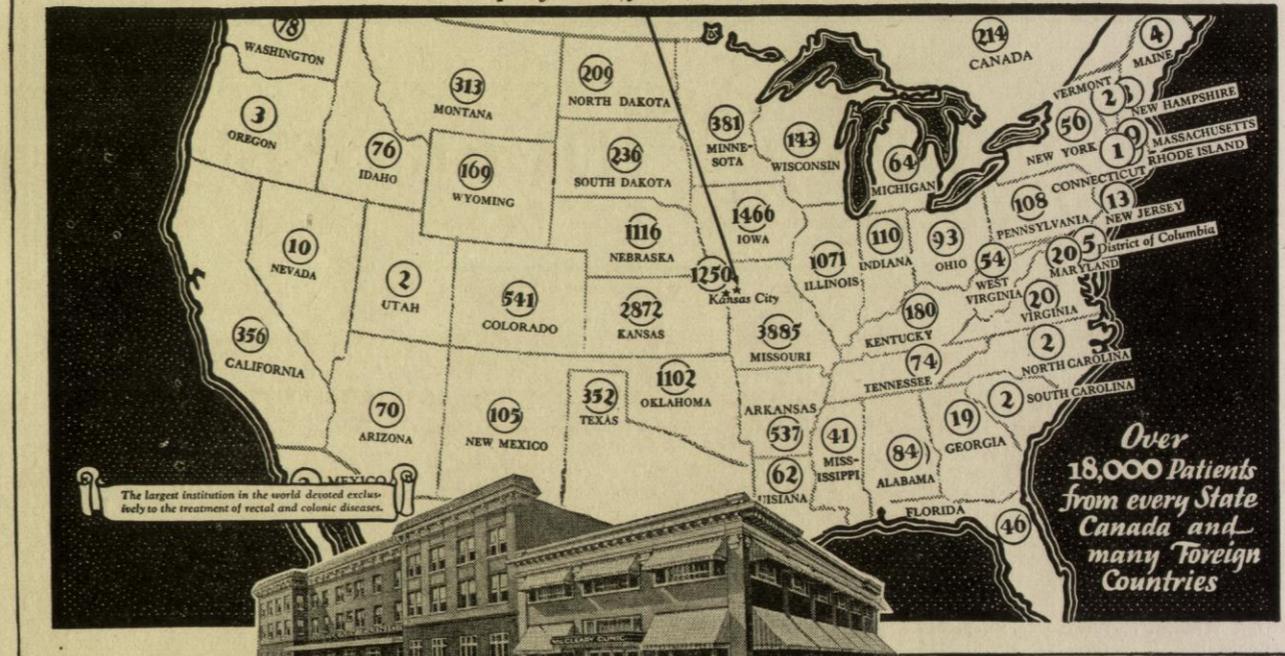
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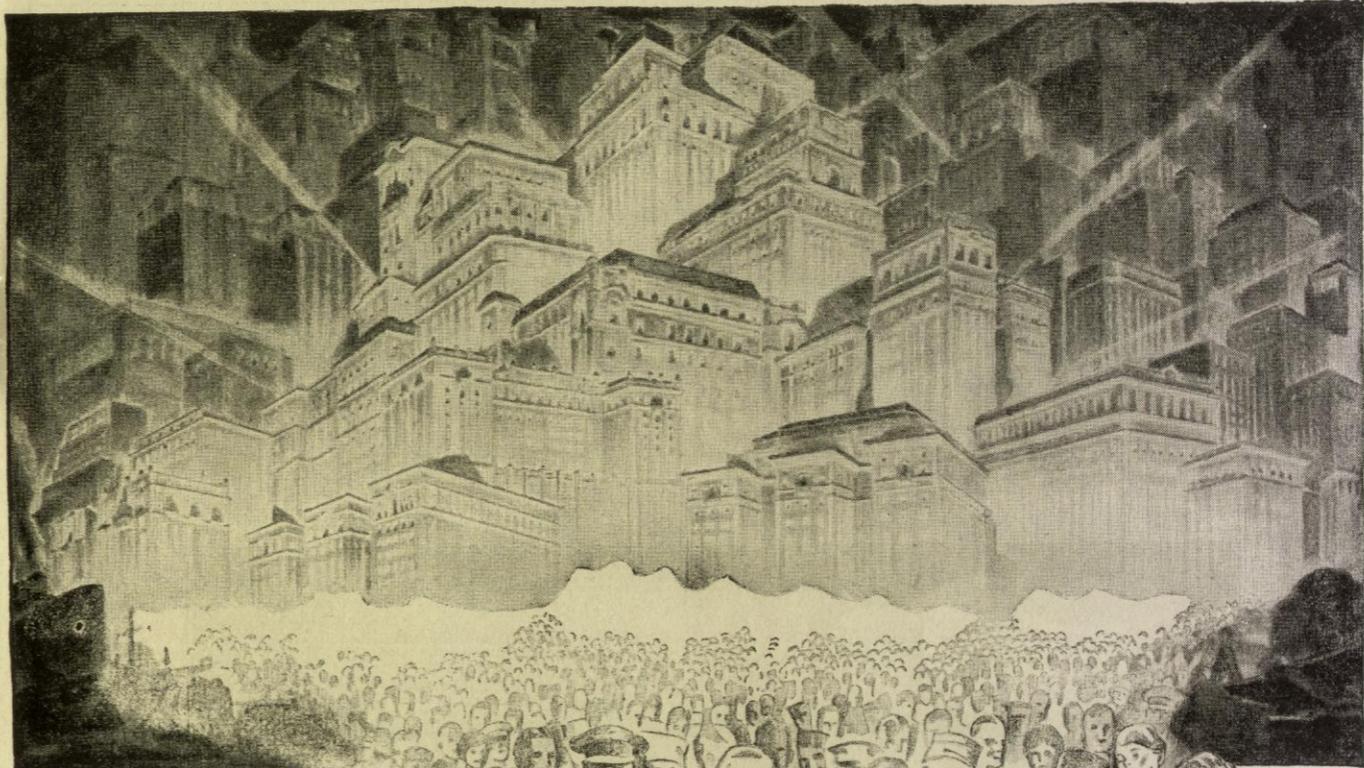
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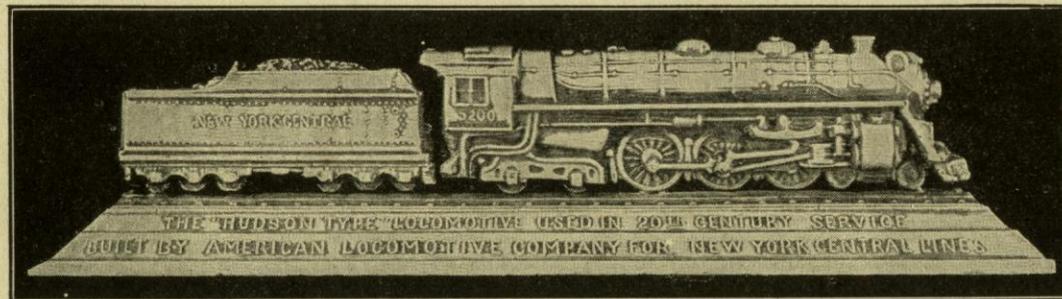
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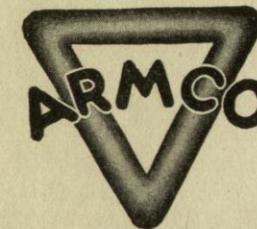
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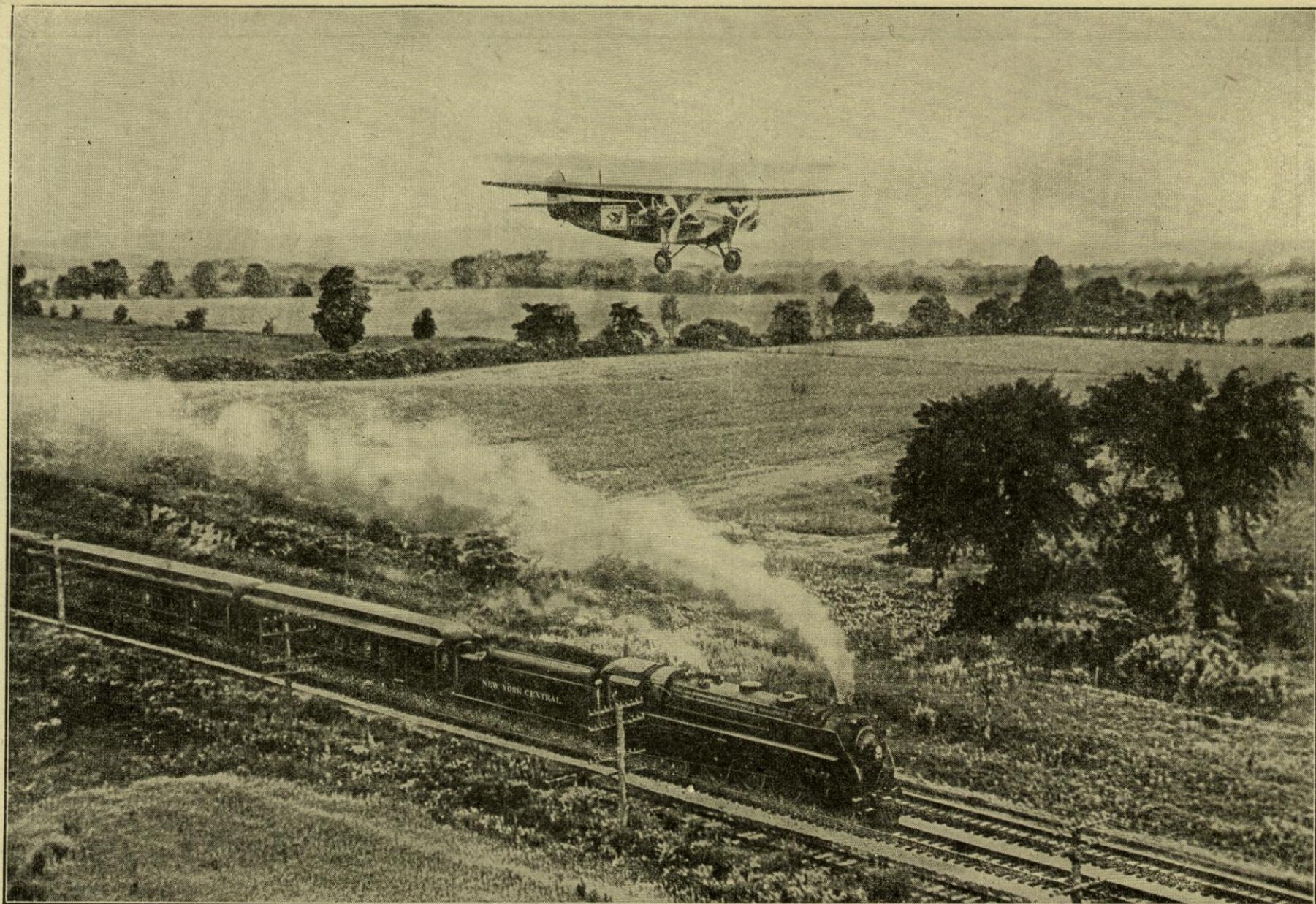


Photo by Ralph Pugh

Hovering for a moment above the Twentieth Century Limited on its way between Cleveland and Chicago, the pilot of the Universal Air Lines plane sends a signal of greeting to the engineman on the Twentieth Century Limited. Train and plane follow practically the same route across this section of the Great Circle Tour, the country's first transcontinental air-rail service, which was inaugurated between New York and California by the New York Central June 14.

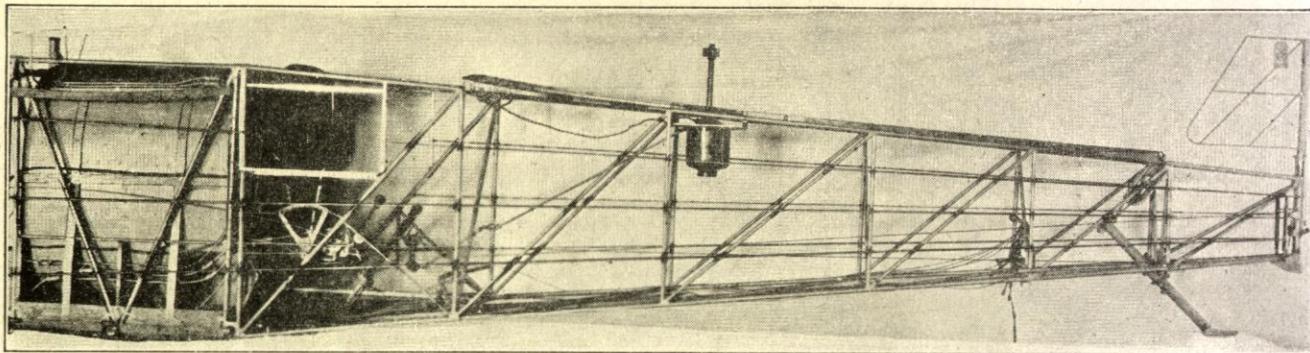
The New York Central Lines Magazine

VOLUME X

SEPTEMBER, 1929

NUMBER 6

How Fokker Planes in Air-Rail Service Fly



The "fuselage" or body frame of an airplane. It is built of steel tubing welded together and in sections. The first section contains the fuel tanks; in the second the controls may be seen; the black object in the fourth is the inductor compass, and the stick projecting from the sixth section is the "tail skid." After being assembled the fuselage is covered with a fabric or wood veneer.

THE inauguration, June 14, of the New York Central-Universal Air Express-Santa Fe air-rail service, the pioneer trans-continental line, as a commercial transportation venture, proves, more than any other event of recent days, that commercial air transportation has become a vital factor in our national life. Within a short time an all-air service will no doubt be created, placing thereby the commercial plane, only of comparatively recent design, on a par with the older means of transportation. What this far-sighted planning means to our national life may be easily estimated by glancing over the records made during the last few years, when aeronautical companies were not so well organized as they are today, and when experience and knowledge were inferior to the daring of those pioneers.

We are, therefore, on the threshold of a new era in transportation, and it should become every railroad employe's desire to acquaint himself with some of the major details of this new and important factor.

As a mere science and industry, aerial transportation is young, as an endeavor of man to solve the problem of flight, it is very old indeed, for as far back as Leonardo da Vinci's time models of flying machines have been built.

From the days of the Wright Brothers until the present period, great strides have been made in the development of the airplane. The World War

By Walter F. Paradies

THE present article, the first of a series concerned with flying, was written by a member of the railroad's mechanical engineering department, New York City.

Mr. Paradies, since 1911, when he built and flew a plane when in college in Germany, has been until recently in aviation work. He has worked with Bleriot in Paris, with airplane motor manufacturers in Germany and Bellanca in New York. His articles are intended to give our readers a better understanding of this new form of transportation.

brought striking innovations in design, construction and performance. Although these military achievements were the forerunners of the present day planes, only recently have manufacturers begun to design and construct planes from a purely commercial viewpoint. Their efforts have resulted in some marvelous performances, with comfort, speed and safety.

Manufacturers have been handicapped until recently by lack of finances and lack of public support. Sometimes they have been the subject of ridicule for their efforts.

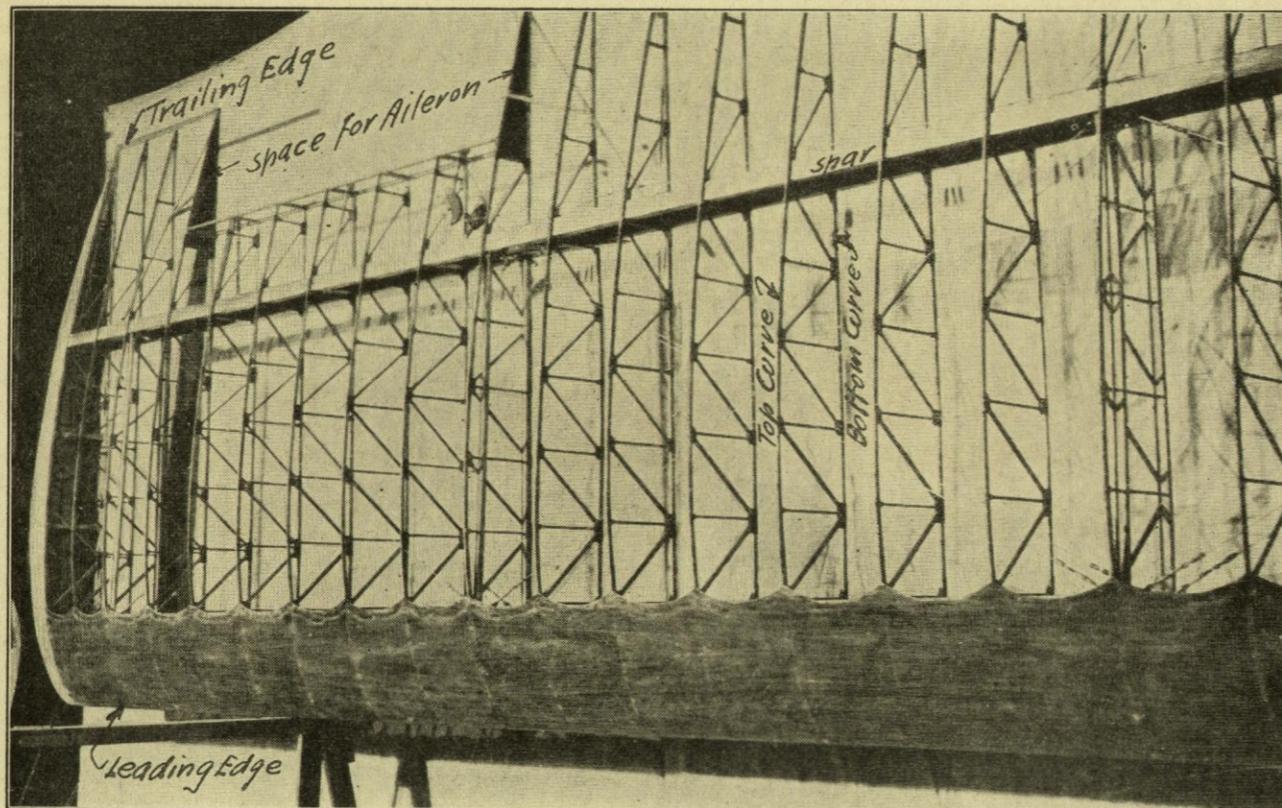
The unavoidable accidents to earlier

planes have been great lessons to builders, governments and pilots, but they have caused a certain uneasiness among the general public, which, after all, must support any transportation venture, and it has been quite difficult to erase this unfortunate impression. Most accidents today are not the fault of modern planes or ground organizations, but almost every time can be traced back to either antiquated machines or inexperienced pilots.

Stunting a plane and performing commercial acrobatics such as may be seen every day, are not performed by transport planes such as the giant Fokkers used by the Universal Air Express and the Western Air Express, with both of which the New York Central is co-operating in trans-continental air-rail service. A stunt plane is no more like a commercial air-craft carrier than a 1000 horsepower racing car is like the ordinary stock model.

So a distinction must be made between military, stunt, and thrill planes on the one side and the commercial transport planes on the other. The former are built to perform certain maneuvers, while the transport planes, as the name implies, are built to transport passengers and freight safely on an economical basis.

Therefore it is well to keep this difference in mind when discussing aviation. To win the public's confidence, aviation must have friends who understand its principles, and who can spread the information in a manner not detri-



The wing consists of two strong spars connected together by many ribs, the shape of which determines the profile of the wing and the airplane's flying efficiency.

mental to a new and logical development of transportation facilities.

Now, in order to get acquainted with the subject, what is an airplane?

An airplane, unlike its larger brother, the airship, is a structure, such as described below, heavier than the air it displaces, and built along certain principles that cause it to fly under proper conditions.

If it is heavier than the air it displaces, then, how can it fly?

Contrary to the general opinion of the layman, the airplane is not directly caused to fly by its rotating propeller. It would be just as easy to mount engine and propeller on a boat. Nobody would even remotely suggest that a boat could be made to fly. The propeller is only the medium of speed of the airplane.

The suction or pushing action of the propeller merely creates the speed of the plane sufficient to enable the wings to lift it. In order to understand the lifting action of the wings it is necessary to recall some old laws of wind pressure and deflection.

The wings of a plane are of a peculiar sectional area, almost flat on the bottom, and of a specific curve on the top surface, similar to a figure one would obtain when bisecting a rain-drop in its falling state; in other words, it is a streamline curve. The front, or leading edge is a gradual joining of the top and bottom surfaces, while the rear, or trailing, edge is a sharp meeting point of these surfaces.

What happens when the airplane gathers speed is this: The leading edge of the wings strikes the air and deflects it. Part of the air slides under the bottom surface which, when starting, is still at an angle to the horizontal, and aids in lifting, but the largest amount of air is deflected upward, then still higher along a curve and downward to the trailing edge, where it meets the air under the wing. This deflection forms a vacuum between the wing's upper surfaces and the curved rushing air deflected by it. It is this vacuum which lifts the plane, at least to a degree of 75 per cent of the total air struck in flight.

Once in the air, the power required to keep the plane in flight is less than when starting, as the ground friction has been eliminated and the wings are at a different angle to the horizontal.

The resistance offered by the wings is called the wing drag; the resistance of wires, struts and other extremities is known by the name of parasite resistance. In order to minimize the latter, the former depending on the required wing curve, all struts, wires, etc. are streamlined in their sections.

How the Plane Is Controlled

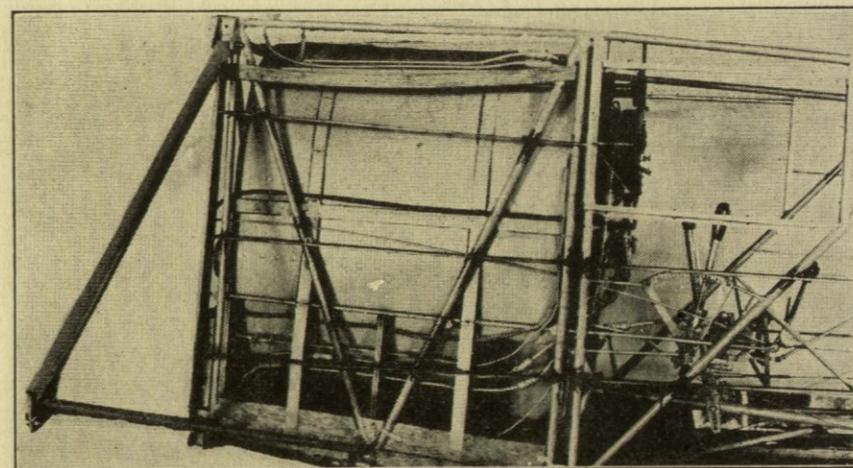
These, in simple words, are the principles governing an airplane in flight. The next step to discuss is the matter of controls. How is an airplane controlled while in flight, or when starting or landing?

While an automobile has only one plane in which to move, the horizontal, the airplane has to take altitude into consideration in relation to its system of controls. Therefore not only side motion but also up and down motion must be controlled.

As in the case with ships, the side motion is controlled by a rudder in either direction. As a plane cannot, by virtue of its speed, turn horizontally, unless its radius of turn is a very large one, a bank or tilting effect has to be resorted to. This means the wing toward the inside of the curve must be tilted downward, so that a bank takes place such as may be observed at velodromes. This motion is accomplished by the wing rudders or ailerons, attached to the trailing edge of both wings, the ailerons tilting in opposite directions. The one on the inside wing points upward, the other one downward. The air, striking these surfaces, will produce the desired banking effect. The up and downward motions are controlled by the horizontal rudder or elevator, placed below the tail end of the fuselage or body.

The pilot in the cockpit, or control space, has his two feet on two pedals, differentially connected with each other and with the rudder. Pushing one foot forward brings the other one back and moves the rudder in the desired direction. The movement is thus balanced.

Ailerons and elevator are connected



Close-up view of fuel tank and controls. The former is here placed between the pilot and the engine, but the large Fokker planes carry the tanks in the wings.

by cables or rods to a universal joint, the lever of which is a stick or wheel on a pivot. Moving this stick toward the pilot causes an upward movement of the plane; moving it away from the pilot, or forward, causes a downward movement. When tipping the stick to the left and pressing on the left foot pedal, a left banked turn is accomplished and vice versa to the right.

These are the only controls for flight. However, there are a number of levers for engine control and fuel feeding to look after, so that the proper flying of a plane is by no means as simple a matter as outlined here, especially since the pilot has to watch his instruments and maps as well as the ground at the same time, listen to radio weather reports and direction orders, and finally keep on the alert all the time, as his and other people's safety depends on all these functions.

To recapitulate, the following movements, stripped of technical details, are required to handle a plane properly, under ordinary circumstances, without considering forced or difficult landings:

When ready to start the pilot gives the signal for the ground crew to remove the chucks from under the wheels, and after this is done he "gives her the gun"—that is, he opens the throttle wide. When the plane gathers speed the stick is moved slightly forward to bring the tail end up, so that no dragging occurs. When the airspeed indicator shows flying speed the stick is pulled back slowly to neutral and then farther to move the elevator up. Now the plane rises. When proper altitude is reached the stick may be returned to neutral and the plane will fly on an even keel.

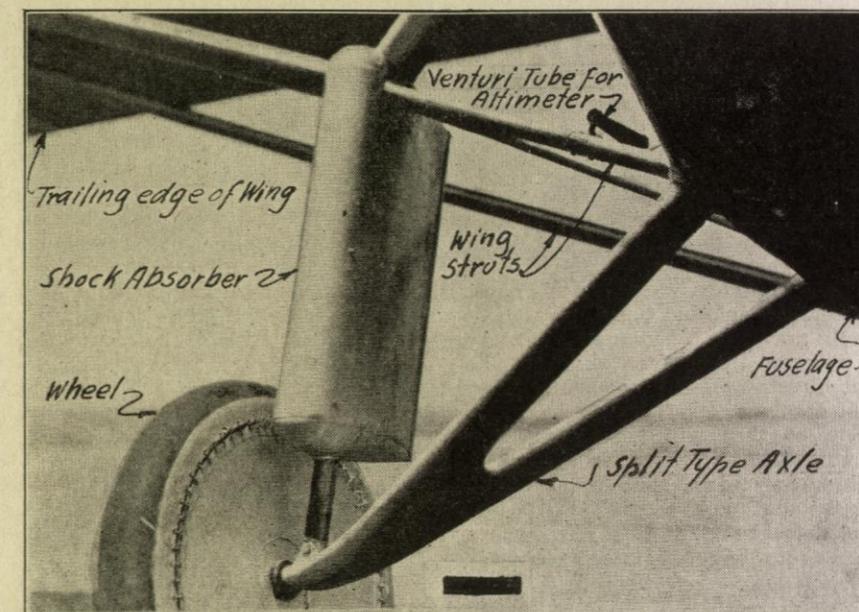
Using the foot pedals in connection with the stick side motion will produce a turn as outlined above. In coming down the stick is moved forward slightly, according to the grade desired or necessary for landing. Then the engine is throttled down accordingly and the plane will assume a gliding angle.

When about twelve feet over the ground, at level ground, the plane is "flattened out"—that is, the stick is pulled back sharply to bring the nose up, and when this is done, the plane is slowly flying parallel to the ground. By throttling the engine some more the plane loses flying speed and the wheels will gradually touch the ground to enable the plane to roll out. Ground friction then stops it.

Of course, each pilot has his individual habits in effecting a landing and the foregoing general description is only meant to convey to the layman the general actions taking place.

Prevalent Types of Airplanes

The various types of commercial planes are so numerous that it would take too long to discuss them here individually. Usually they are classed as biplanes or double-deck planes and monoplanes or single deckers.



Detail of landing gear, the parts of which are explained in the accompanying article.

Triplanes are no longer in use. Both the biplanes and monoplanes are built as land planes with wheels or hydroplanes equipped with pontoons for descending on water. The flying boats have regular hulls to withstand the sea, and are equipped with wings.

It is now customary to equip passenger planes with more than one motor, to increase the margin of safety. The big Fokkers have three each. Freight and mail planes usually have only one motor, as have also the sport planes and privately owned planes. Airplanes of these types can be of the open cockpit design or closed cabin planes equipped in a similar manner to our automobile limousines.

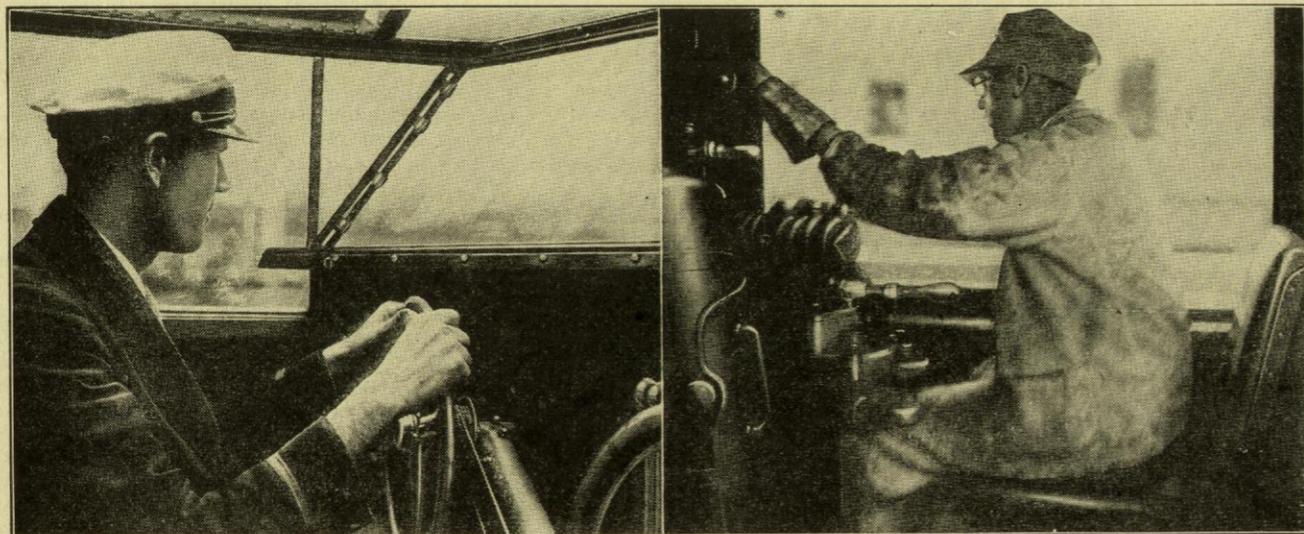
As already indicated, certain instruments are required for flying. They are of a great variety and are installed according to the service the plane is to be used in.

The most common ones are herewith given as they appear on standard planes.

To indicate how fast a plane moves through the air, not by a certain fixed point on the ground, there is the air-speed indicator. This gives the speed of the plane at any time, and operates on the principle of two venturi tubes, one a suction tube, the other a pressure tube, transmitting the difference in pressure to an indicating diaphragm, to which the needle is attached, indicating the miles per hour.

The altimeter is an instrument working on the principle of barometric pressure at different altitudes above sea level. It is used in other industries so that a general knowledge of this instrument may be presupposed and therefore no detailed description is here given.

The magnetic compass, an adaption of the marine compass, is another in-



Photographs by Ralph Pugh

Transportation buddies are these two—airplane pilot and locomotive engineman. Through their capacity for safe yet speedy handling of their engines, modern modes of travel are being synchronized to make possible two-day air-rail trips from coast to coast. At the left is James Ingram, Pilot for the Universal Air Lines, who has flown three-quarters of a million miles in ten years, while at the right is Harry Meredith, Engineman on the Twentieth Century Limited, who has driven trains 1,380,000 miles in his twenty-three years at the throttle.

strument always mounted on planes flying across country or oversea. The earth inductor compass, which is a recent development, and quite complicated, is, due to its high price, only installed in record breaking planes or planes that are to be used in long distance flights.

On certain airlines in Europe a combination altimeter, barograph, clock, recording mechanism and revolution counter, is installed so that the flight may be checked when the plane reaches its home airport.

Instruments for Engine Control

For the engine control, we have oil pressure gauges, oil temperature indicators, revolution counters, fuel feed sight and other mechanisms which vary so greatly with different planes that they cannot be enumerated here. All these instruments at one time or another are of the greatest value to proper flying and especially are they of use when flying blind, that is in fog banks, or rain storms, at night or over the clouds. Without them a pilot would have no bearings with which to check his position and would not know whether he were flying on an even keel, for instance, when in a fog bank. Without a bank and turn indicator, he would not know what angle his plane is flying to the horizontal. The radio and direction-finding apparatus, now well developed, merit a special treatment, so they will not be included in this article, but rather at a later date when time and space permit.

Airplane engines must also be excluded from this, as they also form a chapter to be gone into at a later date.

There remains a word to be said in general about the ground organization of a flying field or transport company.

The flying force, pilots and flight mechanics are usually the ones who are well known, and receive credit for performances, but no pilot could possibly be successful, nor could air transportation be so, without an efficient and loyal ground crew.

In so many ways is the pilot dependent on the proper grooming of his motor by mechanics, on the weather reports coming to him from men who make a special study and who gather these reports for him day in day out, that he would be practically unable to fly efficiently, for aerial navigation depends on the weather more than on any other factor.

The ground crew does not always come in for its share of the praise of a good performance, nevertheless it has a great deal to do with the success, and it is to the fairness and sense of loyalty on the part of the pilots and ground crew, that a comradeship has sprung up amongst the men who go to the air in planes and the ones who remain earthbound. This it would be well for the layman to understand and take into consideration when he passes an often too quick judgment on aeronautical matters.

This sportmanship must be fostered and kept alive for on it depends the safe transportation of human beings and valuable cargo. It should not be impaired by too harsh criticism and bureaucratic interference. No other profession depends so much on the human factor as air transportation.

Claim Prevention Services Secure New Freight Business

BY GOING out of his way daily to inform the American Locomotive Company as to the best method of loading 150 cars of pipe from Dunkirk, N. Y.,

to Brooklyn, M. Culligan, General Car Foreman at Dunkirk, not only secured 90 per cent of the shipment for the New York Central, but saved the Locomotive Company around \$2,000. And in addition, Mr. Culligan has a promise for shipment of approximately 1,000 cars some time later.

The American Locomotive Company had a representative call on Mr. Culligan for advice and assistance to secure proper loading and bracing in making the shipment. At the outset of the loading, L. J. Collings and Mr. Culligan personally instructed the management, and later Mr. Culligan made daily trips to the plant.

E. Hoagland, Assistant General Freight Agent at Buffalo, commended Mr. Culligan, saying that W. J. Hall of the American Locomotive Company told him of the fine co-operation he received.

"As you know," continued Mr. Hoagland, "the Traffic Department of the New York Central holds periodically what we term 'Get Traffic' meetings, with the idea of enlisting the aid of all employes to secure additional business for the New York Central. Co-operation such as you have extended to the American Locomotive Company will result in securing more business than we could possibly obtain by getting around and calling upon shippers and receivers, and I think it is only proper for me to express myself to you as I have, and I sincerely hope that your example will be followed by other New York Central men, and the result will be that the New York Central will secure more business unsolicited."

Your friends who travel should know the advantages of the New York Central Lines. Tell them, then send your DPA a Traffic Tip.

46-Hour Coast-to-Coast Service Popular



In the bend of the Missouri River at Kansas City is the great Municipal Airport, from which Western Air Express planes operate to and from Los Angeles in the two-day transcontinental air-rail route of the Western Air Express and New York Central. Trains of the Chicago & Alton and the Santa Fe carry passengers between the New York Central's terminal in Chicago and Kansas City, where the planes for the twelve-hour air leg to California are boarded.

TRAFFIC agreements made by the New York Central with Western Air Express have made possible a forty-six-hour transcontinental journey, New York City to Los Angeles, thus providing a travel speed not dreamed of a few years ago. It is the fastest transcontinental service that has yet been offered the traveling public and it found immediate popularity when announced July 8.

Passengers making the transcontinental air-rail journey leave New York City at 11:20 P. M. on the New York Central "Iroquois," make close connections at Chicago the following evening with a Chicago & Alton or a Santa Fe train, and arrive at Kansas City at 8 o'clock the next morning. The Western Air Express airplane leaves Kansas City at 8:30 A. M. and arrives at Los Angeles early that evening.

The airplane journey covers a distance of 1,420 miles and is made at an

average speed of 125 miles per hour, with stops at Wichita, Amarillo, Albuquerque, Holbrook and Kingman. The traveler will recognize that by taking the airplane from Kansas City westward he avoids the long and tiresome rail trip across the great desert. The planes are huge 12-passenger, trimotored Fokkers, developing 1,275 horse power and with a maximum speed of better than 150 miles an hour. They may be heated or cooled as weather conditions suggest. Two pilots are constantly on duty in each plane.

Has Become Widely Known

Western Air Express has centered most of its activities on the Pacific Coast, but for various reasons it has become internationally known. A study of the company's record will show how this result has been attained.

Western Air Express began operations in April, 1926, when it estab-

lished an air mail route between Los Angeles and Salt Lake City, connecting at the latter city with the transcontinental air mail route. The following month the company began the carrying of passengers over this route. This was the first regular daily air passenger service to be offered in the United States. Transportation experts watched the operations of this pioneer line with much interest. Not many passengers were carried, only 267 making the air trip from May until the end of the year, but an operations record of better than 99 per cent was maintained and this was considered a demonstration of the reliability of air travel.

In December, 1927, the company took over the operations of the air mail route between Cheyenne and Pueblo. In the spring of 1928 it absorbed the Pacific Marine Airways, operating between Los Angeles and Catalina Island.



These are the men who, at the invitation of the Universal Aviation Corporation, a sharer with the New York Central in the pioneer air-rail route across the continent, met at the Chicago airport to inspect the Universal properties there, that they might become better acquainted with the air portion of the transportation scheme. The group includes representatives from Universal, the New York Central and from the Santa Fe, whose trains carry passengers at the extreme western end of the journey.

service via the New York Central and Western Air Express in conjunction with the Chicago & Alton and Santa Fe railroads was established July 8. By this route passengers travel to Kansas City by rail and board Fokker planes for the rest of the journey to Los Angeles, making the trip in two days and two nights. The fare by this route is \$245 including lower berth on trains and meals on the air portion of the trip.

Planes on the Universal's air divisions of the coast-to-coast air and rail service carried 585 passengers during July, flew 63,714 miles with a record of 100 per cent on completion of trips started, and did not miss a single train connection, Paul Goldsborough, Vice-President in Charge of Operations, announced last month.

The Universal coast-to-coast journey calls for only one day of flying, between Cleveland and Garden City, Kansas, via Chicago and Kansas City, but brings the Atlantic and the Pacific within two business days of each other.

"During July, Universal planes on the Great Circle Route—the name given our coast-to-coast line because the air journey follows a segment of the Great Circle, which Lindberg traveled, flew a total of 63,714 miles," said Mr. Goldsborough. "The planes were in the air a total of 541 hours and 19 minutes. All trips started were completed, no train connections were missed and 585 passengers used the air line. This is exceptionally fine in view of the newness of the service.

"The record shows that the schedule as laid out is capable of performance under any and all conditions. Almost every type of weather—rain, fog and wind—was encountered during the month.

"The tabulation shows that the average speed on the east bound flying journey was 122.5 miles per hour, while westbound the average was 110.9

miles per hour. The difference is due to two things: the west bound schedule permits slower traveling to make train connections and speed also is cut down by prevailing headwinds. East-bound the winds are usually with the plane.

On none of the three flying divisions of the entire route—Division No. 1, Cleveland-Chicago; Division No. 2, Chicago-Kansas City; Division

No. 3, Kansas City-Garden City—was the average flying time per trip as great as the schedule allowed. For the entire air journey—Garden City-Cleveland, eastbound—the average flying time trip was 8 hours 54 minutes against a schedule for the 1,087 miles of 8 hours 58 minutes. Westbound the average was 9 hours, 51 minutes against a schedule of 10 hours, 50 minutes."

New York Central Men Inspect Universal Fokker Planes

FIFTY representatives of the New York Central Lines, the Atchison, Topeka & Santa Fe Railway and Universal Aviation Corporation, recently inspected the Chicago Air Terminal of Universal at the latter's suggestion, that the railroad men might have a first-hand knowledge of an airport so as to understand better the coast-to-coast air and rail service offered by the three organizations.

They were taken from the downtown Chicago offices to the airport by motor bus and then divided into groups for sightseeing hops in the great trimotored twelve-passenger Fokkers used on the cross-continent run. As each group came down, guides took those comprising it through the hangars, repair and overhaul shops, radio weather report office, operations executive offices and then to the dining-room for a buffet luncheon.

More than 90 per cent of the railroad men had never been in the air before and everyone expressed himself as anxious to go again. In fact, J. F. Blake, a New York Central passenger agent, after at first declining to ride, would not get out of the plane when he

once did go up, until he had made three successive trips.

The New York Central folk attending the affair, in addition to R. A. Bishop, General Traffic Manager of Universal, Dan Kearns, Chicago Operations Manager for Universal, and other officials of the air lines, were:

C. Hartigan, Assistant General Passenger Agent; O. W. Crapsler, District Passenger Agent; W. C. Hazard, J. P. Hagerty, J. F. Blake, F. S. Trudeau, L. W. Ollmann, H. E. Allen and E. D. Connors, City Passenger Agents; R. E. Salt, Reservation Clerk; C. Ditzel, Secretary to Mr. Crapsler; Miss Purdue, Information Clerk, City Office; F. M. Hartmann, Depot Ticket Agent; J. C. Hass, Assistant Depot Ticket Agent; C. W. Pease, M. J. Carew, R. Lyle, Mr. Jacobs, G. V. Schuh, A. D. Hawes and A. M. Spensler, Ticket Clerks.

Station—ary

Old Colored Mammy—I'se wants a ticket for Florence.

Ticket Agent (after ten minutes of weary thumbing over railroad guides)—Where is Florence?

Old Colored Mammy—Settin' over dar on de bench.



PLAYERS IN THE OHIO CENTRAL GOLF MATCH AT COLUMBUS, OHIO, ON JULY 12.

The winner for the eighteen holes of this tournament was W. E. Thraillkill, who received a silver loving cup from General Manager L. S. Emery.

2,500 At C. J. A. A.'s Annual Picnic

TWO thousand, five hundred or more happy folks were at the great annual picnic of the Chicago Junction Athletic Association, held August 11 at Hudson Lake, Indiana.

For the seventh successive year this affair, involving hundreds of boys and girls of tender age, was produced without accident of any nature. P. J. Hartigan, Chairman of the Safety First Committee, for his committee of one hundred, made up of Safety First employees of every department, deserves a great deal of credit for this wonderful record.

The twenty-nine contests and races brought much happiness to all who participated in the events. All were deeply interested in the special features.

Charles Roy, General Foreman in the Maintenance of Way Department, captured first prize with a family of twelve. Thomas Fruet, employe in the Car Department and Thomas Mar-taugh, Locomotive Engineman, tied for second prize with a family of ten each.

Joseph Smith, Numbertaker, captured the first prize of the oldest employe in the service of the Chicago Junction Railway on the grounds, with forty-six years of service.

The championship kittenball game between Freight House No. 1 and the Yard Clerks was hotly contested. The game was won by the Yard Clerks with a score of eight to seven.

The horse race, which proved a barrel of fun (for women 18 years and over) was won by Miss Marge Kilens, while the horse race for men was won by Ray Mayer.

It was indeed a delightful day to spend in the country. The weather was ideal and about five hundred took advantage by going in swimming. Boating was popular, as well.

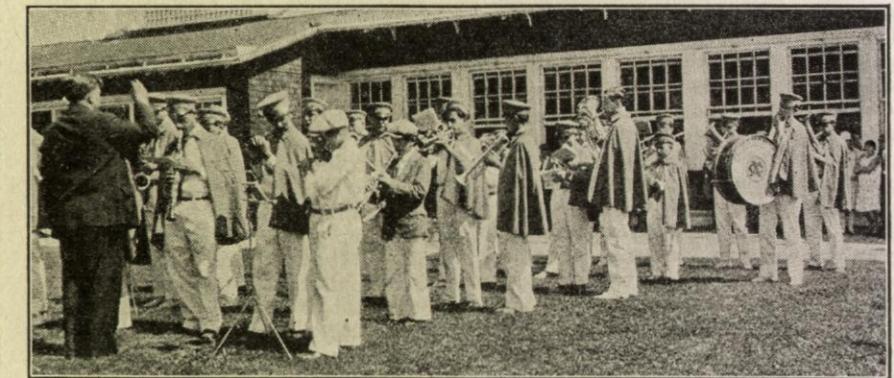
Too much praise cannot be given all of the committee in charge for the huge success of the affair. President Doheny of the Chicago Junction Athletic As-

sociation said that in his opinion this was the greatest event in the history of the Association. Each year it becomes more popular and not to be there is to miss a wonderful time.

The officers and members of the association have expressed their gratitude to President Crowley and Vice-President R. D. Starbuck of the New York Central, T. W. Evans, Vice-President, Chicago River & Indiana Railroad Company and W. J. O'Brien, General Manager, for assisting in every way possible in making the affair the success it was.

Crowds Disport Themselves at Elkhart Outing

"ALL ABOARD for Playland Park!" was the cry of more than 1,500 employees, families and friends of the New York Central Athletic Association of Elkhart, Ind., on July 27, for they were bound for the sixth annual picnic of the Association in South Bend. More than one-third of the number attending came from Toledo, Ohio, and Adrian, Mich., and



The Exchange Club Boys' Band of Auburn, N. Y., which furnished the music for the first outing of the Rochester Athletic Association this season, which took place at Owasco Lake July 21. The band also gave a splendid concert in the evening.

helped to swell the large number that participated in and watched the numerous events and games that had been arranged.

Activities commenced with a golf tournament at 8 a.m., which was won by T. J. Charlesworth with an 84 over the difficult 18-hole course.

At 10 a.m. two Locomotive Shop teams engaged in a baseball game, the Nut Splitters winning over the Rivet Busters by a score of 14 to 6.

While this game was going on, a horseshoe tournament was held which attracted a large number of contestants. The winners were George Lyons, Elkhart, first; William Amsden, Elkhart, second, and C. Fackler, Adrian, third.

Immediately following a basket lunch, various contests were held as shown below, with names of winners given in order:

Fifty-yard dash for boys: Raymond Stark, Richard VanDerkarr, James Dufy.
Fifty-yard dash for girls: Mildred Noffsinger, Dolores Strawser, Stella Ryzner.
Fat man's race: Ray Doke, W. M. Martin, J. M. Miller.
Women's balloon race: Madalyn Nelson, Mrs. Frank Summers, Mrs. Bert Cook.
Balloon race for children: Lena Ivagnilio, Bobby Doke, Josephine Pugliese.
One hundred yard dash for men: William Amsden, C. W. Miller, Paul LaDow.
Pie-plate race for women: Mrs. Daniel Neff, Mrs. A. Emerson, Madalyn Nelson.
Stake race for men: Tony Lambo, Paul LaDow, William Amsden.
Potato race for women: Mrs. Daniel Neff, Mrs. Mary Krueger, Mrs. Esther Nearhood.

Special prizes were awarded to P. T. Cosgrove of Adrian for being the oldest member present, and to Bernard Slough of Elkhart as youngest child present. J. R. Lynn and Steve Pugliese tied for the largest family present, each having twelve members.

A new Hudson super-six sedan was awarded to K. C. Bentz of Elkhart.

In a tug-of-war, Elkhart vanquished Adrian, the heavy boilermakers and blacksmiths pulling the lighter car tunkers over the line.

The Adrian and Elkhart baseball teams played their usual good game, the Elkhart team winning by a score of 7 to 3.

Dancing, bathing and amusements kept everybody busy the remainder of the day and evening.

Vacationing Next Door to Paradise

By Charles Frederick Carter

THREE cheers! Likewise, banzai! I have discovered, right here in the United States, a summer resort immune from automobiles and mosquitoes.

Yes, sir, I have found a place in which prudent citizens do not feel it incumbent to make their last will and testament and bid farewell to family and friends before venturing to cross the road. Also, a place in which sleep is not banished by the importunities of high pressure salesmen offering to swap malaria germs for a square meal.

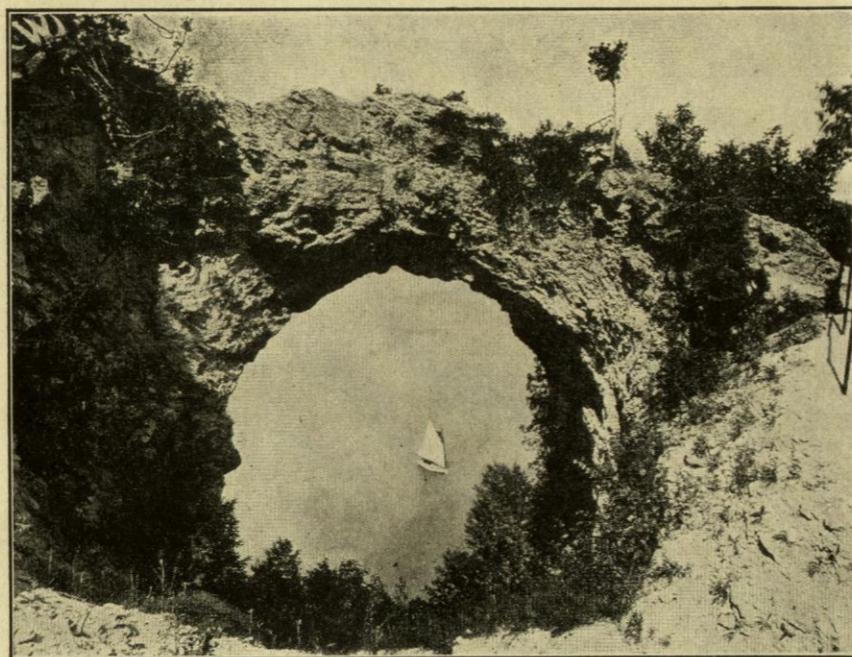
Now, don't push! Line forms on this side. Besides, you may as well be told at once that there isn't even standing room for everybody in this anteroom to Paradise. There are only 2,200 acres of it, of which 1,700 acres have been set aside as a state park under the eye of a marble-hearted superintendent. If you fool around the edge you are likely to fall overboard, for this paragon of summer resorts is Mackinac Island in the strait of that name which, as every school boy ought to know but probably doesn't, connects Lakes Michigan and Huron.

No, it isn't "Mackin-Ack." To Bostonians it is known as "Mackina-a-ah"; Noo Yawkers pronounce it "Mackinor," while Americans just call it "Mackinaw" and let it go at that.

Mackinac, Island of the Blest, is 991 miles from New York City via the New York Central and Michigan Central, eight and one-half miles more by steamer and then three-quarters of a mile by horse-drawn carriage to the Grand Hotel.

Horses (*Equus caballus*), it should be explained, are large perissodactyl ungulate mammals which, in a former era, had a most unfortunate habit of proving to be less speedy than the one our forefathers didn't bet on. The last survivors of this noble species are said by the Mackinac Islanders to be the ones used by them as motive power for passenger vehicles in lieu of the forbidden automobiles. Color is lent to this claim by the fact that the lake steamers—and there are a lot of them—all stop four or five hours at Mackinac to allow their passengers the privilege of experimenting with this novel mode of transit. No doubt in a generation or so snobbish youngsters will be giving themselves airs because gran'pa and gran'ma went to Mackinac once and took a ride behind real live horses. On the other hand, there are actually natives of the Island who have never visited the mainland and consequently have never seen an automobile or a railroad train.

The outstanding feature of the landscape as viewed by the approaching



Arch Rock, through which all good tourists peer at Mackinac Strait, though a much better view can be had at one side.

tourist from the steamer's deck is the baggageman for the Grand Hotel. He is a giant, who for some reason not explained has escaped the notice of Ringling Brothers, and he has a complexion so black that charcoal would make a white mark on it. He is clad in the hotel livery of orange and black, surmounted by a stovepipe hat dating back to the Civil War. That color combination is so vivid that you can begin to hear that livery before the steamer is half way across the strait. The giant walks with legs spread wide as if afraid of tipping over sidewise, taking up so much room that traffic in the opposite direction has to be suspended when he walks down the dock. That doesn't matter because he wears such a beatific smile that everybody wants to stop and bask in it as long as possible.

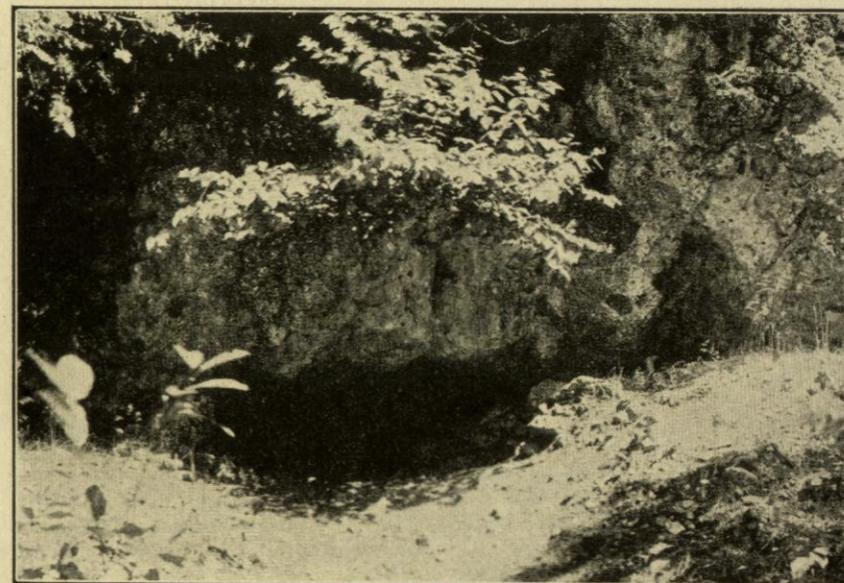
Many Sights on Mackinac

Of course there are lots of other things to be seen on Mackinac Island; but the point of paramount interest to hungry arrivals is the hotel perched on a hillside high enough to allow guests an entrancing view from the verandah over the Italian gardens in the foreground and the tops of the cedar grove in the middle distance of blue water dotted with verdure-clad islands. The Grand is one of a very few resort hotels in high favor with a former generation still surviving. You can guess what the present generation thinks of it from the fact that it was more than half

booked for the season before its doors opened in June; and from the further fact that the Governors' conference there last year attended by thirty-two state executives, with attendants and followers to the total of 700, grew almost lyrical in an appreciative set of resolutions spread upon the records of the conference.

However, a governor's conference isn't much. We were far more fortunate; for we landed plump in the middle of a sorority convention. As a matter of record I wish to state that a gathering of six hundred splendid young women in evening dress is a ravishing spectacle. It seems that these sorority conventions are a habit at the Grand. They fix the tone and atmosphere of the place, which is that of a refined home. Furthermore, the tone of the hotel chords with the keynote for the cottage colony.

More society folk from the Middle West are to be found at Mackinac than in any other one spot on the continent, during the season. Beautiful homes are maintained there by the Louis Swifts, the Edward Cudahys, the W. T. Bruckners, the William Dixons, by L. T. Jacques, Howard B. Peabody, and others of Chicago; the David Whitneys, the Edgar W. Bowens, the E. L. Dwyers, the Paul H. Demings and others from Detroit. Then there are a lot of cottagers from St. Louis, St. Joseph, Mo., Cincinnati, Pittsburgh, Kansas City, New York City and ever



Skull Cave, where a fur trader wiped out an Indian tribe, if you can believe what you hear.

so many other places. Ossip Gabrilowitsch, the famous pianist and orchestra director, is spending the summer there. The late Justice of the United States Supreme Court, W. R. Day, made his summer home on Mackinac Island for forty years. Mrs. Alvin T. Hert of Louisville, Chairman of the Women's National Republican Committee, maintains one of the handsomest places in the West on Mackinac Island. It was offered to President Coolidge for his vacation home in 1927, but he eventually decided on the Black Hills. For a more detailed list of summer visitors at Mackinac just take about half the names in the social register.

History, Scenery and Science

Picturesque? It certainly is. The view is dominated by the old Fort with its white walls cutting vivid gashes in the greenery and its blockhouses just as they were built by the British in 1780. For me the most interesting feature of the old Fort was its association with Dr. William Beaumont and his celebrated patient, Alexis St. Martin. These twain probably contributed more definite knowledge of digestive processes than the whole medical profession before and since, although the contribution was entirely involuntary on St. Martin's part. Alexis was the only human being who ever allowed other folk to peek into his stomach and see what was going on. I first read about Alexis St. Martin at school when I was younger than I have ever been since.

You see on June 6, 1822, Alexis, then a young man aged 19, an engagee of the American Fur Company, was in the store at Mackinac when a blundering fool accidentally discharged a shotgun when the muzzle was less than three feet from St. Martin's body. The charge tore a hole in his abdomen large enough to admit a man's fist. He was uncon-

scious and, apparently, dying when Dr. Beaumont, the Post Army surgeon at a salary of \$45 a month, arrived.

The case seemed so hopeless that Dr. Beaumont did not take the trouble to remove all the bits of clothing, gun wads and other debris, but did what he could to make the patient more comfortable, then left saying the man would be dead in a few hours at most. But when the doctor was sent for a second time St. Martin seemed to be recovering from the first shock. Then he went to work in earnest and under his care St. Martin made a complete, and what seemed to be a miraculous recovery so that he lived to raise a family and to attain the ripe old age of eighty-seven.

The feature of extraordinary interest in this case was that the gaping wound in St. Martin's stomach never healed, although Nature did provide a sort of flap which sufficed to close the opening but which could be lifted when Dr. Beaumont wanted to study the digestive process. You can still find in the physiologies tables setting forth the time required to digest various articles of food, all of which was gathered from observations on St. Martin.

The Michigan State Medical Society and the Upper Peninsula Medical Society have erected a modest monument of granite and bronze to Dr. Beaumont within the Fort a few steps from the old Post hospital in which he performed the operation which brought the apparently moribund youth back to life.

Many of the most eminent surgeons in the Middle West make Mackinac their summer rendezvous. Ostensibly as a further memorial to Dr. Beaumont they have refitted the old hospital, devoting half the building to a large, brightly lighted operating room with every modern appliance, and the remaining half to two rooms with a single

bed in each. An addition to the old building is fitted up as a home for a nurse who is always on duty. My private opinion is that those surgeons trusting in that old adage about history repeating itself, have prepared that hospital in the hope that another man may get shot in the stomach and so provide an opportunity to continue the studies begun by Dr. Beaumont. In fact, I am reliably informed that they offered to shoot the jazz orchestra, the sole remaining affliction on the Island, since autos and mosquitoes are barred, in the stomach and furnish ammunition themselves. For a time everybody hoped for the best; but the offer was declined. Although they have had no luck at all so far, the surgeons are raising an endowment fund and settling down for a long wait.

The Island a Seat of Romance

Mackinac Island is so irradiated by a halo of romance that novelists long ago began laying their scenes there and drawing their characters from life in the village. One well known novel, "Anne," by Constance Fenimore Woolson, was published away back in the Victorian era and republished more recently. Anne must have been quite a girl; for it required 548 royal octavo pages of solid nonpareil for Constance to tell what she knew about her.

But la me! When it comes to romancing, those Mackinac hack drivers—that is, the persons who direct the *Equus caballuses*—have Constance left at the post. After taking the regulation drive around the Island with one of those hack drivers you realize as you never did before, what an important part Mackinac played in the conspiracy of Pontiac and the Revolution and the War of 1812. By the time you have ridden with three or four you doubt whether the World War would have been a success if it hadn't been for Mackinac.

The first driver we rode with tried to tell us the story of Skull Cave. He said it was so named because the only white man saved from massacre at Mackinac City across the Strait was hidden in the cave by an Indian friend; and that when daylight came the poor man was terrified by finding a skull lying beside him. That was so tame a yarn that we got right out of the carriage then and there and tried another. Then we got the bed rock facts.

It seems that this Alexander Henry, the fur trader who was saved, fled from the scene of the massacre when things got too hot. He swam the strait, eight and a half miles, followed by yelling savages, ran up the hill, still closely pursued and across the Island until he saw this cave and ducked into it. With a yell of triumph the leading redskin whetted his knife on the sole of his moccasin and started in after Henry's scalp.

Finding himself at bay, Henry seized the savage's head in his hands—he was

unarmed, you see—twisted it off and dropped it. Then he rushed out and, taking the heads of the terrified Indians one at a time, twisted them off and tossed them into the cave until it was filled with skulls and the entire tribe was destroyed, in spite of the fact that a beautiful young matron was on her knees imploring him to spare her husband. But Henry was inexorable. He decapitated the last savage, immediately married his widow and—and they lived happily ever after. And that's how skull cave got its name—full of skulls, you know.

The Hack Drivers' System

I found out afterward that the first hack driver knew these facts but did not dare tell them because they belonged to the second man. Formerly the hackmen pirated each other's best facts and behaved generally like a lot of Chicago bootleggers. But when they found the tourists, which are the only visible means of support of Mackinac, were getting all the information they wanted in a single drive they organized, pooled their facts and then apportioned them equitably among themselves so that each hack driver could make up a monologue including three thrills, five jokes, twenty-seven historic facts, all different from the facts on the same points in other monologues, and six casual interjections about the weather. Nowhere else in America can you obtain so much information for your money as at Mackinac.

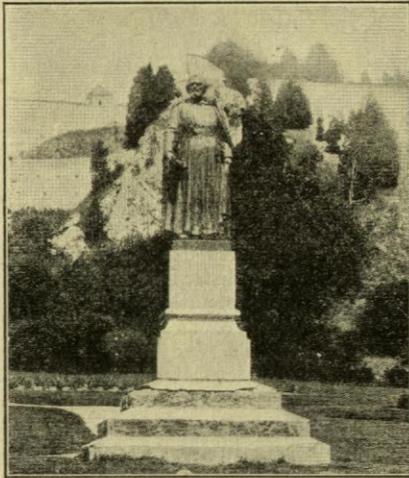
Our first drive included a conical rock rising ninety feet above the summit of the hill on which it stood. Originally this rock was covered with shrubbery, constituting a picturesque cap sheaf for the island panorama. But when bobbed hair became all the rage the superintendent of the park sent men with ladders, ropes and axes to give that rock a boyish bob. I thought that must be "Robinson's Folly," one of Mackinac's show places; but no, the driver said that was Sugar Loaf; that Robinson's Folly was a cliff from which Mr. Robinson, an officer of the former British garrison, who was trying his honest best to get his share before the Eighteenth amendment took effect, jumped when too closely pursued by a pink elephant with blue polka dots.

Mackinac is the only place in America that can afford a historic battle ground for a golf course. Also, it boasts the original house in which John Jacob Astor, fur trader, set up in business which proved so remunerative that he was later able to buy up the most of Manhattan Island.

Speaking of buying islands, in the museum within the fort is a photostat of the original deed by which the Chippewa Indians conveyed Mackinac Island to His Majesty, George III, for the sum of twenty-five thousand dollars. In view of the fact that the much larger island of Manhattan cost only

twenty-four dollars some years prior to this Mackinac deal, it might seem at first glance that the purchasers must have been stung. But if you will remember how far from the seaboard Mackinac is, and then do a little figuring on the cost of transportation on an island of 2,200 acres for so great a distance, and remember that Congress had not then adopted the Hoch-Smith resolution under which the railroads would have been obliged to favor the languishing island industry, you will have to concede that the price was not unreasonable.

One of the outstanding features of a visit to Mackinac is the trip which everybody takes at least once, and as much oftener as they can, to Les Cheneaux Islands. The Arnold Transit Company runs a jaunty steamer twice daily on this round trip of fifty miles.



Pere Marquette, one of the first tourists to see Mackinac, liked it so well that he has taken up a permanent position facing the wharf where later tourists land.

Les Cheneaux constitute an enchanting archipelago like the better known Thousand Islands, only more so, lying off the main land of the northern peninsula of Michigan. Through channels so intricate that the captain himself takes the wheel, the *Islander*, slowing down to bare steerage way, wriggles and squirms from dock to dock. These docks are clues which, if followed up, lead to secluded summer hotels, or to club houses or to "cottages" that are really mansions. One island, for instance, hides a colony of, perhaps, a hundred homes of wealthy Americans, besides Les Cheneaux Club, where their guests are entertained.

Catching Husky Muskellunge

The tortuous channels of Les Cheneaux are the home office of the muskellunge, gamest of game fish. We stopped over for five hours between morning and afternoon trips of the *Islander* to show those muskellunge that we were not afraid of them.

I carried this spirit of bravado so far as to throw a spoon hook overboard and

drag it along behind the boat. Almost at once that spoon hook caught on a snag and almost yanked me overboard—so I thought. But the guide said it was a muskellunge. I shall not tell what followed because I have been warned that any statement I may make may be used against me. He weighed twenty-nine pounds when laid out, and everybody said he looked "so natural."

For some time the widow of that muskellunge followed in the wake of the boat; but I could not tell from her expression whether she was reproaching me for my part in the family tragedy or whether she wanted to see if I had any more spoon hooks.

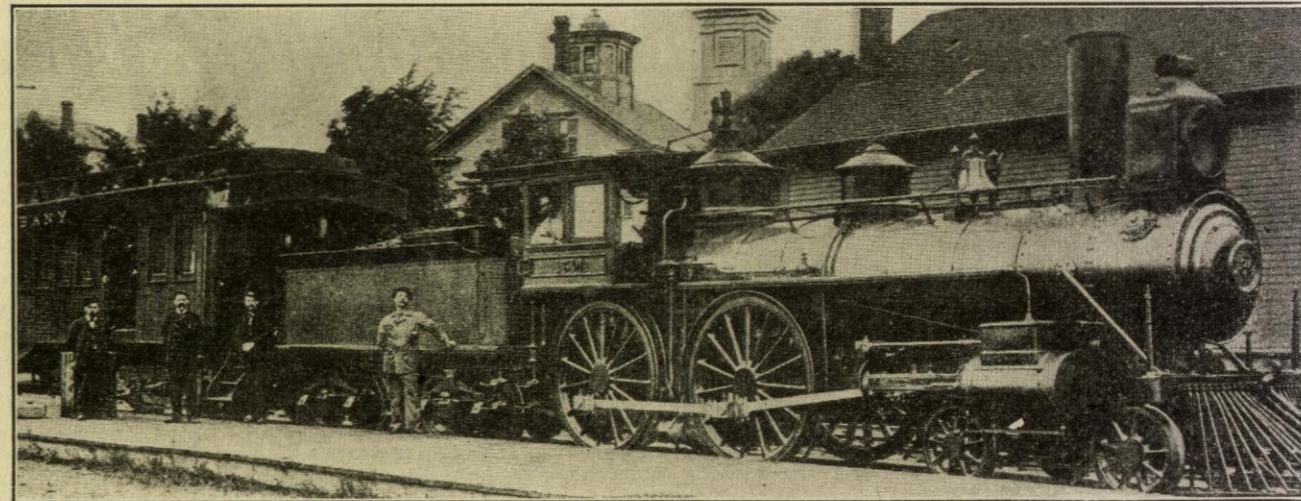
Captain Louis Goudreau of the *Islander* said muskellunge were like that. A man of charming personality and a fascinating raconteur, who spent part of his early life among the Chippewa Indians, Captain Goudreau is, naturally, an authority on fish. He does his fishing in winter when there are no tourists around to lose the tackle and scare the fish away and ask foolish questions.

Some of the Captain's Adventures

One winter day the Captain violated Mackinac taboo on autos by obtaining a car from St. Ignace on the mainland in which to go fishing out on the ice of the Strait, some eight miles from shore. A blizzard came up and when he and his companion started home a tire blew out. As they could not repair it they tried to run on the rim; but the ice was so smooth they couldn't. Captain Goudreau simply rolled up a blanket, stuffed it into the tire, and sailed gaily back to St. Ignace; for he didn't dare venture into the port of Mackinac with that car, not even in a blizzard.

When Captain Goudreau can think of nothing else to do he falls through the ice in the strait. He has gone through the ice a number of times but always changes his mind and crawls back again. One winter day he hitched Prince, a magnificent collie, to his dog sled and started out for a day's fishing. Prince was unusually reckless that morning for he ran straight into an air hole in spite of everything that the captain could do. Before he could extricate himself from the sled it had gone into the water. The Captain turned as he went under and threw his hands out on the edge of the ice. Instantly his wet gloves froze fast. One at a time he pulled a glove loose and thrust his arm ahead on the ice and allowed it to freeze fast and by this means pulled himself to safety. Then he turned back and hauled Prince out.

Now, Prince, to show his gratitude, makes a point of coming down to the dock every afternoon to meet the Captain when the *Islander* comes in. He goes through all the demonstrations by which a dog expresses joy and affection, plus some entirely original ones. But one day Captain Goudreau played a low-down trick on Prince; he came in



THE TWITCHELL OF THE BOSTON & ALBANY AT WINCHENDON, MASS., ON THE WARE RIVER ROAD

The *Twitchell*, No. 150, was built in 1869 in the Rhode Island Locomotive Works, and weighed thirty-four tons. It was equipped with automatic brakes; 18 by 22 cylinders; 5 feet, 6 inch drivers, and a tank with a capacity of 3,000 gallons of water. It could raise a steam pressure of 130 pounds. In the picture, left to right are: William Francis, Conductor; Frank A. Hamilton, Baggage man, and only present living member of

train crew; Harris M. Chute, Agent at Winchendon; James E. Hamilton, Trainman; John Sickles, Fireman, and George W. Adams, Engineman. The picture was found at Winchendon ten years ago by George H. Waitt, Electrician for the Boston & Albany at the Allston Car Shops, and he was assisted in indentifying the members of the crew by John D. Rockefeller, of the office of the B. & A. Superintendent of Motive Power and Rolling Stock.

ten minutes ahead of time. When Prince, who is always exactly on time saw what had happened, he cut the Captain dead and stalked off the dock and home. For a week he ignored the Captain's existence, but at last forgave him and now continues to act as a welcoming committee of one.

Those who are unable to obtain a foothold in Mackinac's many hotels—for in addition to the Grand, which is *the* hotel, every building on the island except the souvenir shops, is a hotel, boarding house or restaurant,—or on Les Cheneaux, must, perforce, stop off on the main land. A good many must stop there, for the northern third of the lower peninsula of Michigan devotes its exclusive attention to the tourist industry. Managers of the East and West Coast Tourist Associations agree that the tourist industry brings to the southern peninsula some \$240,000,000 annually. This is necessarily an estimate, but a few cents either way would not make much difference.

It would take a mighty hard-hearted tourist to resist Michigan's appeal. First off, there is the climate. Even after the summer tourists have used and wasted all they can, Michigan has enough Grade A climate left over to break the market if it were all dumped at once. This may be attributed to the remarkable location of the Lower Peninsula, situated as it is between Lakes Michigan and Huron, with Mackinac Strait at the top. Congress should, and probably would, if somebody would only propose it, enact a law requiring every State to be bounded on three sides by large bodies of fresh water for the good it would do the climate.

But this is not all. In the Lower Peninsula there were 5,183 inland lakes

at the last census, and this does not include some little ones not yet big enough to count. These inland lakes are not organized; and right here is where Michigan has made a big mistake. With each one of those 5,183 lakes on its own hook, and in each lake a hundred black bass competing for every fisherman's bait, when one could do all that was necessary, you can imagine what happens. If some one would form a merger, placing all those lakes under a single management capitalized at a billion shares of stock of no par or other value, Michigan's tourist industry would roll up an annual revenue that would make the present \$240,000,000 look like mere car fare.

Entering the state by the Michigan Central the prospective summer boarder may not receive an adequate impression of Michigan's charms. That is because those frugal Wolverine folk, in order not to waste anything, built the railroad on land that could not be used for anything else. But once you are out of sight of the railroad you are in gently rolling country with hills of just the right height for elderly persons with a tendency to *embonpoint* to climb without feeling that they are being imposed upon. These hills are covered with a dense growth of young conifers, hardwoods, aspens and summer hotels that have sprung up since the primeval forests that once covered the state were cut down. With such material, with a convenient lake always ready to oblige in making a landscape, you can understand that the country is decidedly picturesque.

Walking through the woods the tourist is likely to put up a deer, or perhaps several of them. In that case the deer strikes an attitude and gazes

at the tenderfoot for about ten seconds, then sticking its tail straight up like the blade of an upper quadrant semaphore at clear, it makes a single leap of a quarter of a mile or less over the tops of the shrubbery and disappears. Then the tenderfoot resumes respiration and begins to tell what he could have done if he had a gun. If it happens to be a bear instead of a deer the tenderfoot never knows what the animal does. As for himself, he is apt to retire in high gear to his room in which he spends the rest of the day with the door locked.

Red Canyon a Colorful Spot in Utah

RED CANYON is a mere introduction to the splendors of Bryce Canyon National Park; yet if it were not overshadowed by its more famous neighbor it would be heralded as a scenic marvel of the first rank. In earlier days many travelers looking for Bryce Canyon are said to have mistaken Red Canyon for the object of their search, and turned back home perfectly satisfied with the spectacle.

The great scenic areas such as Zion, Grand Canyon and Bryce Canyon National Parks, the Kaibab National Forest and Cedar Breaks are only the highlights of the Union Pacific motor-tour out of Cedar City; there are colorful and interesting spectacles on every stage of the journey.

Met Maneaters

"Did you see sharks when you crossed the ocean, Mr. Spiffkins?" asked Miss Purling.

"Oh, yes," replied Spiffkins sadly, "I played cards with a couple of them."

Merchants' Dollars and Fast Freight

By Franklin Snow

THE bells ring, the red lights flash and a long line of automobiles comes to a stop at the grade crossing while a long freight train rumbles past. It is not an inspiring sight, perhaps, but there is a touch of romance even in the dull red freight car, for a nation's commerce is being carried north and south, east and west, in the steel and wooden box cars with their cryptic initials and numbers.

The caboose finally heaves into view, reaches the crossing, passes it, the gates go up and the motorists resume their interrupted journeys, their thoughts directed more toward the need of an overhead crossing at this intersection than upon the value in dollars and cents of the merchandise which has passed them in the hundred-car freight train.

It is the trim, sleek limited—drawn by its racy, greyhound locomotive—composed of Pullman cars from its club car to the shining brass rail of its observation platform, which catches the popular fancy. As one looks toward the railroads it is the spectacular, as typified by the fleeting passenger trains, which lends color to the railroad, but the merchant knows, and is not unappreciative, of the aid which the dull red freight car has been to him in enabling him to reduce his inventories, indulge in an orgy of hand-to-mouth buying, keep a smaller amount of capital tied up in goods in transit and be able to promise delivery to customers on a specified date with assurance that such promises would be fulfilled.

Freight Car Speed Increases

Since 1920, the nimble freight car has increased its daily meanderings from 25.1 miles to a jaunt of 31.3 miles in 1928. In the same period, the average freight train has increased in length from 36 to 48.1 cars; the average load per train has risen from 708 to 793 tons and the average speed is now approximately 13 miles an hour. Freight train-speed is, however relative—an absence of delays on the road is more important in raising the average than is faster running when the train is in motion. And this is just what has been accomplished.

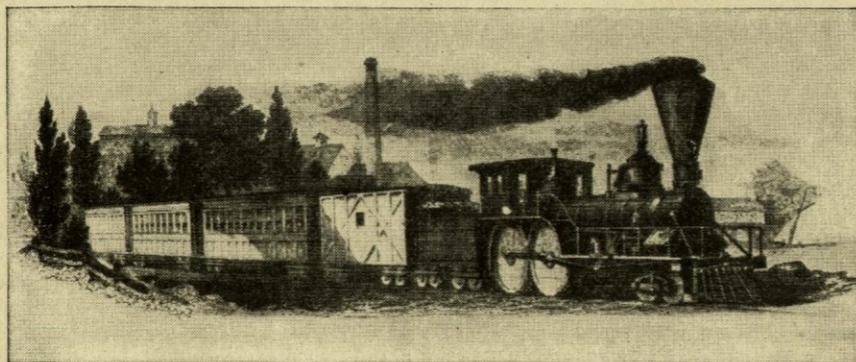
Providing more efficient service has been beneficial to the railroads themselves. Perhaps they did not anticipate so significant a demonstration of the value of good service, but the improved equipment, new and heavier locomotives and cars, stronger bridges, heavier rails and ballast, better designed yards and terminals, additional block signals and safety devices, more modern methods of dispatching trains and keeping them more constantly in motion, have paid a return upon the investment, for railway earnings have

improved in much the same ratio that improved facilities have been placed in service.

In the years 1920 to 1928 inclusive, with part of 1928 estimated, total railway expenditures for improvements such as above noted aggregated \$6,628,000,000, in addition to the enormous sums spent for general materials which are not charged to capital expenditures. It has taken courage for the railway managers, year after year since the termination of Federal control, to authorize these large expenditures, but the results have proved the wisdom of these outlays. The results are, indeed, cumulative, for they multiply themselves each year, and the railroads are finding it possible to operate at a smaller expense with a growing volume of traffic. Not that freight traffic is soaring upward each year, however, for the past two years have shown only a minor increase and it is by no means certain that tonnage will continue to grow in volume in the succeeding years as it did in former years because of the growing competition of other agencies of transport.

But economies have been made possible by reason of the improved facilities and the better plant available to handle the business offered, and an increased net has been achieved out of a constant, or a reduced, gross. And at the same time, the shipper and receiver of freight have benefited as freight cars, pursuing their journeyings hither and yon, bring their contents to the designated consignee not only with greater celerity but with an enhanced reliability (which, in itself, is a factor of prime importance).

There is one form of "testimonial advertising" toward which business has raised no objections and that is the voluntary statements of industries and corporations concerning the monetary value to them of fast freight service.



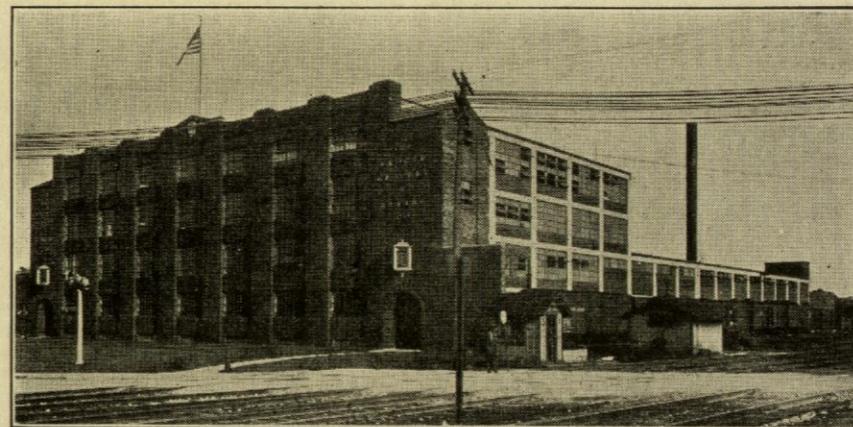
A typical railroad train of 1855, as pictured on a mortgage bond of the Michigan Southern & Northern Indiana Railroad Company. The bond from which this was taken was issued on May 1, 1855, and was signed by E. B. Phillips, President, for a thousand dollars, secured by a sinking fund. Interest at 7 per cent per annum was payable semi-annually in New York City.

While it is difficult to resolve such figures into money, many organizations have produced figures to indicate the profit to them through savings in inventories and in interest charges.

How the Change Began

It all started, apparently, through a letter addressed to the president of the Union Pacific Railroad several years ago by Charles S. Keith, president of the Central Coal & Coke Company of Kansas City. Mr. Keith first noted the fact that building contracts over a period of time had increased 10 per cent while car-loadings of lumber had increased only 1½ per cent. This, he asserted, gave conclusive evidence of the fact that the difference had been applied from dealers' stocks rather than from new purchases of lumber. After reducing these stocks, normal production and consumption, would, of course, then go on in a normal manner, he continued, and the net result of the improved rail service had been to take approximately \$600,000,000 out of stocks and accounts of the lumber industry in three years.

As lumber is less than 10 per cent of total car-loadings normally, one can build up a hypothetical figure of more than \$6,000,000,000 thus taken out of current stocks formerly carried by wholesalers and retailers of all kinds throughout the United States. Of course, some goods are not stored in the way lumber is, so such a figure would not be wholly correct, but even if it is halved, in order to make due allowances for other industries operating on different bases, it will be seen that there still is a vast reduction in the amount of capital tied up in non-productive reserve supplies. It is only reasonable that a shrewd merchant shall buy from hand-to-mouth when he is able to determine definitely how long it will require to replenish his stock, and his savings in thus keeping



The Kroger Grocery and Baking Company's new warehouse at 1011 East Saint Clair Street, Indianapolis, is located on the Big Four tracks there. The building houses a large bakery, a dairy, cake-mixing rooms, bread-mixing rooms, huge ovens for baking cakes, and refrigerators for preserving cake and bread-making supplies. The warehouse serves 225 Kroger stores within the city of Indianapolis and within a radius of fifty miles of the city. A similar building has been erected by the Kroger Company on the Big Four tracks at Dayton, Ohio.

liquid his working capital are a notable contributing cause to the general prosperity obtaining today.

The Difference in Dollars and Cents

All of these factors are interesting in themselves, but the merchant visualizes the railway performance more correctly when it is put on a dollar and cents basis. *The Railway Age*, some time ago, stated that the total value of all goods in transit on the railways at any one given time approximates \$2,000,000,000. The annual interest on this, at 6 per cent, is \$120,000,000. An increase in the average speed of freight cars in recent years is at least 33 per cent, if one employs the figure of cars actually in service, as contrasted to the more customary figure utilized, namely, that of all cars, whether in service, in storage or in bad order, a figure which thus reduces the average daily mileage of those actually in use. With an increase of one-third the average speed, the interest charge of \$120,000,000 annually is reduced by \$40,000,000. Such a figure is hypothetical, but even so, the method of computation will stand critical analysis and the merchant, when such facts are placed before him, is able the more concretely to visualize what fast freight service means to him.

Likewise, the housewife is brought face to face in her daily purchasing with the benefits of fast, refrigerated service. One now may buy, at least in the larger cities, fruits and vegetables at all seasons of the year, perishable goods which have been speeded northward or eastward by the railroads on "time schedules" which call for arrival at almost as precise a time as the schedule of a limited train. Fresh peas, strawberries, asparagus from the South, fruits from California—all the things which once were regarded as expensive luxuries out of season are now commonly found in eastern cities

at nominal prices—a tribute to fast and dependable railroad service.

Perhaps no railroad man would admit that this service has been highly profitable to the railroads but the availability of out-of-season fruits and vegetables has, in itself, created an increasing demand for them and this, in turn, produces an additional volume of traffic for the railroads which they would never have had, had they not developed a fast service.

Quoting innumerable rows of ciphers to prove a case seldom makes interesting reading, but the facts adduced by Dr. J. H. Parmelee, director of the Bureau of Railway Economics, translate these savings into monetary terms in so significant a manner they are worthy of brief comment.

Cost of Half Million Cars Saved

"Taking the average distance moved by a freight car in a day," he observes, "it has been estimated that every mile added to that daily average is equivalent to adding 100,000 freight cars to the total of railway freight equipment. The increase of more than five miles per day since 1920 is thus equivalent to 500,000 freight cars.

"The virtual addition of 500,000 cars to the railway plant through this speeding up means a saving of perhaps \$750,000,000 in new capital, \$45,000,000 in the annual cost of such capital, another \$30,000,000 for annual depreciation charges, and \$75,000,000 for repair charges per year. The average turn around time of a freight car today is probably one-third less than eight or nine years ago, and the interest charges alone so saved to shippers must be at least \$50,000,000 per year."

Resolving these savings into terms of money, it becomes evident that as the railways have prospered through greater efficiency, so also have their patrons benefited, not alone through better service but through definite

savings in capital tied up and interest thereon.

Co-operation of employes in expediting the movement of trains has been a vital factor in this performance, for without a degree of voluntary assistance, delays would have occurred which even the most capable train master could not definitely have ascribed to the sabotage of a train-service employe. Yet only a few years ago delays occurred which were due neither to mechanical troubles nor to failures on the part of the dispatcher. An engineman or an entire train-crew with a grudge could effectively conceal little delays along the line which, when multiplied, cost the railroad money and the owner of the goods delays in time, with interest charges accruing.

Employes Aid by Efficiency

But now, a generous measure of employe co-operation has been built up. Perhaps the railroad men realize that their own jobs are at stake and that unless they perform their tasks efficiently, rapidly and economically, other agencies such as the truck or bus, the airplane or the river barge, will take from the railway the freight which now makes necessary these very men to man the trains, so the co-operation is no more than an act of self-defense. And again, possibly the attitude of the men is one of definite friendliness toward the rail managements, but whatever the reason, the results speak for themselves.

In an effort to give a degree of personality to the freight trains, names have been employed by some railroads, notably the Pennsylvania. Over this railroad such trains as Spark Plug, the Choo-Choo or The Vamp, ply regularly between different cities and it is a matter of opinion whether a train bearing the grandiloquent sobriquet of The Challenger is likely to move more rapidly than the New York Central's well-known symbol train "LS-4"—the "LS" being the last vestige of the old Lake Shore Railway—or the New Haven's Cannonball. That question may properly be left to the respective judgments of the individual rail managements, for it is not a matter in which the merchant is likely to evince keen enthusiasm. The arrival notice is of more moment to him and any name or symbol is agreeable to him providing it tends to keep the freight moving.

Transportation efficiency keeps liquid the industrial and mercantile capital. When hundreds of millions of dollars are taken out of the stocks and accounts of various industries, as estimated by spokesmen for the lumber and other industries, it is reasonable to assume that a faster turnover results, with added prosperity all around.

Railroad executives know that a standing car earns no money. It may, if it is on the siding of an industry, collect a certain number of dollars daily

(Continued on page 104)

Employees Tell How to Ship Perishables

"What can the railroad employe do to assist in more efficient transportation of perishable traffic?" was the question asked in the Freight Loss and Damage Prevention Prize Contest held during the month of July.

Prizes were open to two groups of employes. First prize in Group I was awarded to B. J. Bulger, Assistant Chief Clerk, Albany. John J. Schmatz, Car Inspector at Warren, Pa., was the winner of first prize in Group II. Their papers are printed here, and the complete list of prize winners is also given below.

The four main prizes in the first group were won by employes of the Mohawk Division, and the first four prizes in Group II were all taken by employes of the Erie Division.

Protecting Perishable Freight in Transit

By B. J. Bulger

Assistant Chief Clerk, Albany, N. Y.

RAILROAD representatives receiving bills of lading should examine them carefully, being sure they are properly prepared in accordance with instructions; particularly with regard to the class of perishable protection desired being shown. They should know that the car loaded has passed the inspection of the Car Department and is OK in every way.

The shipping order should be passed to the billing department without delay, the yard master being notified where car is going and that the waybill will be forwarded to him shortly. This is to enable the yard to start to line the car up for the train in which it is to go.

Yard employes should make sure that the car has been iced, if service calls for ice, or that ventilating devices have been placed in proper position.

Routing, billing and revision clerks should make sure that all instructions appear on the waybill. Delays are costly, even though they be only one or two hours, as the car might miss the connecting train and possibly the morning market at its destination. A claim may follow on account of the quickly fluctuating market in perishable commodities. For this reason, cars should be switched out and moved in the first possible train.

Conductors carrying waybills should protect them carefully, being sure they are with the car at all times, as they carry instructions and are the protection of the car. Waybills for cars to be iced en route should be scrutinized carefully to insure stopping at regular icing stations. The required paster should be placed on the waybill.

At intermediate yards cars should be inspected on arrival, making sure that hatch plugs and ventilators are in proper position if under standard ventilation. If under standard refrigeration, or other refrigeration instructions, the condition of the ice should be ascertained and, if necessary, ice should be ordered as quickly as possible to insure prompt continuance to destination.

Vents and plugs should be inspected, and if not in proper position, should be adjusted as instructed on billing, mak-

Prize Winners

Group I

First, \$25—B. J. Bulger, Assistant Chief Clerk, Albany, Mohawk Division.

Second, \$20—C. F. Loring, Agent, Canajoharie, Mohawk Division.

Third, \$15—L. N. Vibbard, Chief Clerk, West Albany, Mohawk Division.

Fourth, \$10—A. Sharp, O.S.&D. Clerk, Schenectady, Mohawk Division.

Six prizes of \$5 each were awarded to:

W. T. Kiser, Clerk, Warren, Pa., Erie Division.

M. K. Leone, Agent, Laona, N. Y., Erie Division.

C. G. Schuyler, Clerk, Fonda, N. Y., Mohawk Division.

B. P. Christy, Clerk, Ripley, N. Y., Erie Division.

A. Wilber, Agent, Port Clinton, Ohio, Cleveland Division.

Carl H. Frank, Clerk, Canajoharie, N. Y., Mohawk Division.

Group II

First, \$25—John J. Schmatz, Car Inspector, Warren, Pa., Erie Division.

Second, \$20—C. L. Graft, Car Inspector, Dunkirk, N. Y., Erie Division.

Third, \$15—N. W. Martin, Car Inspector, Wesleyville, Pa., Erie Division.

Fourth, \$10—H. Garland, Car Inspector, Painesville, O., Erie Division.

Six prizes of \$5 each were awarded to:

Clarence J. Lang, Car Inspector, Erie, Pa., Erie Division.

C. N. Jewell, Freight Conductor, Cleveland, Erie Division.

R. E. Nichols, Freight Conductor, Dunkirk, N. Y., Erie Division.

V. S. Cummins, Car Inspector, Westfield, N. Y., Erie Division.

F. J. Freeburg, Car Inspector, Wesleyville, Pa., Erie Division.

D. H. Brown, Yard Conductor, Erie, Pa., Erie Division.

ing record of any change. Also ice should be supplied, showing time and date. Drain pipes should be inspected on cars under ice and cleaned if necessary.

Cars diverted should have special attention, waybills being forwarded to the yard promptly, carrying all in-

structions as to icing. Cars should be phoned to the yard on receipt of diversion order, and should be iced if necessary and switched from the team track and placed in line for the first possible train or pull. Diversion orders should be followed up to make sure they have been accomplished.

Employes at destination should inspect cars, tamping ice and protecting each car in accordance with instructions on waybills. Any service performed should be recorded, showing date and time. Cars on hand should be inspected daily and ice added or vents and plugs manipulated in accordance with Joint Circular 126.

The consignee should be notified of arrival, by both phone and mail, and cars should be placed promptly, if possible on separate track to avoid switching. Cars should be watched to see that they are trimmed down and owners should be notified of failure of their agents to do so, attaching form T-1408 to the notice of arrival for this purpose.

When damage is reported give prompt inspection, reporting on form FCA-5. Show exact condition of loading, bracing and blocking, also show cause for damage or breakage. In case of decay, arrange for immediate inspection by M.D.I. inspector if possible. If not, make record of inside temperature of car, also inspection of bunkers, tanks, drain pipes, doors, hatch plugs and padding, showing exact condition on FCA-5. When making endorsements on freight bills, show exact conditions.

If a perishable car is found at any point without billing, it should be inspected immediately and protected as far as possible during lack of instructions. Seals should be wired or phoned to the nearest District Freight Claim Agent, or the Superintendent's office, together with a request for disposition, advising if possible the last point received from.

If perishable cars have been on hand at their destination forty-eight hours, the shipper and the nearest District Freight Claim Agent's office should be notified by wire.

It is important that all seal records be accurately maintained, also that all icing records be shown in forms PF-1, 2, and 3, as required by those forms.

Less-than-carload perishable freight should be handled in the same manner as carload, except that marks and the number of articles should be checked against the bill of lading and waybills. If it is to be loaded into an ordinary

box car, a notation must be placed on bill on lading. Perishable freight should be given the best possible protection while in freight houses, and should be disposed of as quickly as possible, if necessary, selling to the best advantage.

All employes should familiarize themselves with the rules contained in Circular No. 20-A and Joint Circular No. 126.

How 20 Per Cent of Claims Can Be Reduced

By John J. Schmatz

Car Inspector, Warren, Pa.

PERISHABLE freight being responsible for more than 20 per cent of all claims, it should therefore be given preferred attention.

Employes may assist by requiring a written order for the car, stating the type of car, the commodity to be loaded and the date wanted. Employes should first see whether the car suited for this commodity is on hand. If it is not, transmit an order promptly to the car distributor.

Car should be inspected both inside and out, and any defects found which may cause delay to the car or damage to its contents en route to its destination must be repaired.

The inside of the car must be clean and free from refuse, contaminating odors, protruding nails, etc. Issue form T-162, and comply with rule 164 instructions. Place the car promptly. Notify the shipper when the car is ready.

Examine the commodity for quality, condition, etc., and also examine the containers. Supervise loading, stowing and bracing. Be familiar with the condition of the commodity as it may affect transportation, such as mold, frost, plant disease, etc.

Secure and record an accurate check, including weight of the lading, if possible. See that the bill of lading is properly made out, specifying complete shipping instructions, kind of service, and class of refrigeration, all of which should be correctly transcribed to the waybill. Record the temperature and weather conditions. Seal all doors and make a proper record.

Hurry the waybill to the yard. Furnish the necessary information to the connecting lines for switch movement. Notify the yard master, also the dispatcher, when a perishable car is ready for movement. Perishables should be given priority over all other cars, and placed in the first available fast train.

Yard crews may assist by eliminating rough handling during switching and classification by strict observance of the three-mile speed at time of impact. Yard employes may also assist by observing whether iced cars are dripping, and if not, to report to the proper authority. All employes should

be familiar with the New York Central questionnaire on refrigeration and ventilation.

Keep cars moving on schedule, do not delay. Give them priority.

Give preference to repair track moves, and make all possible repairs in the yard. Ice bunkers must be kept tamped down, full at all times as required, and inspected as provided for in instructions. Tariff icing instructions before and after delivery must be respected and carried out. Embargoes must be lived up to, and service provided to protect diversion and reconsignments. Follow instructions on the waybill as to refrigeration and ventilation. Wire all advance information.

Telephone consignees on arrival, keeping a proper record of the transaction. Mail the arrival notice promptly. Place the car promptly. Handle all reconsigned shipments promptly, and make a record of all authority.

Recover all broken packages. Salvage damaged fruit to the best advantage, and secure a copy of the sales. Determine at the time of unloading the cause and extent of damage, and make a proper report. Examine the interior of damaged packages to determine just what damage has been done, and mark notations accordingly. Do not mark notations when damage is confined merely to the container and not to its contents.

With a fit car having been provided, promptly loaded, iced, ventilated, pre-cooled as required, and carefully switched, its repair time reduced to the minimum, the car kept speeding on schedule, promptly placed, inspected, PF reports made, and consignee notified promptly, it would seem as though some of the 20 per cent of all freight claims could be reduced.

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.



Both in the Transportation Department of the New York Central Railroad, these two men left active service within two months of each other. Thomas Whitely, left, was retired on May 1 from his position of Engineman at Collinwood, Ohio, after forty-eight years, and Henry H. Bowes was retired as Brakeman, Beech Creek District, on March 1, having worked for the railroad for thirty-five years.

Claim Prevention From the Viewpoint of a Country Station Agent

By J. W. Grady,

Agent, Momence, Illinois

NOAH'S neighbors did not believe the flood would come. Neither did Adam believe it would matter if he took a bite of the apple.

A great many of us are the same way in handling freight. What is a claim? Nothing more or less than the final result of someone's carelessness. The way to reduce claims 50 per cent, at least, is to load and unload freight with your imagination to a point where you believe that the freight you are handling belongs to you. Check, stow, and inspect crates and packing and see that they are right.

Damaged freight is a loss to each and everyone concerned. The consignor gets actual loss; the consignee loses his profit and waits for a duplicate shipment; and what does the service get? A dissatisfied customer; the claim papers; and finally winds up as the "goat," from a financial standpoint.

A good resolution to make, when you see a shipment of freight coming on a dray or truck, is not to howl because you are going to have to do a little work. You know that old saying, "Hound dogs sit around and howl at the moon." Calamity howlers generally want to sit around and howl at nothing, and when in this mood, they do poor work.

Being hard-boiled is becoming a legend of the past. The modern up-to-the-minute agent or clerk is recognizing more and more clearly that success comes only from service rendered.

Now get busy! Watch your cars for the commodities to be loaded. See that they are suitable. Also your seals, shipping orders and billing—and on the first of each month resolve that there will be no claims caused by your station that month.

Then make good on this resolution and watch the claim statistics diminish.

Ashtabula Club Hears T. J. Cook

T. J. COOK, General Freight Agent of the New York Central, was the guest speaker at the Ashtabula, Ohio, Rotary Club meeting on July 25. He told of the methods used by the New York Central to facilitate transportation.

Other railroad guests present were: H. A. Watson, Traveling Freight Agent; D. Z. Evans, Assistant Superintendent of the Franklin Division; F. H. Meahl, Division Freight Agent, and G. E. Ramsdell, Ashtabula Freight Agent.

Discretion

Mom—He can't take our Alice to the dance!

Pop—Why?

Mom—Why, he just told her he won a loving cup!

The Romance of the "Rocket"

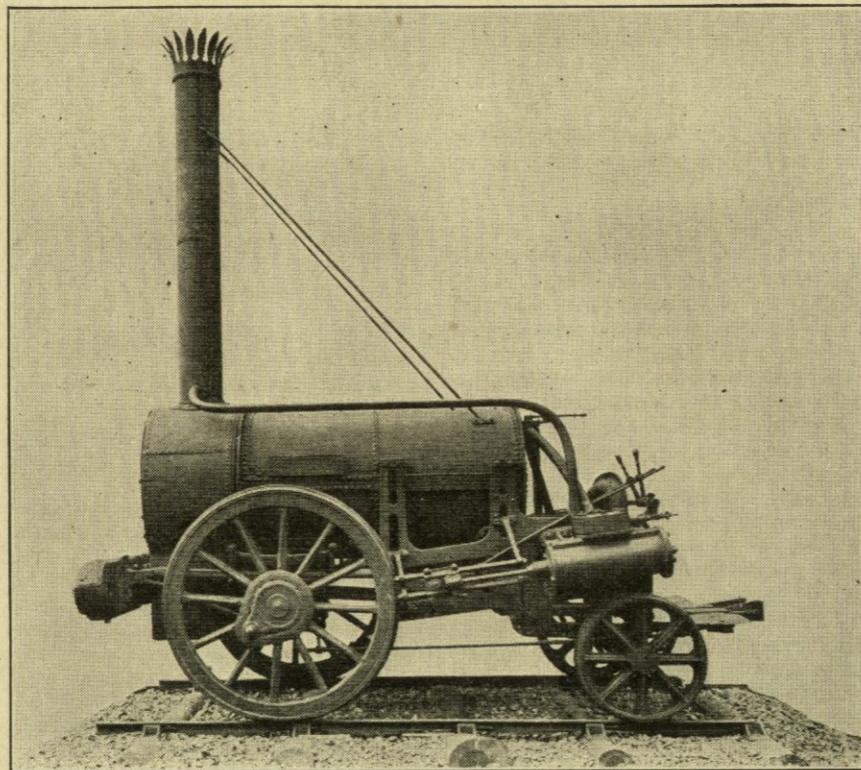
By Arthur L. Stead

AMERICA and Europe alike have paid a most important contribution to the development of railroads. The story of the growth of the "Iron Road" from its earliest beginnings down to the present time is one presenting never failing appeal to railroadmen of every grade. Many phases of railroad history have been dealt with from time to time in these pages, and the present being the centenary year of the famous Rainhill locomotive trials which preceded the opening of the pioneer Liverpool & Manchester Railway, England, a brief review of this outstanding event in world railway history would appear to be most opportune.

The Rainhill locomotive trials marked the beginning of a new railway era in Britain. More than this, however, they paved the way for a new epoch in land transportation throughout the whole world, establishing as they did beyond all question the superiority of the "Iron Horse" over all other existing means of movement. With the Rainhill locomotive trials and the opening of the Liverpool & Manchester Railway, the name of Stephenson ever will be associated. It is difficult, indeed, to get away from this magic name when pursuing the study of early railroading. Ever and again George Stephenson and his brother Robert Stephenson step into the story with some fresh locomotive achievement to add another rung to the ladder of railway progress. The genius of Stephenson received its hall-mark at the Rainhill trials, for here it was that the world-famed locomotive "Rocket" beat all comers in the two thousand dollar contest for the most efficient steam locomotive, staged by the directors of the Liverpool & Manchester Railway, thereby setting a lead for locomotive engineers throughout the five continents.

First Rails Laid in 1824

The idea of connecting Liverpool and Manchester by railroad was first suggested by a London engineer named James in 1822, and actual construction commenced four years later. The year 1825 had seen the opening of the world's first public railroad—the historic Stockton & Darlington system—and here had been demonstrated the possibilities of locomotive haulage as exemplified in the "Locomotion No. 1" of George Stephenson. The Liverpool & Manchester road was intended to convey passengers and merchandise over a double track route between the two points named, and among the freight to be hauled over the new system, cotton brought from America to the Liverpool docks loomed large. This



Stephenson's "Rocket," the unique locomotive chosen from among four entrants in the Rainhill trials in 1829, to draw trains on the first railroad between Manchester and Liverpool in England.

traffic was, prior to the opening of the Liverpool & Manchester Railway, moved from the Liverpool warehouses to Manchester by water, the river and canal voyage of fifty miles occupying some thirty-six hours. To cut this transit time to about two hours was one of the aims of the promoters of the railroad.

The first general meeting of the Liverpool & Manchester Railway Company took place on May 29, 1826, and at this meeting the appointment was made of George Stephenson to the position of chief engineer of the undertaking. Considering the difficulties of railroad construction in the territory to be covered, the promoters were indeed optimistic to a degree, yet in the end all obstacles were overcome and the Liverpool & Manchester Railway became an established institution. The actual cost of the work ran to some £820,000, and engineering problems of extreme perplexity were associated with the venture.

The country traversed between Liverpool and Manchester is comparatively flat, but included in the territory was the treacherous waste known as Chat Moss, a huge stretch of bog containing some sixty million tons of

spongy vegetable deposits. This bog, four miles in extent, had to be drained and leveled as well as embanked at each end. At one point an embankment was formed of moss about a mile long and varying in height from ten to twenty feet. Sand and gravel were laid over the moss, and upon this was placed a roadbed of broken stone supporting the wooden ties. As the work proceeded the weight of the material pressed down the surface of the marsh and thousands of cubic yards of filling disappeared in a night. Notwithstanding the difficulties, the engineers stuck to their job, and after utilizing some 520,000 cubic yards of filling the moss was consolidated and a firm roadbed secured.

Tunnel Outside of Liverpool

Beneath the city of Liverpool much tunneling work had to be performed to accommodate the railroad, and the terminal at this end was reached by means of an incline up and down which cars were moved by an endless rope operated by stationary engines. In all the Liverpool & Manchester road was thirty-two miles in length. The greater part was perfectly straight. There were some sixty-three bridges, and the rails were of wrought iron in lengths

of five yards each, two inches broad and one inch thick, weighing 35 pounds a yard. The rails were secured to cast iron chairs at three foot intervals.

By the end of the year 1828 work was so far advanced on the new Liverpool & Manchester road that serious thought was turned to the provision of haulage machines in readiness for the opening. The directors sent a deputation to Darlington to study and report upon the locomotives employed on the Stockton & Darlington road, but as a good deal of doubt appeared to exist as to the best means of haulage to be employed on the Liverpool & Manchester system, it was eventually agreed to offer a prize of five hundred pounds sterling in open competition for the locomotive engine which, in the words of the promoters, would be "a decided improvement on those now in use, as respects the consumption of smoke, increased speed, adequate power and moderate weight."

Requirements of Locomotive

The actual conditions imposed were that the locomotive should consume its own smoke; have two safety valves, one locked up; be fitted with springs; and not to exceed six tons in weight and five hundred and fifty pounds sterling in price. If the engine weighed under four and one-half tons it might be on four wheels. If it weighed more than four and one-half tons six wheels were stipulated. The successful engine had to haul three times its own weight on the flat.

Among engineers, in Britain and elsewhere, news of the contest spread rapidly. Five hundred pounds sterling was a goodly sum in those days, and it was recognized that the winning of this contest would spell immense prestige for the lucky entrant. There was no general recognition at that time of the wonderfully important part the steam railroad locomotive was destined to play in the development of inland transport, but in the select circle of the railroad engineers of the period it was known that big things lay ahead for this new invention of the "Iron Horse."

Locomotives Still a Novelty in 1828

Of stationary steam engines, drawing vehicles up inclines, there were many examples in service in 1828. Railroad locomotives, however, were comparatively rare at that date. About fifty railway locomotives of primitive design had been built in Britain; a model steam locomotive had been produced in the United States; and in Germany two railroad locomotives had been built but neither of these proved successful in actual practice. For the Liverpool & Manchester railway contest some ten locomotives were built, but only four of these appeared at the trials in 1829. A fifth entry there was, it is true, but this was an absurd affair known as the "Cyclopede," consisting of a horse moving an endless platform

with his feet. Even one hundred years ago so primitive a means of railroad haulage was treated with whole-hearted ridicule.

Dimensions of Four Entrants

The four steam locomotives which actually faced the judges at the Rainhill trials in October, 1829, were the "Rocket" entered by George and Robert Stephenson and Henry Booth; Messrs. Braithwaite and Ericsson's "Novelty;" Timothy Hackworth's "Sans Pareil;" and Timothy Burstall's "Perseverance." The "Rocket" had wheels of 4 feet, 8½ inches and 2 feet, 6 inches, respectively. The cylinders were of 8 inch diameter and 17 inch stroke, and were inclined at an angle of thirty-five degrees. The boiler was 6 feet in length and 3 feet, 4 inches in diameter. It contained 25 copper tubes, each of 3 inch diameter. Working pressure was just fifty pounds per square inch, and there were two exhaust outlets in the chimney, one for each cylinder. Weight in working order was 4¼ tons.

Both George and Robert Stephenson were intimately concerned with the design and construction of this unique locomotive. The partner Booth, previously referred to, suggested the tubes in the boiler, while to him also we owe the screw coupling. Henry Booth, it may be noted in passing, was the first secretary and treasurer of the historic Liverpool & Manchester Railway.

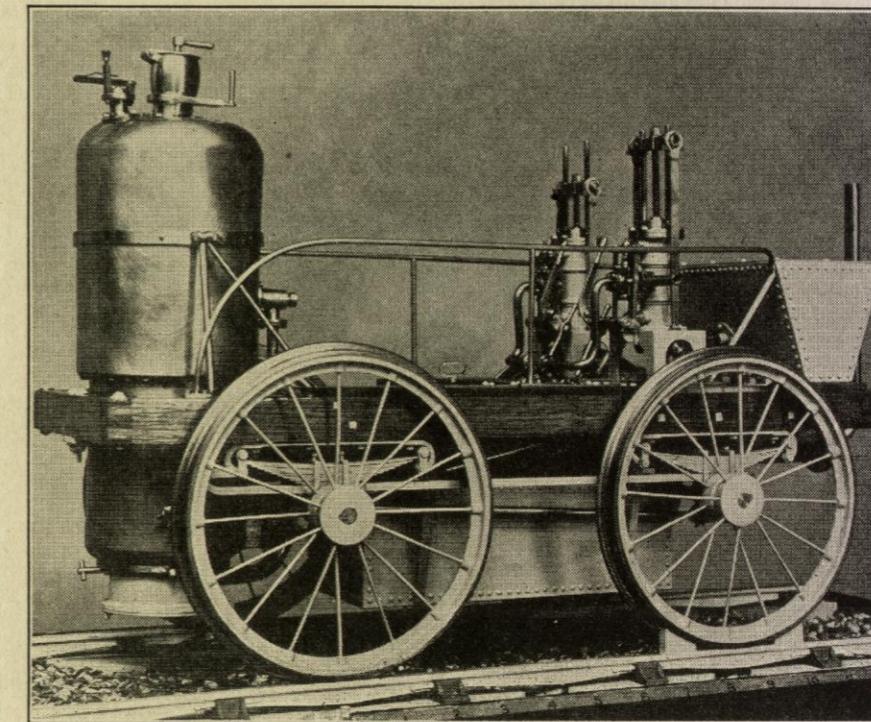
The "Novelty" locomotive entered by John Braithwaite and John Ericsson is of particular interest to American

railroad folk. Ericsson in 1839 emigrated to the United States, and it was to his genius that the well-known "Monitor" locomotive was due. The wheels of the "Novelty" were of 4 feet, 2 inch diameter, on the Theodore Jones suspension principle. The cylinders were 6 inches by 12 inches, placed vertically, driving through bell-cranks to a crank axle, the first used on any railroad locomotive. The boiler barrel was 13 inches in diameter and 10 feet long. It contained a small tapering flue which returned on itself twice. Fuel was introduced through the top of the fire-box. Bellows worked by the engine forced air into a closed ashpan. Weight in working order was 3 tons, 17 hundredweight, and the fuel and water were borne on the engine itself so that no tender was necessary.

"Sans Pareil" Expected to Win

Timothy Hackworth was at that time the locomotive superintendent of the Stockton & Darlington road, and his engine "Sans Pareil" was regarded by many as a likely winner in the Rainhill contest. The wheels of the "Sans Pareil" were of 4 feet, 6 inches diameter, coupled. The boiler was of 4 feet, 2 inches diameter and 6 feet in length, having a return flue, and the grate and chimney placed at the same end. The vertical cylinders were 7 by 18 inches, and they were inverted over the trailing wheels. Weight in working order was 4 tons, 15 hundredweight.

The "Sans Pareil" was thus slightly over the weight limit of 4½ tons imposed for four-wheeled locomotives by the judges, but the engine was never-



The "Novelty," one of the competitors of the "Rocket" a century ago, which lost out in the Rainhill trials because of a bursted feed-pipe. One of its designers, John Ericsson, later designed the "Monitor" engine in the United States.

theless allowed to proceed on the trials.

The "Perseverance" was entered by Timothy Burstall, of Leith, Scotland. Few details concerning this locomotive are available, for the machine made a most feeble show in the trials. An old lithograph recently discovered depicts the engine as having four uncoupled wheels and vertical cylinders driving by means of return connecting rods a countershaft which turned the axle by gear wheels. The only dimension known is the weight, which was 2 tons, 17 hundredweight. Like the "Novelty," it had no tender attached to the engine.

Here, then, were the four locomotives which were to make history in the Rainhill trials, which extended from October 6 to 10, 1829. The course lay on a level stretch of track at Rainhill, about nine miles east of Liverpool. The first test consisted of running forward and backward over a mile and a half, one-eighth of a mile being added at each end for starting and stopping. Later the condition was imposed that the locomotives should run seventy miles practically continuously at an average speed of not less than ten miles an hour.

Great Crowds Witnessed Event

So great was the interest aroused by the trials that on the morning of October 6, 1829, vast crowds had assembled at the scene of the contest, and it was only with difficulty that the track could be cleared for the opening event. Historians and artists of the period have given us graphic pen and brush pictures of the gay scene on that historic day, when railroad history hung in the balance, and, as a matter of fact, a new epoch was opened up in the story of inland transportation. Lords and their ladies, brilliantly arrayed, the aristocracy of Britain; engineers and traders with an eye to the financial side of the trials; wondering country-folk making holiday on this momentous occasion; pale-faced Liverpool workers who had tramped on foot to the scene of the contest overnight in their eagerness to see the new novelty of the steam engine—all classes were represented at the trials, and it was with a stupendous cheer that the locomotive "Rocket" set out on the opening run of the day.

According to history, the "Rocket" drew 12 tons, 9 hundredweight at the rate of 12 miles per hour during the first test, and ran light at about eighteen miles an hour. With a load including passengers of 13 tons it traveled the course at fifteen miles an hour. The immense cheering had scarcely died down when the "Novelty" locomotive of Baithwaite and Ericsson took the field. This machine actually attained a speed of twenty-eight miles an hour without a load, and sporting folk among the crowd promptly transferred their money to this entrant.

On the resumption of the trials on October 7, the "Novelty" upset all cal-

Song of the Rails

By L. A. Foster
New York Central Attorney at
LaGrange, Ind.

TWIN lines of steel that are
to me

Only the lute of life;
They whisper the thoughts within
my soul,
Whether of peace or strife.

A sorrowful dirge they chant to me
When I'm faint upon the rack
A paean of joy in my happy
moods—
"Clickity, clickity, clack."

Love went with me upon the road,
And all the world was bright;
The happy rails sang sweet and low
Cadences of delight;

No sob nor sigh in their soft refrain.
No hope did the measure lack,
In the lilting note of their happy
song—
"Clickity, clickity, clack."

Death rides with me upon the road.
And all the world is drear:
The funeral march the sad rails sigh
Smothers my soul in fear.

For, alas! Today, I sit alone
And I am sick with dread—
In the baggage car I've left my heart
With my beloved dead.

Of love and hope do the bright rails
sing
When all the world is gay.
And all the clouds that darken the
sky
Break and are blown away.

'Tis a solemn hymn the dun rails
chant
When all of life seems black—
For they echo the thoughts within
our souls,
"Clickity, clickity, clack."

culations by bursting its bellows, after performing one trip loaded at 20¼ miles an hour. The following day the "Rocket" completed a seventy mile run at an average speed of 15 miles an hour, at one time gaining a speed of 29 miles an hour. The "Novelty," patched up by its designers in the interim, again faced the trials on October 10. Unfortunately, however, its feed pipe burst on its first trip, greatly to the consternation of its designers, and much to the amusement of the on-lookers out for a day's holiday. While the "Novelty" was being attended to by the mechanics on the spot, the "Rocket" again stepped into the arena and performed two runs without tender at 30 miles an hour.

Hackworth's Engine Meets Disaster

Poor old Timothy Hackworth had the worst of luck with his "San Pareil." This machine met with disaster after attaining a speed of 14 miles an hour, while the "Perseverance," after meet-

ing with an accident during the course of its preparation for the trials, had to be withdrawn after running a short distance at only five or six miles an hour.

The results of the trial were a foregone conclusion long before the judges issued their official decision. The actual report of the judges unfortunately cannot today be found, but it is generally conceded as being overwhelmingly in favor of the "Rocket" locomotive. To the designers of this machine, therefore, went the prize of five hundred pounds sterling offered by the Liverpool & Manchester directors, a consolation prize of twenty-five pounds sterling being awarded to Burstall for his effort with the "Perseverance."

The "Rocket" locomotive was at once put into traffic on the Liverpool & Manchester road on its opening on September 15, 1830, and for six years it performed rare service in passenger and freight transport. In 1836 the "Rocket" was sold to James Thompson of Carlisle for three hundred pounds sterling, and after working in colliery service for some years, it was handed over to the Science Museum, South Kensington, London, in 1862. The firebox of the "Rocket" has unfortunately disappeared, but the whole of the original engine with this exception today may be inspected.

The South Kensington Museum is a veritable mine of information concerning the early days of railroads, and any American visitor to Britain will want to make a special point to visit this institution. In addition to the "Rocket" engine, there remain on show at South Kensington the wheels of the "Novelty" locomotive, as well as the "Sans Pareil" locomotive which competed with Stephenson's machine in the Rainhill trials.

New Epoch Evolved From Trials

The Rainhill trials were much more than an event of local and temporary interest. Their results were far-reaching in the extreme. It is no exaggeration to say that out of the Rainhill trials there opened a new epoch in the history of the railroad and of the steam locomotive, a wonderful new epoch which embraced railroad developments never dreamt of even by such an enthusiastic engineer as George Stephenson himself. Today as we travel speedily, safely and in extreme comfort, say, across the vast continent of North America, we rarely think of the work accomplished long years ago by Stephenson and his fellow pioneers of the railroad east and west of the Atlantic. To these pioneers, however, the modern traveler owes a bit of honor, and it is right that in this centenary year of the victory of the "Rocket" the name and fame of Stephenson should not be forgotten.

* * *

Photographs reproduced by permission of the Science Museum, South Kensington, London

Veteran Journalist Describes Thrill of Ride in Cab of Century

(From Marlen Pew's column, "Shop Talk at Thirty" in Editor & Publisher)

GIVEN the opportunity to ride the head of a roaring comet, with a trustworthy pilot in control of the thing, what kind of man could possibly decline? The illusion of that very experience persists in the thoughts of one who has had the privilege of sitting in the cab of a modern steam locomotive at the front end of a fast express train. The head of this particular comet was a Hudson type locomotive, designed for the New York Central Railroad.

The pilot was Bob Butterfield, veteran engineman in the service of that system. The tail was a train of 14 steel club, sleeping, observation, and dining cars, known as the first section of the Twentieth Century Limited, the fastest long-distance train in the world. Back in those cars lounged some 300 assorted persons, chatting happily at luncheon or in easy chairs, or scowling drearily at their neighbors, as some seasoned travelers will do. They gazed joyfully upon a lovely panorama of river and mountains, or were bored by it, each in accordance with the capacity of his imagination for amusement.

The privileged passenger in the engine cab, plunging northward along the Hudson in the summer sunlight, watched the long line of cars, now straight as an arrow, then bending to right or left with the gentle curves of the river. He wondered if those people back there, speeding along at a mile a minute and free of any kind of responsibility, accorded the tribute of so much as a fleeting thought to that miracle of steam, Hudson Engine No. 5270, and the man at her throttle.

Like many another impossible thing, it is too bad every traveler cannot have the experience of a ride in the engine just once. But one goes almost to the League of Nations for permission, and the privilege is in the category of those strokes of good fortune which come but once in a lifetime. Sharing the fireman's seat, and holding on for dear life, the observer watches across the cab a little gray-haired man in control of appalling power, his lightest touch eliciting instant response from a graceful steel monster that weighs 630,000 pounds, is 96 feet long, and draws 2,000,000 pounds of steel behind it.

Bob Butterfield, crack engineman of the Twentieth Century Limited, has his responsibilities. If he looks and

THE first time that Carrol Baker Dotson, veteran New York journalist and conductor of the Newspaper Institute of America, heard the song of the rails from the cab of an engine he was twelve years old, according to Marlen Pew in Editor & Publisher for July 20. At that age he ran away from home and enjoyed a free ride on one of the little passenger engines of that time.

Since then he has enjoyed the thrills of every type of locomotive, but only recently did he climax those thrills with a ride on the Twentieth Century Limited with "Bob" Butterfield. Railroadng was in Carrol Dotson's blood, so it was natural for him to be excited over his experience when he burst into Mr. Pew's office one day recently and told him of his trip. He said he was going to write about it. His story is given here.

By Carrol Baker Dotson

seems a creature of steel, a part of his great engine, perhaps it is the nerveless concentration of a man who has in his care the value of 300 lives and about \$1,000,000 worth of equipment; a man who knows he must pull into Albany on time or delay the second and third sections just behind. His wind goggles and the grim set of his lips impart a ferocious aspect that quite belies the mild manner and twinkling eyes of the Butterfield one comes to know in relaxation at the end of the run.

Bob Butterfield is a veteran New York Central engineman, in his sixties, and has forty-seven years of railroadng to his credit. They say a good engineman loves his engine. The kind of train he is employed to run tells what kind of engineman Butterfield is. Whatever he may seem up there on his seat, a statue in metal or a man of flesh and blood, he is obviously having the time of his life with a locomotive which he adores. And before the day was over he had said as much.

The writer had ridden engines before. For his first he ran away from home at the age of twelve. Locomotives have grown in the intervening years. From the cab window of No. 5270 he could have flicked his cigar ash into the smokestack of the earlier engine. All the others had bucked and reeled, with hard-riding characteristics of which he was painfully aware. But this modern "thoroughbred of the rails," as the road affectionately styles its Century engines, was a revelation in cab comfort. Her enormous weight and length, the finely balanced distribution of her bulk over a total of fourteen wheels, and her tremendous reserve power, made for steadiness and poise. At times she exceeded seventy miles an hour, yet Butterfield never once had her throttle wide open. . . .

Like a spirited saddle animal this superb Hudson type engine is gloriously alive. She breathes, she quivers, she pants when at rest after her run. She is acutely sensitive to the steel bridle in the grasp of her master. Un-

til Butterfield lets her go, she seems to be champing the bit, impatiently pawing the turf, eager to be off and away.

Her long, graceful bulk slid back to the head of the train and she was coupled on by a squad of furiously hurried yardmen. There was time for no more than a brief greeting from the pre-

occupied Butterfield. He was making his final inspection of innumerable gauges and indicators on the boiler head, testing brake apparatus, anxiously watching steam pressure and the water glass, which tell the whole story of the power at his command.

The fireman dodged about in the cab, turning on and shutting off valves which control automatic coal stokers (firemen use shovels no more on those big engines), setting his feed pump to the end that water would run into the boiler in the ratio that Butterfield drew it out in the form of steam. The gauge showed steam pressure of 225 pounds to the square inch. By the time the engine reached Toledo that night she would have consumed twenty-six tons of coal. Before the first leg of her run was ended the water in her tender would have been replenished three times, without slackening speed. The water-trough between the rails saves minutes on a run which counts seconds precious.

Engineman Butterfield adjusted his wind-goggles, buttoned his blue jumper around his throat, and leaned out of the cab to catch Conductor Conway's signal. His left hand rested on the throttle, and the first motion of opening it was made before his head and shoulders were back in the cab. A sound like the hissing departure of a sky-rocket came from beneath. It was the "booster" in action, a small donkey engine connected to the trailing trucks, geared at a ratio which gives the small rear wheels an enormous slow-moving power, similar to the first speed of a motor car. The train started with a gentle glide, like a boat.

In the old days enginemen overcame the inertia of a heavy standing train by opening the throttle wide, permitting the spinning driving wheels to slip on the rails until they gripped and drew the train into motion. The start of a train was a thing of lurches and jolts. Nowadays milady writes the railroad a letter if a drop of coffee is spilled on her gown, and in time the engineman

hears about it unpleasantly. Milady endures plenty on the subway, but she is touchy aboard a limited train.

Smoothly under way, thanks to his "booster," Butterfield inches his throttle out a bit more. The rhythmic cough of the main engine exhaust succeeded the hissing below.

The train gathered speed with amazing celerity. The engineman twirled a wheel-handle which adjusted the cut-off of his engine valves, regulating their action so as to give the pistons the benefit of every ounce of the expansive energy of steam as well as of the boiler pressure. That saves steam, which economizes coal and water. Also it makes for higher speed on the straight-away run. Formerly enginemen made the adjustment with the now obsolete "Johnson-bar" a heavy lever which required all a man's strength to move. Air pressure does the job on No. 5270.

Feeling Quite at Home

The cough of the engine was now a steady roar. The little engineman relaxed for an instant, and a grin spread over his face as he shouted to his guest, "Here we go—make yourself at home—can't talk much now—pretty busy."

Another hitch at the throttle, another twirl of his cut-off control, a quick test of the quality of the steam with the pet-cocks which show where water ends and steam begins in the boiler—and keep a safe distance when that test is being made. A peep over the sill of the cab—and one's cap, goggles, and jumper are almost lost in the wind. The fireman grins. Butterfield is too busy to notice, and one wonders if he'd stop if one were blown out. But what of the wind? The engine hugs the rails, takes the curves without a jar, rides easier by far than a Broadway trolley. Another glance over the sill, this time holding on to everything one wears, reveals the piston rods, connecting rods, and valve gear, a whirling, indistinct blur.

And so away, and up the Hudson River. There is nothing ahead. Everything stands aside for the Century. Butterfield has nothing to worry about but his engine and his signals. Unmatched scenery rushes by, but let the passengers behind have that. Bigger drama is enacted in the engine, and the most fascinating figure this writer ever beheld is the little engineer, whose brain and hand seem to control all the energy of the universe. Motionless, one hand resting on the throttle, the other on his brake controls, Butterfield gazes ahead, looking very small up there beside the boiler head. A paraphrase of Kipling will not down: From throttle valve to cross-head guide, I see Thy hand, O God, Predestination in the stride o' yon connectin' rod.

Ahead, between the rails stretches a narrow trough of water, sparkling in the afternoon sun. It is nearly a

mile long. "Heigh!" shrieks the engineman above the din of his engine. The fireman steps back to the tender, draws a lever which drops a steel scoop beneath the tender. A cataract of water spreads fanwise from the tender trucks as the scoop tears through the trough. The speed of the train forces water through the scoop up into the tender tanks.

"Heigh!" yells Butterfield as a startling torrent of water rides from the tender top and pours onto the roof of the cars. The fireman raises his scoop and the overflow ceases.

The Century

By W. H. Wilson, Savannah, N. Y.

THE crescent moon low in the West
Beside the evening star,
The distant rumbling of a train
Approaching from afar. . . .

Impressive rhythm marks her course,
Reflected lights illumine the sky,
A mighty pulsing, living thing
The Century rushes by.

Historic Hudson far behind,
Progressive cities on before,
Reminder of a larger life,
A nightly meteor.

Along the silver-tinted rails
Far in advance the headlight gleams,
A masterpiece of human skill,
A symbol of our hopes and dreams.

Thus does a modern engine take on water at a mile a minute, instead of pausing at a wayside overhead tank. "Slow orders," where track improvements were under way, delayed by minutes a train which reckons its schedule by seconds. But that did not worry Bob Butterfield. In the last twenty miles of his run he made it up easily, and drew into the Albany station well ahead of time. There Butterfield surrendered his train to another engine crew, which was to take it to Syracuse. The first section was on its way before the second and third pulled into Albany.

Back on the Empire State Express

Bob Butterfield's responsibility includes bringing the Empire State Express down from Albany to Harmon. The writer rode back with him in Engine No. 5265, a duplicate of the Century locomotive. That is a famous train too, and holds the world's speed record for railway travel. Many years ago Engine No. 999 made 112½ miles an hour in one historic spurt. She could not pull either of Butterfield's present trains twenty miles an hour, and she could easily ride in the tender of a Hudson type.

With fourteen cars behind him Butterfield sped through the twilight down the river, and watched through the corner of an eye a scene of natural beauty which is old to him, but of which he said he never tires. There is an "old man of the mountains" in the distant Catskills, across the river, and it is Butterfield's own discovery. He called the writer over to his side of the cab to point out the illusion of a bearded old man, reclining on his back, formed by the contour of the mountains in the dusk. "Ain't I the lucky mug," he shouted, ". . . to have an engine like this . . . and run her through country like this . . . at a speed like that?"

He was grinning boyishly under his wind-goggles as he pointed to the speed indicator. It registered 70 miles an hour.

West Shore Made Fast Run of 426 Miles in Early Days

BACK IN THE EARLY DAYS of railroading, when the River Division of the New York Central was the New York, West Shore & Buffalo Railway, that road ran a special train from Suspension Bridge to Weehawken in a little more than nine hours. The trip was all the more remarkable when it is considered that twenty stops were made on the 426-mile run.

The engineman who left East Buffalo at 10:04 A. M., with a train consisting of one baggage car and two coaches, all eight-wheel cars, was Charles Smith. He made the trip from East Buffalo to Newark, a distance of 93.4 miles, in ninety-six minutes. The actual speed per hour in motion, less eight minute stops at stations, was 63.6 miles per hour.

M. Pierce then took over the train at Newark and proceeded to Frankfort, a distance of 108.3 miles in 144 minutes. He stopped at stations along the way for twenty-three minutes, giving him an average speed of 53.7 miles per hour.

J. Lynch took charge of the train at Frankfort and ran it to Coeyman's, 92.7 miles, in 123 minutes. He stopped at stations for seventeen minutes, giving him a speed of 52.4 miles per hour.

The last leg of the run, from Coeyman's to Weehawken, 128.2 miles, was made in 200 minutes by John Jones. Engineman Jones spent forty minutes at stations along the way and attained a running speed of 48.0 miles per hour.

Of the four enginemen who had the special train, J. Lynch is the only one now living.

New Agent at Stafford

THOMAS POWERS has been made Agent of the New York Central Station at Stafford, N. Y., to succeed L. A. Green. Mr. Powers was telegraph operator at Le Roy, N. Y., for the last several years.

How to Treat Victims of Drowning, Burns and Other Injuries



By Dr. G. Ellington Jorgenson

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"A BOY is drowning!" Instantly the beach became a mad maelstrom of excited humanity. Everyone seemed to lose all sense of what to do. Men shouted and women screamed. A foppishly dressed chap who had just driven up in a sport roadster tried to get out of the machine in such haste that he tripped on the running board and fell head-first to the ground. For a long moment he stood beautifully poised, wrong end up, with his natty sailor straw hat, crammed well over his ears, serving as a sort of buffer between his head and the road-bed. Then he tipped over on his back and a motorcycle ran over his legs. A woman in another car tossed her baby into the picnic lunch basket in her mad excitement and there it lay howling a futile protest while she hurriedly stood up and cracked her skull savagely against a wooden top-rib of the sedan in which she had arrived. A girl fainted too close to the river bank and fell into the water from which two boys drew her unceremoniously ashore, feet-first and with flashes of shapely limbs and dainty pink step-ins.

Meanwhile the boy was drowning thirty feet from shore.

A Youth Who Knew How

Only one person seemed to retain his sanity, and that was a studious looking youth clad in a mail-order suit and a dollar-fifty shirt. With admirable calm he glanced out at the spot where the boy was sinking for the third time and then he leaped into the water. Four minutes later the unconscious, water-filled boy lay upon the shore, apparently lifeless, inert and dead.

"Get a doctor!" somebody yelled.

"Get a barrel!" shrilled someone else.

"Roll him on the ground!" shrieked another person.

"Get the hell away, will you!" ordered the youth in the mail-order suit. He addressed his words to the crowd surging closer around the prone figure of the boy with a threat to trample on him at any moment. "If there's anybody here who isn't entirely crazy, will they please hold the rest back and give us breathing space?" he continued, as he hastily drew off his dripping coat. And then he knelt over the unconscious boy whom he had rolled over on his face.

Facing the back of the lad's head and with his weight resting on his knees, placed one on each side of the boy, the calm rescuer then started to work.

Luckily the plainly dressed young fellow, who later proved to be a section

worker on the railroad, was doing what modern research has found to be the correct thing to do to resuscitate a partly drowned person.

And what is the proper thing to do?

Ask any Boy Scout and he will demonstrate the procedure infinitely better than I can describe it on paper. And do it right away before you forget all about it, for you never know when you may be called upon to resuscitate a partly drowned person whose return to life may depend entirely upon your skill.

Remember first that screaming and shrieking, standing on your head in a natty straw sailor, cracking your skull on the top ribs of your car or hurling your baby into the basket of sandwiches are among the things you should not do. It may give the chap with a sense of humor something to laugh about later, but it is not going to aid the unfortunate fellow whose lungs are full of water.

Strange and laughable—also painful—experiences frequently befall people venturing into the wide-outdoors in summer time.

Last summer a party of friends were with the writer and his wife on an outing to their fishing lodge on a forest lake in northern Wisconsin. Incidentally, this lake happens to be the locale in which is set the stirring adventures of the mystery novel "The Circle of Vengeance," of which the writer and his wife are the authors and which will appear next January under the imprint of Appleton & Company.

We had been in the wild, rugged country for several days and one or two of the party were beginning to regard themselves as quite proficient in the art of wood lore.

A young chap who loves himself and thinks every girl who casts eyes on him also loves him, was among the first in our party to choose the goat role.

Arriving at the small clearing which surrounds the spruce-log lodge on a pine-grown island in the center of the lake, he sought out a grassy knoll upon which to sit and tell one of the girls (who chose a camp stool to sit on) about a fifteen-pound pike he had caught that forenoon.

I happened to be nearby, looking over some new artificial bait, when all

this happened. And knowing something about the grassy knoll upon which my lawyer friend was sitting (and also possessing a mean sense of humor) I lost all interest in the artificial bait and gave my attention to what I knew was going to take place.

"I tell you, Lois," my friend was saying to the girl, "it was some struggle."

"I'm sure it was, Jimmy," she nodded and then fixed me with a quizzical stare. There was probably something about my facial expression which had caught her eye. But she said nothing and instantly gave her attention to what the young man on the knoll was telling her.

A Fish Story With a Climax

"The pike struck the minnow about twenty-five feet from the boat," he went on, "and then it started right out toward the center of the lake."

The young woman nodded and then glanced at me again.

"But I managed to slow it down and then as it turned it broke water and leaped high—"

He paused abruptly and leaped to his feet.

"Good Lord!" he exclaimed. "What the heck—I beg your pardon, Lois. . . . What the—Oh-Oh!" He did a funny little jig and then, with both hands, patted himself on the hips, rear-side, after which he patted himself all the way down the legs to his ankles.

Returning to an erect posture he again did a few quick steps while his eyes fairly popped from his amazement-struck face. Seeing me as he gyrated around he said:

"Doc, what—" He paused and stared hard at my mirth-convulsed figure. "Say, what are you laughing at?" he demanded sharply. Then, after glancing at the knoll upon which he had been sitting: "Ants—and all over me, too!"

With that he left the scene, heading for the lodge and his room on a dead run.

For several minutes neither Miss Lois nor I could speak or move. I was bent double in the grip of a ponderous mirth and from the small, subdued chuckles and shrieks I heard coming from her, she, too, must have been enjoying the laugh of her life.

Finally I rose and hurried after my friend. After some parleying at the door he admitted me to his room where I found him *au naturel* with the exception of one sock which he had not as yet had time to remove.

"What do you want?" he demanded



irately. Then, seeing a new grin broadening in my face he said: "Laugh, you fool. But if you were jolly well devoured by a horde of man-eating ants you'd have a different curve on your plain Scandinavian mug."

Controlling myself I asked:

"Don't you know any better than to go and sit on the roof of a colony of ants?"

"How could I know that knoll was an ant hill? . . . What do you do for these confounded stings?"

"Ants," I told him solemnly, "excrete an irritating fluid containing formic acid. The thing to do is to neutralize it and for the purpose we will use an alkaline solution made up of common baking soda dissolved in water."

This was done and presently, after his soda water bath, his physical discomfort had disappeared. But his mental anguish probably is today as acute as it was at the start. For he still is politely asked to tell of his experience when he chose to come to rest upon an ant hill.

The point of this incident is the treatment of that type of injury. Nothing I know of can be better than an alkaline wash and for the purpose common soda is as available as anything.

Poison Ivy Treatment

But the burns of poison ivy are different again. The substance secreted by these plants is an oily fluid which tends to adhere to the skin. For that reason it should be carefully washed off with hot water and soap. And it is well to bear in mind that the scratching finger striving to allay the intense itching acquires a sufficient dose of the poison from the affected part to cause poisoning of any part of the body with which it later may come in contact unless the poison has been washed off. For my own personal use I have found a dilution of tincture of chloride of iron marvelously effective in controlling the intense agony of the poison. I take one part of the iron preparation and dilute it with three parts of distilled or rain water and apply it with a sponge after I have thoroughly washed the parts with warm soft water and castile soap.

And while we are in the woods we may as well discuss the arch-enemy of Eve—the snake. And we will do so by reciting an incident that occurred up at my lodge last summer a few days after my friend, the young lawyer, had addressed his mid-section, rear, to the ravages of a swarm of indignant ants.

On the mainland of the lake there was a patch of wild raspberries we passed through en route to the shore from which we reached the island by boat. Coming out from town, the day we arrived, several of the young women in our party had spied these luscious red berries and after we had been at the island a week or so someone suggested that a berry picking expedition be organized. Accordingly such an outing materialized with the writer

pressed into service as boatman and chaperon.

It happens that while I am very fond of raspberries smothered in cream and sugar, the task of gathering them is as bothersome to me as the pricks of the thorns are annoying. So instead of picking berries I decided to do the most natural thing for a man—to go to sleep in the cool shade of a wide-spreading soft maple.

Needless Fear Aroused

Just how long I was permitted to enjoy this luxury I don't know, but suddenly I was awakened by a loud, piercing shriek. Leaping to my feet with my mind full of some of the horrible things which had taken place in our novel out there, I discovered all but one of the young women huddled together in a frightened group in a cleared space at the edge of the raspberry patch. The other member of the party stood perched upon a huge pine stump in the center of the berry patch with her short skirts drawn far too high for masculine peace of mind.

"A big green snake!" screamed the shrill, highly excited and inharmonious chorus.

"A big green snake!" repeated the one on the stump with a frantic shake of her elevated skirts.

"Where?" I asked sleepily as I started into the jungle of berry bushes.

"Right here near the stump," replied the startled one posing in front of me. Then, following the line of gaze of my eyes, she glanced down and frantically strove to cover her dimpled knees after which she fell screaming off the stump into the thorny brush.

When I had rescued her and had carried her, in a dead faint, to the shore



Enjoying the warming breezes of Long Beach, Calif., these three New York Central men, two of whom are already pensioners, spent their winter vacation in California. Left to right are: W. H. Seib, pensioned Engineman, November 1, Syracuse Division; E. V. Coogan, Doorman, Syracuse Station, and James P. Coogan, pensioned Station Master, April 1, 1927, Syracuse, N. Y.

of the lake we discovered the extent of her "snake injuries." They consisted of a sprained wrist, a gashed cheek and an agonized nerve shock.

And that is the nature and extent of the majority of "snake bites." The snake, which usually removes itself from the scene as quickly as it can crawl away, is the direct, predisposing cause, but the injury or injuries nine times out of ten consist of fright and the bruises and scratches suffered in the frantic scramble to get away from the reptile.

I was brought up and for many years lived in the wilderness near forest lakes where snakes were as plentiful as fleas on an alley dog. And not once in all my contacts with these reptiles have I found them aggressive. Invariably they try to get away. Occasionally a rattlesnake will become so enraged by intentional or unintentional molestation by a human being that it will bite. But if it is allowed to get away without being antagonized, it will not harm a person. And insofar as the common forest snake is concerned, the majority of them could do no harm even if they wished to.

If the Snake Does Bite

However, if one does suffer a snake bite, presence of mind is most essential to treatment. First of all, one should try to obtain a permanent mental picture of the snake so that it can be accurately described later. And then, as quickly as possible, first aid steps should be practiced. A cord or anything similar at hand should be tied around the limb upon which the bite is situated and twisted very tight by aid of a small stick. But in doing that remember this: *The cord or whatever is used should be placed between the wound and the heart.*

For example: If the wound is on the hand, the proper place for the tourniquet is at the wrist or between the wrist and the elbow. This is to prevent the poison from being carried by the venous blood to the heart and thence to other distant parts of the body.

Next, the wound should be thoroughly sucked by someone whose lips are not broken, or by the use of a suction pump. Meanwhile steps should be taken to rush the patient to a physician as quickly as possible. And if he is given an accurate description of the snake he can obtain anti-venom serum which is so specific that recovery is almost certain.

If it happens that the journey to the office of a physician is a long one, it often has proved of benefit to scarify the area around the wound with the point of a knife. The area, after the tourniquet has been fastened in place and the wound thoroughly sucked, is treated with alcohol, iodine or any other antiseptic at hand. Then the skin around the wound made by the snake is pricked repeatedly with the point of a knife previously flamed to sterilize

it. The purpose of this is to induce bleeding around the snake bite, by which much of the poison-charged blood may be discharged.

But do not, by any chance, let anyone get away with the old snake-bite cure so common in—and since—pre-Volstead days. Whiskey is not a specific for snake bite and it can do no good in such an accident. We all have heard of the chap here or there who, upon being bitten by a snake, saved his life by drinking a quart of whiskey. About all he did was to find a poor excuse for going on a disgraceful bender. Also one would have to comment wonderingly on his extraordinary stamina. If the snake bite didn't kill him it was a wonder he survived the whiskey.

Burns From Heat and Chemicals

Common among housewives and very painful are the minor burns suffered by accidental contact with hot objects or fluids. What is one to do in a case of burn?

Somehow, burns are very painful even though the actual damage to tissues may be small. A drop of boiling lard or contact of a finger with a hot stove causes, in most of us, the most excruciating pain.

How is that pain to be mitigated?

If the burned part can be quickly covered with a layer of oil or grease, the amelioration of the pain is almost instant.

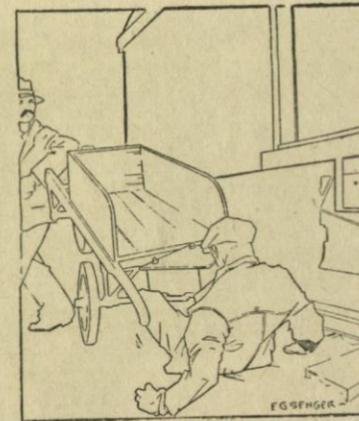
A quick dab of any clean, sweet oil or ointment will suffice. For my own family use I employ iodized dionol. It is a bland, harmless unguent containing enough iodine to render it antiseptic, and it is easily obtained in any of the drug shops of the country.

However, if any extensive part has been burned it is most prudent to consult a physician and have him dress and care for the injury until all danger of infection has passed. For an infected burn is a serious affair.

If there is no ointment available the part may be washed in cool soda water. A teaspoonful of baking soda dissolved in a pint of clean, cool water will serve. But as soon as possible thereafter the wound should be dressed with an antiseptic oil or ointment.

Chemical burns—those due to contact of a chemical agent with the tissues—require different treatment, however. In that type of burn the first step should be in the direction of neutralization of the substance causing the burn. A rough rule may be given for that type of first aid treatment. *Acids should be neutralized with alkalis and alkalis should be neutralized with acids.*

Thus, if the burn has been caused by any of the corrosive acids the effect of the substance may be stopped by application of an alkaline substance such as soda water or ammonia water. On the other hand, if the injury has been caused by an alkali such as lime or lye,



Injuries from reckless working habits are as dangerous as burns and poisons. The man pictured above failed to realize the almost certain consequences of standing in a wheelbarrow. Not only did he tumble when the wheels began to roll, but some of the heavy equipment he was loading fell on one foot, injuring it severely.

it may be neutralized by the use of vinegar.

The effect of carbolic acid is, however, best overcome by use of alcohol. Any of the rub alcohols on the market may be used for this purpose. But *oils must never be used.*

Antidotes for Internal Use

In the case of some of the more common forms of poisoning by taking the substance into the stomach, an antidote should be given immediately then the victim should be rushed to a physician. If carbolic acid has been swallowed, alcohol diluted or straight whiskey, or any alcoholic beverage containing a large percentage of alcohol may be used. But the patient should be rushed to a physician, for it is imperative that the stomach contents be removed inasmuch as the antidotal effect of alcohol soon disappears due to the osmotic flow of the water diluting the alcohol. Here again oils must not be given because they increase the diffusion of the poison.

Iodine poisoning may be controlled by large quantities of starch water followed by the usual home emetics. Here again the patient should be rushed to a physician for more extensive treatment.

In the case of lye poisoning, vinegar is indicated.

Ingestion of any of the corrosive acids calls for the use of solutions of soda.

If bichloride of mercury is the poison, vomiting should be promoted. Milk, because of the protein, casein, may be given, or any protein substance such as raw eggs, flour paste, fresh blood or minced raw meat. Medical aid should be summoned as quickly as possible.

In nearly all cases of poisoning, vomiting should be vigorously promoted

prior to, during and after the administration of the antidote.

In the presence of many accidents somebody—usually a woman—indulges in a faint. The symptoms of fainting are rather startling, for the color of the sufferer's face becomes ghastly and consciousness is usually completely lost, giving the appearance of death. What to do in the presence of such a situation is often a perplexing question.

When a person drops to the ground in a faint there is a tendency on the part of well-meaning persons to raise the head and place something under it. That is wrong. A person suffering from a faint is suffering from a temporary cerebral anemia—bloodlessness of the brain. And that is what causes the loss of consciousness—taking it for granted that the state of being is a true faint and not a symptom of some other ailment. So the proper position of the head of a person who has fainted is slightly lower than the feet.

Nor is there any reason for heaving a bucket of water into the face of a person who has fainted. At best it is a disagreeable, messy practice, and the shock of cold water is not at all necessary to revive a person in syncope. If such a person is placed in a position with the head slightly lower than the feet, consciousness will return presently without the need of any other treatment.

In the case of a girl or woman one might think of one's own wife, sister or mother and act accordingly. To see to it that the fallen one's clothing covers her decently would impress me far more than all the smelling salts and cold water in the world. And then there is the morbid crowd that always surges in over a person who has fainted. Not long ago a woman fainted in front of me on Broadway near Thirty-first Street in New York. Almost instantly several hundred people gathered around her, depriving her of the fresh air which she needed and, as I made my way through the packed mass of men, women and girls, they were making facetious and wise-cracking remarks about her rolled stockings and what-not.

Causes and Cures of Fainting

Fortunately one of those policemen who have gentlemanly instincts was nearby, and soon the woman, suffering from the intense heat and humidity, was taken into a drug-store and revived.

On the other hand, the person who faints is not always blameless. Of course, when a person has fainted he or she is entitled to courteous and kindly care. But any person who has a habit of toppling over in a faint at the least excuse needs to discipline him or herself. In the case of illness or being overcome by heat, or other influences that cannot be controlled by the will, loss of consciousness is not to be



NEW YORK CENTRAL LINES PEOPLE AT ASSEMBLY OF AMERICAN TRAIN DISPATCHERS IN CHICAGO
Left to right, seated: J. A. Snow and J. E. Cavanaugh. Standing, front row: Mrs. J. J. Burns, Miss Florence Northrop, Mrs. G. S. Northrop, Mr. and Mrs. O. C. Severs, Mrs. J. J. McGrath, Mrs. J. C. Hammond, J. C. Hammond, Mr. and Mrs. Fultz, Mrs. O. H. Braese, Secretary-Treasurer, National Ladies' Auxiliary, and O. H. Braese, Vice-President, American Train Dispatchers Association. Back row, standing: S. A. Murray, G. S. Northrop, J. J. Burns, J. J. McGrath and V. F. Lowe.

censured. But to topple over because someone's flivver rushes over the curb and noses into a soft drink parlor with a crash of breaking glass, is a shameful admission that one has no more control over one's nerves than Uncle Sam has over the present prohibition fiasco.

In bringing this series of articles on minor injuries to a close, it is fitting to mention injury by contact with an electric current. This happens frequently and it is well to know what to do.

If the person who has made contact with the electrified object remains in contact with it he must be removed from it as quickly as possible. But it is dangerous—almost certain death if the current is strong enough—to take hold of him with the hands while standing on the ground. For that reason the current should be shut off at once, if possible, and the victim may then be touched and treated. But if that is impossible, the contact between the electrified object and the victim may be broken by the use of a dry (be sure it is very dry) pole of wood; or a dry loop of rope (again be sure it is very dry) may be thrown over him and thus he may be dragged or pried away from the electrified object. But a person attempting that kind of a rescue should be certain to stand on

a thickness of dry wood, glass or rubber.

As soon as the victim has been removed from contact with the electrified object, resuscitation should be attempted by the same methods used to revive a drowned person. Meanwhile a physician should have been summoned.

Train Dispatchers of Nation Meet in Chicago

THERE WERE twenty in the New York Central Lines delegation to the eighth general assembly of the American Train Dispatchers' Association at the Edgewater Beach Hotel, Chicago, July 22 to 25. The members of the A.T.D.A. employed on the New York Central Lines have been an important factor in the activities of this association since its inception.

In addition to being General Chairman of the A.T.D.A. on the New York Central Lines, O. H. Braese is Vice-President of the association. O. C. Severs of Elkhart is Assistant General Chairman on the Line West of Buffalo; S. A. Murray of Rochester on the Line Buffalo and East; F. P. Fultz of Columbus on the Ohio Central Lines; V. F. Lowe of Indianapolis on the Big Four Route, and J. C. Hammond of Pittsburgh on the P. & L. E. There was also P. E. Mears, Assistant General

Chairman on the B. & A. who, although at the convention, was not present when the picture was taken.

G. S. Northrop of Corning, N. Y., acted as toastmaster at one of the banquets and established an enviable reputation, according to others present, among whom were: J. J. Burns, who is Chairman on the Electric Division and Grand Central Terminal in New York City; J. A. Snow, Chairman on the Franklin Division at Youngstown, Ohio, J. E. Cavanaugh, Chairman on the Michigan Central at Detroit, and J. J. McGrath, who was formerly a train dispatcher on the P. & L. E. at Pittsburgh and is now a successful practicing attorney in that city.

Mrs. Braese has served for ten years as secretary-treasurer of the National Ladies' Auxiliary to the A.T.D.A.

The convention was one of the most successful ones in the history of the association. Hereafter the assemblages will be held triennially.

H. B. Reinsagen Promoted

EFFECTIVE July 1, H. B. Reinsagen was promoted to Assistant Chief Engineer of the New York Central, Line West of Buffalo, with headquarters at Cleveland. Mr. Reinsagen will continue the work of Principal Assistant Engineer.

Go-Getters Continue to Bring New Business to N. Y. C. Lines

Each month brings new names to the list of Go-Getters of the New York Central Lines, and sees the repetition of many old names on the list. This means that men and women railroaders are becoming ever more alert to the possibilities of traffic which they themselves can procure. On this and the succeeding pages appear the names of some of the employes who, during July, helped to increase their company's revenue by acting upon their knowledge of trips to be taken or freight to be shipped. Traffic Tip cards to be filled out when an employe knows of possible business, are enclosed monthly in the New York Central Lines Magazine to enable Division Passenger or Freight Agents to follow up the information given them by the Go-Getters.

Michigan Central

W. H. Walters (125), Agent, Porter, Ind.
H. C. Brown (4), Agent, Gary, Ind.
A. L. Brinkman (60), Chief Clerk, Local Freight, Michigan City, Ind.
D. C. Hansen, Switching Clerk, Local office, Chicago.
L. A. Papka (10), Agent, Chicago Heights.
D. E. Riegel (4), Agent, Joliet.
D. H. Thoms, Ticket Agent, Owosso, Mich.
W. E. Goodrich (3), Agent, Michigan City, Ind.
William Leubscher (2), Chief Clerk, General Foreman, Local office, Chicago.
V. M. Scott, Air Brake Mechanic, Niles, Mich.
H. Holze, Assistant General Foreman, Kensington, Ill.
Sergeant John Bachman (2), Police Department, Niles, Mich.
W. J. Fontaine, Clerk, Superintendent Car Service, Detroit.
R. L. Randerson (2), Head of Demurrage Department, Detroit.
D. P. Crillman (4), General Car Foreman, Detroit.
C. S. Balsley (4), Assistant Superintendent, Toledo, Ohio.
M. R. Grossman (5), Train Master, North Toledo, Ohio.
F. W. Ruppell (4), Agent, North Toledo, Ohio.
J. F. Cartier (2), Agent, Chippawa, Ont.
L. Dean (2), Agent, Comber, Ont.
Fred Lint, Agent, Attercliffe, Ont.
W. A. Becker, Agent, St. Thomas, Ont.
M. J. Kappler (4), Agent, Ann Arbor, Mich.
E. J. Burck, Superintendent Shops, Jackson, Mich.
L. M. Sweet, Former Brakeman, Detroit.
A. J. Shaw, Agent, Munger, Mich.
H. E. Hill, Operator, Lansing, Mich.
Louise Nathan (4), Clerk, Freight Accounting Office, Detroit.
Foster Pfeifer, Accountant, Superintendent's Office, Detroit.
Robert C. Bankert, Yard Clerk, Battle Creek.
Arthur DeRicketts, Bookkeeper, Station Accounting Office, Detroit.
H. S. Bancroft, Ticket Agent, Jackson.
S. A. Godfrey, Clerk, Freight Accounts, Detroit.
E. J. Burck, Superintendent of Shops, Jackson.
Ralph C. Fitch, Chief Clerk, Lapeer, Mich.
Lucille B. Meyers, Clerk, AFA office, Detroit.
Edna Tighe, Comptometer Operator, Terminal Building, Detroit.
Ben Anenhausser, Yard Engineman, Detroit.
H. Z. Galbraith, Ticket Agent, Mackinaw City, Mich.
C. W. Welburn, Agent, Fabius, Mich.
W. S. Jennings (12), Agent, Wyandotte, Mich.
J. Markey, Car Foreman, Detroit.
W. Earnes, Operator, Monroe, Mich.
A. Blewett (2), Traveling Reclaim Investigator, SCS office, Detroit.
W. O. Houston (2), Division Engineer, Jackson.
C. W. Welburn, Agent, Fabius, Mich.
G. L. Scherer, Agent, Muirkirk, Ont.
A. H. Webb (3), Fireman, Windsor, Ont.
E. G. Chambers, Agent, Petrolia, Ont.
A. Arnold, Agent, Niagara-on-the-Lake, Ont.
H. D. Whitwam, Agent, Welland, Ont.
E. A. Mitchener, Coach Foreman, St. Thomas, Ont.
J. H. Cartier, Agent, Chippawa, Ont.
G. M. Fulton, Road Foreman of Engines, St. Thomas, Ont.
George D. Lang, Accountant, Locomotive Department, St. Thomas, Ont.
Thos. Cuttle, Conductor, St. Thomas, Ont.
William E. Emerson, Bridge Foreman, Bay City, Mich.
R. D. Merritt (11), Chief Clerk to AGFA, Bay City, Mich.
Dan Barth (2), Demurrage Clerk, Bay City, Mich.
A. J. Shaw (2), Agent, Munger, Mich.
I. L. Baguley, Agent, Caro, Mich.
Louis Krause, Yard Clerk, Saginaw, Mich.
Jas. C. Dunning, Pensioner, Bay City, Mich.

Rutland Railroad

R. C. Arnoll, Purchasing Agent.
G. J. McMaster, Claims Agent.
J. M. Spafford, Car Accountant.
Julia Costello, Chief, GF&PA office.
N. S. Dashner, Stenographer-Clerk, GF&PA office.
Miss H. M. Jasmin, Stenographer, AGFA office.

Miss A. E. O'Rourke, Stenographer, AGPA office.
C. J. Edinger, Rate Clerk, AGPA.
F. M. Connors, Clerk, AGPA.
W. Daniel, Agent, Ogdensburg, N. Y.
R. W. McCracken, Agent, Winthrop, N. Y.
L. L. Moomey, Agent, North Lawrence, N. Y.
M. A. Baldwin, Agent, Brushton, N. Y.
G. M. Roberts, Chief Clerk, Malone, N. Y.
W. H. Smith, Agent, Rouses Point, N. Y.
P. S. Murray, Agent, Middlebury, Vt.
G. W. Neil, Agent, Center Rutland, Vt.
D. W. Eddy, Cashier, North Bennington, Vt.

Pittsburgh & Lake Erie

M. C. Cumberland, Freight Conductor, Dickerson Run, Pa.
F. J. Astley, Clerk, G. S. K. office, McKees Rocks, Pa.
Mrs. E. J. Saxton, care Station Master's office, Pittsburgh.
W. G. Shaw, Clerk, Terminal Building, Pittsburgh.
H. F. Dickson (2), Yard Clerk, New Castle, Pa.
Florence Leonard (2), Stenographer, Motive Power Department, Pittsburgh.
L. R. Chaney, Passenger Brakeman, New Brighton, Pa.
Harry G. Kalish, Freight Handler, Beaver Falls, Pa.
E. D. Arwood (2), Fireman, McKees Rocks, Pa.
F. J. Nannah, Engineer of Construction, Pittsburgh.
J. H. Smith, A. C. C. Stores Department, McKees Rocks.
A. W. Jones (2), Yard Car Oiler, K. S., McKees Rocks.
Miss K. M. Littlewood, Assistant Clerk, Freight Department, McKees Rocks.
E. S. Aley, Ticket Clerk, Ellwood City, Pa.
Albert J. Osborne (2), Warehouseman, Lowellville, Ohio.
Joseph Durik, Chief Clerk, E. Youngstown Shop, Campbell, Ohio.
J. E. Philabaum (3), Pumper, West Newton, Pa.
C. R. Drumheller, Relief Agent, Montour Junction, Pa.

R. E. Obley, Rate Clerk, Glassport, Pa.
Ernest Stevens, Clerk AFA office, Pittsburgh.
J. C. Ainoor, Chief Clerk to H. B. Kelly, McKees Rocks.
C. C. Hiltabiddle, Yard Clerk, Pittsburgh.
James Poulton, Record Clerk, Freight House, Pittsburgh.
L. V. Campbell, Clerk, Freight Claim Department, Pittsburgh.
J. M. Lockaton, M. S. Repairman, Beaver, Pa.
Robert C. Clarke, Delivery Clerk, New Castle.
W. J. Lamb, Chief Stock Record Clerk, McKees Rocks.
M. McNeill, Clerk, Auditor of Freight Accounts office, Pittsburgh.
W. J. Maurice, Agent, Bentley, Pa.
J. R. Hague (3), Teller, Pittsburgh Freight, Pittsburgh.
L. B. Nickel, Cashier, Freight Office, Sharon, Pa.
W. M. Wolf, Head Clerk, Tab Bureau, AFA office, Pittsburgh.
J. C. Stillely, Clerk, Accounting Department, Pittsburgh.
Albert Appal, Gateman, McKeesport, Pa.
C. J. Lunden, Draftsman, Terminal Annex, Pittsburgh.
Lee Prentice, Assistant Station Master, Pittsburgh.
Harry C. Deator, Telegraph Operator, FM Tower, McKees Rocks.
R. M. Foster, Fireman, College, Pa.
William F. Sieffert, Clerk, Car Department, McKees Rocks.
R. D. Siegfried, Machinist, Locomotive Department, McKees Rocks.
T. J. Cagney (2), Conductor, Thirty-fourth Street Yard office, Pittsburgh.

New York Central

NEW YORK DISTRICT

John Malkmus (18), Clerk, Treasury Department.
Lillian Trevorah, Stenographer, AR office.
W. L. Swapp (2), Clerk, AR office.
Mrs. E. G. Kenny (4), Clerk, APA office.
E. T. Jones, District Claim Agent.
J. L. Anderson (2), Chief Clerk, Kingsbridge Station.
Gertrude LaFaune, Cashier, Kingsbridge Station.
W. H. Gates, Clerk, AC&CA office.
W. T. Stevenson, Chief Clerk, DFCA office.
Mrs. H. Clemens, Stenographer, GEFA office.
G. L. Vanderbeck (2), DFCA.
Samuel Wilson, Assistant Agent, Consolidated Ticket Office.
O. C. Meyers, Chief Ticket Clerk.
Henry A. Dahmer, Head Clerk, Treasurer's office.
A. C. Hutchinson (3), Relief Clerk, 125th Street Ticket office.
George Lovindge, Conductor, Grand Central Terminal.
G. V. Hynes, Assistant District Storekeeper, Mott Haven.
Thomas McCall, Attorney, New York City.

HUDSON DIVISION

D. O'Connell, Agent, Poughkeepsie, N. Y.
F. M. Moran, Station Master, Poughkeepsie, N. Y.
G. H. Barker, Agent, Yonkers, N. Y.
A. F. Unger, Agent, Stockport, N. Y.
William McKinley, Agent, Hudson, N. Y.

PUTNAM DIVISION

E. E. White, Agent, Chauncey, N. Y.

RIVER DIVISION

A. Malo (2), Eastbound Clerk, Weehawken, N. J.
S. G. Kakos (8), Clerk, DFAB, Weehawken.
Floyd Huntley, Agent, Stony Point, N. Y.
W. C. Howard, Telegrapher, Walden, N. Y.
G. N. Wood, Agent, Kingston, N. Y.

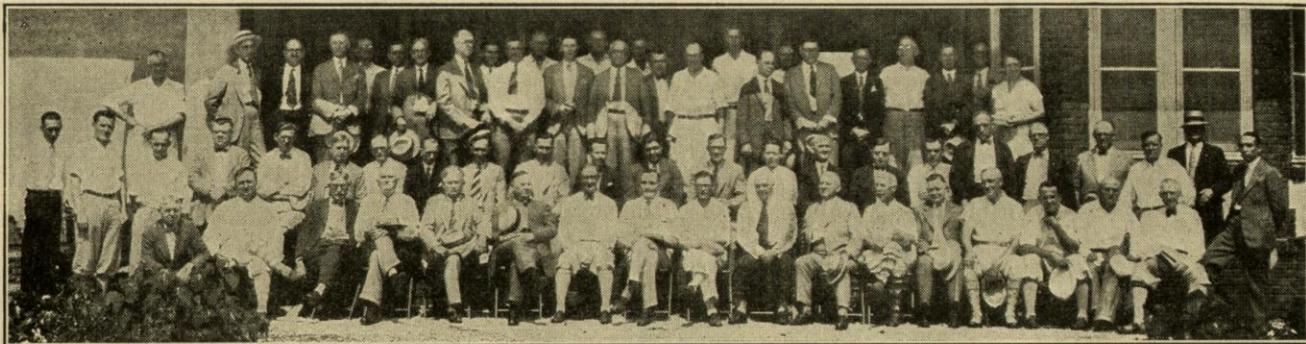
MOHAWK DIVISION

W. A. Irish, Foreman, Freight House, Rome, N. Y.
F. A. Coon, Freight Agent, Canastota, N. Y.
G. D. Christman, Freight Agent, Rome.
F. Grodesky, Clerk, Freight Office, Albany.
R. M. Jones, Assistant Signal Maintainer, Selkirk.
R. M. Cozine, Foreman, West Albany Transfer



RAILROADERS-TO-BE, FROM ITALY

These triplets are the children of the Chief of the Reservation Department at the Terminal Station in Rome, Italy. Railroaders prepare in numbers for the future of their calling over there!



The annual outing of the Traffic Department, St. Louis Division of the Big Four, on July 20, at Hillsboro, Ill., where each year the people of Hillsboro entertain the traffic officials at the beautiful country club of that place. The afternoon was spent in playing golf, pitching horseshoes, cards and any other amusement the visitors cared to choose. The dinner at seven o'clock was largely attended by citizens of Hillsboro. A. N. Roberts, Agent at Mattoon, formerly agent at Hillsboro, was the toastmaster, and he introduced a number of railroad officials and prominent citizens of the town.

W. H. Losty (2), Foreman, West Albany Traffic.
W. F. Gilligan (2) Rate Clerk, Albany.
R. A. Gertenbach (2), Chief Clerk, South Amsterdam.
C. H. Frank, Rate Clerk, Canajoharie.
A. L. Bishop, Agent, Ravena.
G. J. Winkler, Agent, Albany.
L. Hausan, Chief Clerk, Albany.
B. Bulger, Assistant Chief Clerk, Albany.
A. L. Pateman, Chief Clerk, Troy.

ADIRONDACK DIVISION

George J. Schultz (2), Car Service Clerk, Utica, N. Y.
C. A. Johnson, Car Department, Utica, N. Y.
C. M. Pfeifer, Signal Department, Utica, N. Y.
D. J. Johnson, Chief Clerk, Yard office, Utica.
G. E. Townsend, Chief Clerk, CF&PA office, Montreal, Que.
H. P. Trainor, Stenographer, CF&PA, office, Montreal, Que.
A. Lynch, Clerk, CF&PA office, Montreal, Que.
D. L. Kern, clerk, Thendara, N. Y.

OTTAWA DIVISION

P. F. Smith, Agent, St. Regis Falls, N. Y.
ST. LAWRENCE DIVISION
L. L. Dowling, Chief Clerk, Watertown, N. Y.
W. H. Young, Operator, Boonville, N. Y.
C. W. Derby, Operator, Redwood, N. Y.
W. A. Enslow, Operator, Gouverneur, N. Y.
J. O. Canfield, Agent, Gouverneur, N. Y.

SYRACUSE DIVISION

D. R. Temple (7), Clerk, North Yard, Syracuse.
R. F. Smith, Yard Master, Dewitt.
Otto Bohrer, Car Distributor, Syracuse.
A. T. Pfeiffer, Road Foreman of Engines, Syracuse.
J. B. Delaney, Trainmaster, Syracuse.
E. J. Virkler (2), Freight Agent, Syracuse.
F. M. Salanger, Assistant Chief Clerk, Syracuse.
A. G. Osborn (4) Head Adjustment Clerk, Syracuse.
B. H. Deegan, Mrs., Freight Agent, Ridge-land, N. Y.
J. G. Groesbeck, Clerk, Freight House, Clyde, N. Y.
F. E. Hosking, Agent, Mortimer, N. Y.
R. P. Harrington, Clerk to Freight Agent, Akron, N. Y.

ROCHESTER DIVISION

M. Graney, Freight Agent, Auburn, N. Y.
W. R. Bunbury, Conductor, Rochester.
Homer Burkett, Yard Clerk, Rochester.
E. S. Carrl, Car Foreman, Rochester.
George Dye, Fireman, Rochester.
William G. Fullmer, Clerk, Merchants De-
spatch, Rochester.
Frank Gallagher, R&D Clerk, Kent Street,
Rochester.
Frank Gloor (2), Assistant Foreman, Good-
man Street, Rochester.
C. T. Gosson, Chief Clerk, Otis Store,
Rochester.
C. A. Kober, Inspector, Claim Department,
Rochester.
William McRorie (19), Brakeman, Rochester.
George Reese, Foreman, Portland Avenue,
Rochester.
Carmen Urciola, Stores Department, Rochester.
Kathryne F. Whalen, Stenographer, Otis
Station, Rochester.
H. Schmidt, Helper, Stores Department, Ro-
chester.
C. M. Ludwig, Freight Agent, Victor, N. Y.
G. W. Wilson, Freight Agent, Seneca Falls,
N. Y.
W. J. Graney (5) Freight Agent, Geneva.
D. F. Sheehan (2) Freight Agent, Waterloo,
N. Y.
F. G. Luther, Freight Agent, Caledonia, N. Y.
F. M. Hyde, Clerk, DFA Office, Rochester.

H. C. Smith, Accountant, Depot Ticket Office,
Rochester.

ONTARIO DIVISION

H. E. Partrick, Agent, North Rose, N. Y.
Frank E. Root, Pensioner.
C. C. Hutchins, Cook, Fernwood, N. Y.

BUFFALO DIVISION

Howard White, Clerk, Forwarding Office,
Buffalo.
W. R. Root, DFA office, Buffalo.
J. A. Peterson, NYC—YMCA, Black Rock.
R. F. Haley, Patrolman, Niagara Falls.
J. W. McSorley, Information Clerk, Central
Terminal, Buffalo.
Ray Doepp, Clerk, Forwarding House, Buf-
falo.
R. N. Wolfe, Freight Agent, Bowmansville,
N. Y.
Gus. Dinunzio, Tracer, Carroll Street Station,
Buffalo.
George Smearing, Chief Clerk to Freight
Agent, Depew.

PENNSYLVANIA DIVISION

E. D. Vaughn, Operator, Ellis, N. Y.
M. E. Pelton, Station Agent, Winburne, Pa.
L. A. Bowes, Clerk, Supervisor of Track,
Clearfield, Pa.
T. A. Bannister, Engine Dispatcher, Corning,
N. Y.

ERIE DIVISION

C. J. Reed (2) Freight Agent, Falconer,
N. Y.
H. L. Vidol, Freight Agent, Farnham, N. Y.
R. E. Russell, Freight Agent, Titusville, Pa.
C. A. Swanson, Yard Conductor, Titusville,
Pa.
I. M. Garrison, Freight Agent, Westfield,
N. Y.
A. H. Crawford, Accountant, Dunkirk, N. Y.
J. Betts, Freight Agent, Lake View, N. Y.
M. Culligan, General Foreman, Dunkirk,
N. Y.
R. G. Sittinger (10), Operator, Erie, Pa.
C. A. Green, Yard Clerk, Erie, Pa.
G. A. Morse, Clerk, Erie, Pa.
L. A. Diebler (4), Agent, Perry, O.

FRANKLIN DIVISION

E. P. Gaffney (6), Captain of Police, Youngs-
town, O.
N. W. White (2), Yard Clerk, Ashtabula, O.
F. H. Reed, Conductor, Ashtabula, O.
J. J. Jenkins, Car Inspector, Sutton, Pa.
Phillips Lilljengren, Window Washer, Ashta-
bula, O.
F. A. Flicker, Claim Clerk, Youngstown, O.
E. E. Hill, Baggage Agent, Youngstown, O.
H. G. Johnston, Traveling Freight Agent,
Youngstown, O.
J. F. Riley, Switch Tender, Ashtabula, O.
G. B. Baker, Agent, Osgood, Pa.

CLEVELAND TERMINAL

H. E. Singer (9), Clerk, AFA.
Fred Howard, Clerk, AFA.
Irwin Wolfe (2), Clerk, AFA.
Miss M. C. Sullivan, Clerk, AFA.
James E. Cronin, Clerk, AFA.
E. M. Pugh (2), Clerk, AFA.
L. R. Smith, Clerk, AFA.
M. J. Howard, Clerk, AFA.
F. D. Wood, Clerk, AFA.
E. B. Nollish, Clerk, AFA.
Harriett Francis, Clerk, AFA.
W. G. Wall, Clerk, AFA.
Lovel Chamness, Clerk, AGFA.
Frank Comerford (6), Clerk, Agent.
R. G. Price, Clerk, Agent.
J. K. Abraham, Clerk, Agent.
Charles Kirsop, Clerk, Agent.
M. R. Westover, Clerk, Claim Department.
W. G. Ryan, Clerk, DFAB.
Miss R. C. Kirk, Clerk, DFAB.
W. A. Scanton, Livestock Agent.

S. A. Lytle (3), Pensioner, CFA.

A. J. Walter, Clerk, SFT.
D. E. Kinney, Yard Clerk.
L. W. Dobbins, Car Foreman, Linndale Yard.
James Wilkinson, Clerk, Collinwood.

CLEVELAND DIVISION

C. E. Baker, Agent, Amherst, O.
R. C. Keough (5), Ticket Agent, Bellevue, O.
A. H. Hancock, Yard Master, Elyria, O.
E. C. Brehm (4), Freight Agent, Fremont, O.
Norma Fisher, Report Clerk, Fremont, O.
A. E. Woodruff, Operator, Fremont, O.
Thomas Darlison (2), Retired Agent, Port Clin-
ton, O.
Adair Wilbur, Freight Agent, Port Clinton, O.
H. E. Will (3) Chief Clerk, Sandusky, O.
Carl Ketchum, Freight Agent, Wakeman, O.

ALLIANCE DIVISION

C. B. Howard, Sergeant of Police, Alliance, O.
Edna C. Holmes, Rate Clerk, Alliance, O.
C. A. Rhodes, Yard Clerk, Alliance, O.
H. E. Ruggles (5), Freight Agent, Alliance, O.
L. A. Morgan (3), Freight Agent, Dillonvale,
O.
H. L. Dennis, Freight Agent, Minerva, O.
R. W. Barnett (3), Freight Agent, Mount
Union, O.
S. G. Baker (3), Freight Agent, Newton Falls,
O.

TOLEDO DIVISION

Mollie Hackett, Clerk, DFAB, Toledo.
V. McDonagh, Messenger, DFA, Toledo.
L. C. Fisher, Clerk, DFAB, Toledo.
Veronica Hunterstone, Clerk, DFAB, Toledo.
F. W. Chlebowski, Rate Clerk, DFAB, Toledo.
J. S. McCollum (2), Clerk, DFAB, Toledo.
Barbara Martin, Stenographer, Air Line Junc-
tion, O.
W. F. Mayers (5), Assistant Agent, Wagon
Works, Toledo.
E. C. Horne, Clerk, Local Freight Office, To-
ledo.
E. L. Smith, Train Master, Toledo.
E. A. Kastner, Freight Agent, Pettisville, O.
A. G. Bendlin, Clerk, AGFA office, Toledo.
M. Noonan, Foreman, Wagon Works, O.
C. J. Sullivan (3), Agent, Wagon Works, O.
R. J. Gates, Agent, Wauseon, O.
H. Andrews, Clerk, Freight Department, Wau-
seon, O.

MICHIGAN DIVISION

Bert Maxwell, Lineman, Sturgis, Mich.
O. E. Ellsworth, Operator, Blissfield, Mich.
W. J. Turner, Pensioned Engineman, Jones-
ville, Mich.

LANSING DIVISION

R. D. Read, Freight Agent, Homer, Mich.
E. G. Howard, Freight Agent, Fort Wayne,
Ind.
J. A. Shaffer, Freight Agent, Lansing, Mich.

WESTERN DIVISION

H. A. Coughenour, General Agent Coal Depart-
ment, Chicago.
T. F. Connors, Agent, Kentland, Ind.
Gladys Engman, c-o M. J. Sweet, Agent, Da-
venport, Iowa.
W. O. Ferguson (2), Manager Taylor Street
Warehouse, Chicago.
H. G. Heiser, CFA, AGFA, Chicago.
C. O. Juleen (2), Custodian, Chicago.
C. S. Kline (2), Agent, Gary.
Isaac Marken, c-o Agent, Chicago.
George Meadimber, Pensioned Conductor,
South Bend.
N. W. Morrow, Secretary Lost and Damage
Committee, Chicago.
J. Offenlock, c-o W. D. A., Chicago.
F. J. Ondrak, Accountant, Superintendent's
Office, Chicago.
M. P. Ryan, DFA Office, Chicago.
W. M. Stewart, District Freight Claim Agent,
Chicago.

R. C. Tobey, DFA Office, Chicago.
J. J. Towns, Assistant Agent, Chicago.

ILLINOIS DIVISION
Record of Traffic Tips submitted by Illinois
Division completely destroyed by fire, at
Kankakee, Ill.

JOINT ILLINOIS—WESTERN DIVISION

L. L. Abblett, c-o Agent, Gibson, Ind.
Helen M. Atkins (2), c-o Agent, Gibson, Ind.
H. G. Austgen (2), c-o Agent, Gibson, Ind.
H. W. Buhning, c-o Agent, Gibson, Ind.
Vera L. Coy, c-o Agent, Gibson, Ind.
V. W. DuFrain (4), c-o Agent, Gibson, Ind.
Charles B. Hester, c-o Agent, Gibson, Ind.
Ted Little, c-o Agent, Gibson, Ind.
Cecelia Nowak (2), c-o Agent, Gibson, Ind.
Katherine Orey, c-o Agent, Gibson, Ind.
Helen Orr (3), c-o Agent, Gibson, Ind.
Hannah Scott, c-o Agent, Gibson, Ind.

INDIANA HARBOR BELT

Kirk Spencer, Clerk, Calumet, Ind.
Mildred Young, c-o Agent, Gibson, Ind.
R. J. Zimmerman, c-o Agent, Gibson, Ind.

Ohio Central Lines

OHIO DIVISION
W. L. Jackson, Demurrage Supervisor, Colum-
bus, Ohio.
C. E. Smith, Agent, Columbus, Ohio.
P. B. Holmes, Agent, Bucyrus, Ohio.
C. L. Wilson, Train Master, Fultonham,
Ohio.
J. L. Bush, Agent, South Zanesville, Ohio.
S. E. Gard, Agent, Amlin, Ohio.
B. M. Switzer, Conductor, Columbus, Ohio.
W. H. Smith (3), Agent, Bowling Green,
Ohio.

R. M. Ike, Agent, Zanesfield, Ohio.
G. S. Best, Operator, Bucyrus, Ohio.
C. L. Cavanaugh, Agent, Sycamore, Ohio.
W. O. Brashear, Agent, South Columbus,
Ohio.
A. L. Jones, Agent, Bremen, Ohio.
H. A. Horch, Agent, St. Mary's, Ohio.
R. S. Wilson, Conductor, Bucyrus, Ohio.
C. W. Collins, Agent, Fostoria, Ohio.
L. K. Heiskell, Supervising Agent, Columbus,
Ohio.

J. Kerwin, Stenographer, Columbus, Ohio.
C. C. Pratt, Assistant Chief Clerk, DFA, To-
ledo.
C. H. Bricker, Engineman, DFA, Toledo.
Charlotte Taylor, Stenographer, DFA, To-
ledo.

J. L. Cone, Engineman, DFA, Toledo.
W. Smith (4), Freight Agent, Bowling Green,
O.
W. Kuntz, General Yard Master, Toledo.

SOUTHERN DIVISION

W. H. Plummer, Agent, Rutland, Ohio.
W. R. Thomas (3), Operator Clerk, Cedar
Grove, W. Va.
N. B. Oakes (2) Agent, Cedar Grove, W. Va.
H. H. Baldwin, Supervisor, Hobson, Ohio.
R. H. Frasher (4), Agent, Elkview, W. Va.
T. S. Richardson, Agent, Charleston, W. Va.
S. O. Pickens, Agent, Buffalo, W. Va.
G. W. Douglass (3), Yard Master, Dickinson,
W. Va.
L. D. Smith (3), Agent, Nitro, W. Va.
S. S. Underwood, Agent, Trimble, Ohio.
A. L. Janney, Operator, Charleston, W. Va.
Owen Rust, Shop Foreman, Bucyrus, Ohio.
A. C. Hall (4), Agent, Belle, W. Va.
W. S. Peck (2), Agent, West Charleston, W.
Va.
W. R. Duncan, Agent, Longacre, W. Va.
N. A. Gibbs, Agent, Hobson, Ohio.

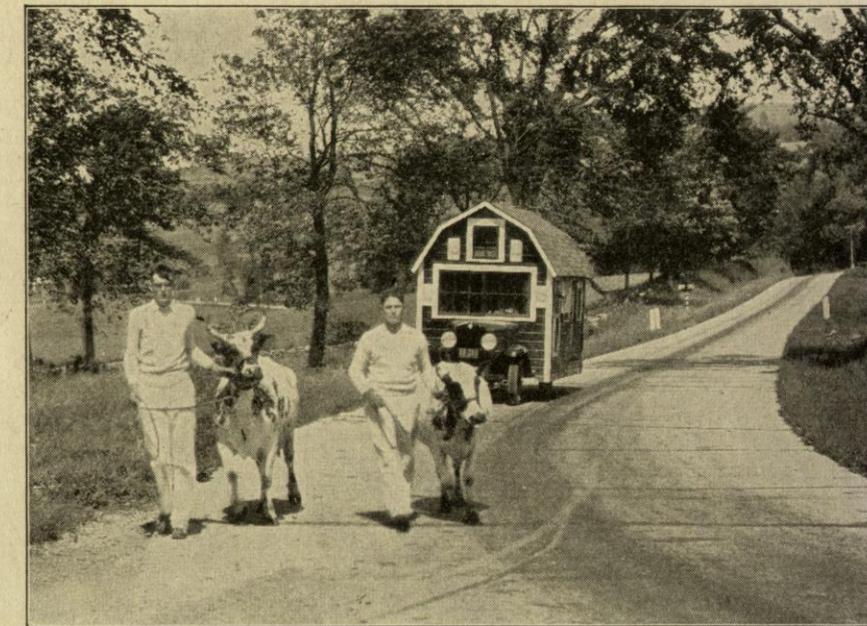
Dr. LeSeur Addresses Kiwanians

RAILROAD TRANSPORTATION is the
vital force in the life of this country
and always will be the principal agent
in the conduct of civilization, said Dr.
J. W. LeSeur at the annual joint meet-
ing of the Rome and Lowell, N. Y.,
Kiwanis Clubs at the Carlowden Coun-
try Club, Denmark, N. Y., on Aug-
ust 7.

The tie-up of the New York Central
with aviation, he said, was one of the
greatest moves in the history of trans-
portation. It will lead towards greater
speed from destination to destination,
and is now cutting trans-continental
time from five to three days and less.

During the afternoon, preceding the
joint meeting, Dr. LeSeur was the
guest of the Rome Kiwanis Club at the
Golf Club.

Special Train on Central to Dairy Show In St. Louis—Two Cows Go on Foot



On their way to the St. Louis Fair, the National Dairy Exposition, to be held October 12-19, Tomboy and Alice, two pure-bred Ayrshire cows, are walking all the way from Vermont, where they were raised.

GIVING dairymen of the United
States an opportunity to learn
first-hand the vital facts about
the nation-wide development of the in-
dustry which brings to them their liv-
ing, the National Dairy Show will open
in St. Louis, Mo., October 12, to con-
tinue through October 19.

From the East, the New York Central
Lines will run a special excursion
train, the *American Agriculturalist* co-
operating, which will make the trip
from New York City to St. Louis in
exactly twenty-four hours, stopping at
Harmon, Poughkeepsie, Albany, Sche-
nectady, Utica, Syracuse and Roches-
ter.

In addition, the New York Central
Lines are further advancing the in-
terests of the dairy industry by having
at hand in the Agricultural Relations
Department, 466 Lexington Avenue,
New York City, full information about
the show.

And while dairymen and other visi-
tors are planning their trips by rail,
two of the principal exhibits at the
show are making their way on foot, all
the way from Brandon, Vt., on the Rut-
land Railroad, to St. Louis, a distance
of 1,200 miles. They are Tomboy and
Alice, two pure-bred Ayrshire cows
being fostered by the Ayrshire
Breeders' Association at Brandon, who
are tramping the highways at a rate of
ten or more miles a day, to advertise
their breed at the National Dairy Show.

So far they have seemed none the
worse for their long trip, in which they

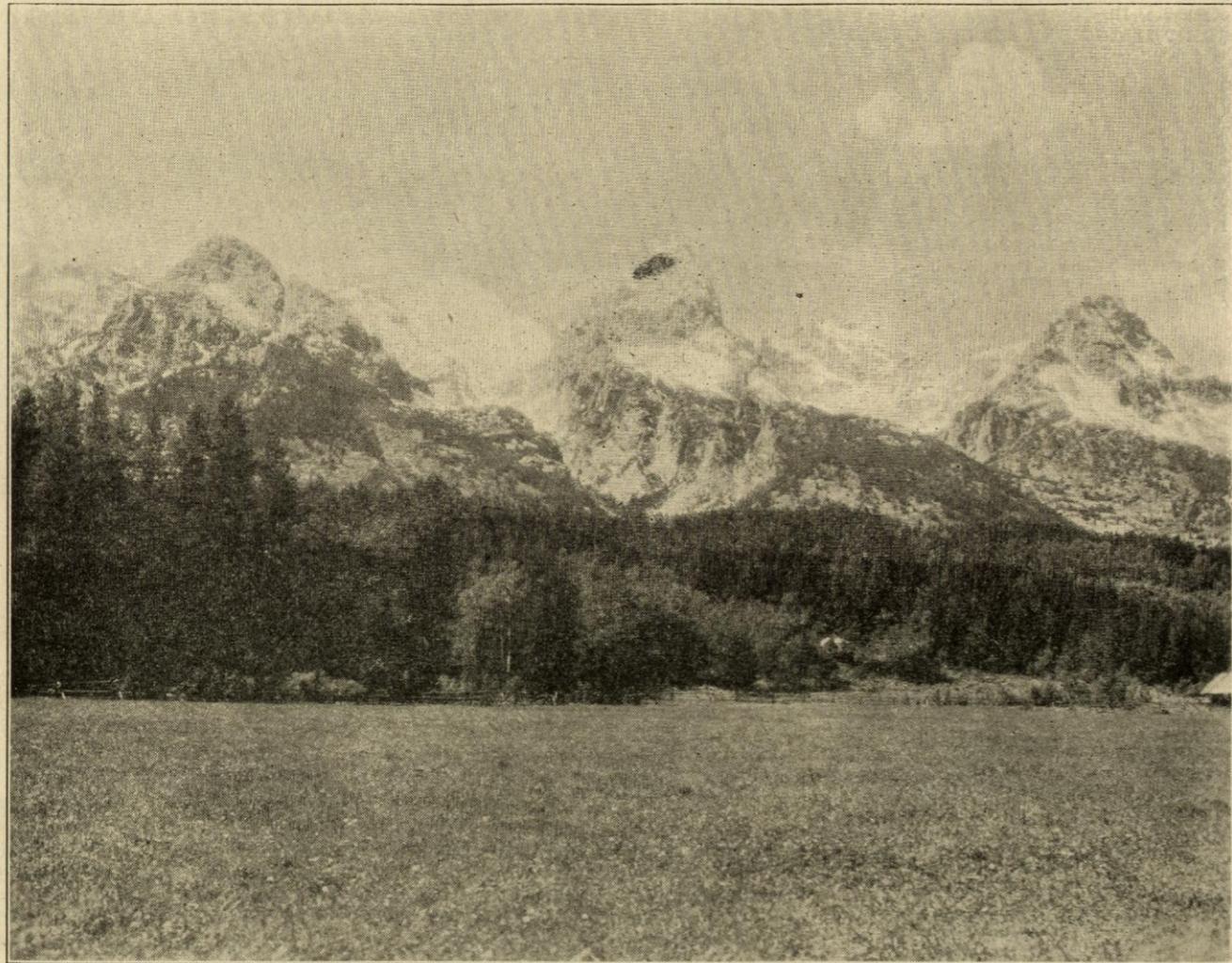
have established a new record for
bovine walkers.

Since leaving their homes in the
Green Mountain State these two cows
have never failed to make their pre-
scribed mileage each day, except when
stops were necessary for special re-
ceptions or for shoeing purposes. Tom-
boy has steadily produced from 40 to
43 pounds of milk per day, while Alice,
who has been in milk since last October,
has averaged nearly three gallons daily.

At Titusville, Pa., the ambulating
Ayrshires were welcomed to the city by
a reception committee consisting of city
officials who presented each cow with a
huge bouquet of flowers. At Alfred,
N. Y., a reception was held in honor of
Alice and Tomboy which was attended
by 300 farmers and their families. Other
demonstrations have been given en
route. The management of the Ohio
State Fair plans to feature these cows
at the big Columbus Show, after which
they will move on toward their des-
tination at the National Dairy Show at
St. Louis.

A careful check on the weights of the
animals has shown very little variation
in body weight. Milk weights have been
kept and the milk weighed and tested at
each Agricultural College en route. The
results to date indicate a surpris-
ing degree of stamina and hardiness on
the part of the modern pure-bred cow.
Both cows are now wearing old-fash-
ioned steel shoes such as were worn by
oxen, which have been of invaluable
service in traveling over the modern
paved roads.

New National Park, Grand Teton, Opened in Wyoming



Some of the grandest mountains on the North American continent are to be found in the Federal Government's newest national park, Grand Teton, in Wyoming. Surrounding the Teton range are broad valleys abounding in rivers and forests, native haunts of fish and big game.

There is still a thrill in being among the first visitors to a new country, to a newly opened park, and that thrill is in store for those fortunate wayfarers who visit Grand Teton National Park, Wyoming, this year. Soon Grand Teton National Park will be widely acknowledged as one of the outstanding scenic spots of the world, and it will be a privilege of the traveler to say, "I saw it the first year of its opening."

Grand Teton National Park was created in February, 1929, by an act of Congress, signed by President Coolidge. Not only is it already famous for its scenic beauty but the historic phases of the Park have gained wide prominence.

The Teton range, whence comes its name, begins a few miles outside the southern boundary of Yellowstone; thirty miles southward it reaches its climax in the Grand Teton and in Mount Moran, the first nearly 14,000 feet in height, the second over 12,000.

The extraordinary thrill that the

traveler receives when he first sees these sharp, glacier-bearing crests exceeds, perhaps, that produced by any other mountains in the land. They seem to rise in a series of sheer precipices from the shores of Jackson Lake, without any gradual incline to lessen the contrast between their upthrust, cathedral-like pinnacles and the horizontal plain.

The country north and east of Teton National Park, known as Jackson Hole, shares the grandeur of the mighty peaks. Excellent fishing streams and lakes, wooded upland plains and vast forested areas are there in abundance. The region is the foremost big game haunt in the United States, and is noted especially for its abundance of elk.

Its history sparkles with famous names of a by-gone century; names that are linked with outlawry, like that of Teton Jackson—with the white man's first sight of Yellowstone by John Colter — with the fur-trading expeditions of John Jacob Astor and

the explorations of Captain Bonneville.

The flavor of the old days when Jackson Hole was the source of many outlaw raids on the country surrounding it can still be had. It may come to the visitor from a glimpse of a pistol swinging at the hip of a rancher, or a Winchester in a saddle scabbard. Their only use today, however, is to help rid the ranches of coyotes, but the reflection of other days remains—the days that justify the calling of Jackson Hole and Grand Teton National Park the "old way" to Yellowstone.

Jackson Hole has always been "cattle country." The dude ranch is the cattle ranch of yesterday, made comfortable for those who love the great outdoors. It is an ideal spot to spend a vacation, with its lakes and streams, the rolling open country of Jackson Hole and the magnificent Tetons.

Two and one-half miles north of Moran is Jackson Lake Lodge, overlooking Jackson Lake and command-

ing splendid views of the Tetons. Jackson Lake Lodge is an overnight stopping place on the Grand Teton-Yellowstone tour. It is built of native logs and the sleeping cabins are thoroughly comfortable, with hot and cold running water. From the lodge, excursions can be made in all directions into the surrounding country.

Friends Surprise Veteran at Train and at Party

When Ernest M. Jewett stepped off the rear platform of his train at the Elkhart, Ind., station on June 30, while on his farewell trip from Toledo to Chicago, he was surprised by a group of friends who boarded the train to ride the last 100 miles of his final trip. Mrs. Jewett was there to welcome her husband, as were her daughter and several pensioned employees of the New York Central.

Mr. Jewett was no tyro at the railroading game when he entered the employ of the New York Central in 1897 as a freight brakeman, for he had been with the Chicago & West Michigan Lines since he was seventeen. Five years after he had entered New York Central service he was made a conductor and he served in that capacity until his retirement.

The evening of Mr. Jewett's farewell run, seventy New York Central employes gathered in the home of Mr. and Mrs. T. H. Cramer for a surprise party. A picnic supper was served, and the table at which the retired railroader sat was decorated with two bouquets of roses and a large cake bearing seventy candles.

Whistles Blow in Albany For Two Retiring Veterans

ALBANY on August 1 saw the end and the beginning of two farewell runs of New York Central veterans.

At 5:30 P. M. the blowing of whistles and clanging of bells in the yards and at Union Station signaled the entrance of the Westerner, with William Signer as its pilot. Again at 8:05 the Wolverine pulled in, and shortly after Charles S. Vrooman was aboard, starting the run to Syracuse which marked the close of his active railroading career.

Mr. Vrooman, whose home is in Schenectady, was first a brakeman in 1885, then in 1890 he was made conductor. He has served as a conductor on the Mohawk Division ever since, being retired on a service pension basis.

William Signer had been at work for more than forty-seven years, and each one of these years was symbolized in a bouquet of forty-seven American Beauty roses which were presented to him by a member of his



Chas. S. Vrooman



William Signer

family at the conclusion of his run. On August 14 a complimentary dinner was given for Mr. Signer at East Greenbush Inn, during which the veteran was presented with a purse of gold. On the table was an enormous fruit cake with a locomotive in the center, and Mr. Signer's name, the dates of his service, and the initials *B. of L. E.* marked upon it. Mrs. Signer, who was also a guest at the dinner, was presented with a gift from her daughters in recognition of her long years of caring for the needs of her engineman-husband.

Three Railroading Generations And Then Some in Green Family

When the Mohawk & Hudson Railroad was being built a century ago, Henry Green helped to construct one section in the early thirties. Henry Green, Jr., some years afterward became an engineman for the road which later became the New York Central.

Still later J. Albert Green became a New York Central employe and he is now retired at the age of sixty-five, after fifty years of service.

Not only were these three generations of Greens employes of the New York Central, but the second of them, Henry Green, Jr., had four brothers who worked as conductors and enginemen on the Mohawk Division, while three brothers of the man now retiring are or have been locomotive enginemen.

J. Albert Green himself began his service as a wiper at DeWitt in 1879. He was made a fireman at Syracuse, twelve years later, and an engineman at Lyons Yard in 1922.

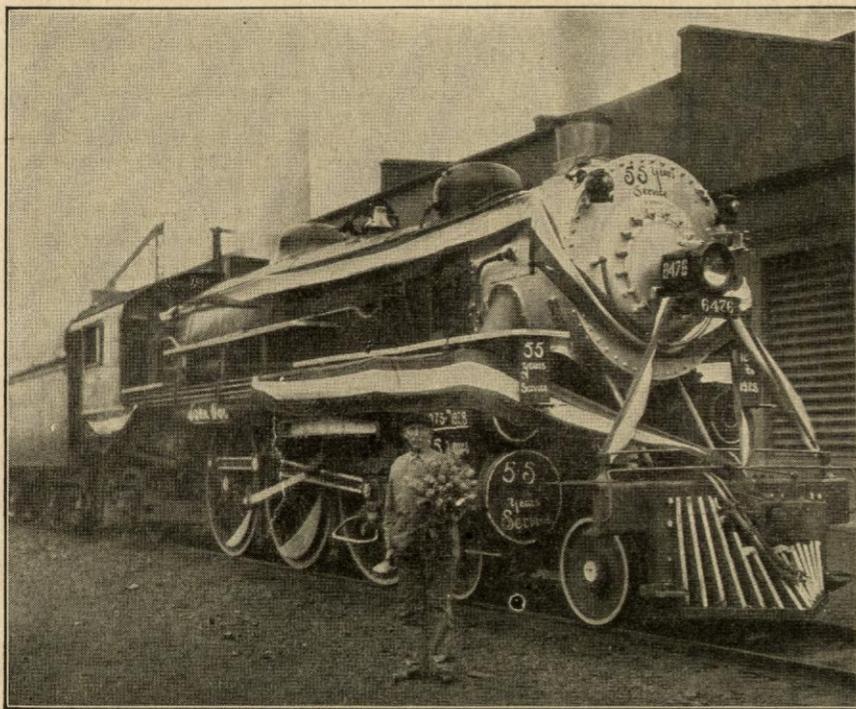


Ernest M. Jewett, who is shown in the inset at the left, was surprised by a party of seventy people at the home of friends in Elkhart after he returned from his farewell run as Conductor on June 30. His retirement and his seventieth birthday were jointly celebrated.

Overalls and Roses

By Donna J. Harkness, Cincinnati

(Being a little tribute to the locomotive engineers of the Big Four Route and New York Central Lines, who retire on pension.)



John Noe, whose retirement from the Big Four last month after fifty-five years of service was the inspiration for the accompanying article by Miss Harkness, is shown here as he appeared, bouquet in arm, in front of his bunting-bedecked locomotive the day he made his farewell run.

WHEN we think of a bride or sweet girl graduate, part of the picture is the arm-load bouquet of loveliest roses, held daintily against white satin and sheer laces. The bouquet is the final touch to her ensemble for the most propitious occasion thus far in her young life.

Not so long ago a bouquet, twin to the sweet girl graduate's, was clasped in hands quite dissimilar to hers, and instead of nestling against a satin gown this one had for a background, heavy, but freshly laundered and crisp, dark blue overalls. Sounds a bit incongruous, doesn't it?

But there he stood, the driver of the Iron Horse, with keen, kindly eyes and the faintest expression of sadness in his smile, holding the big bunch of roses, standing for the last time beside the huge, still monster, which, too, was singularly decorated. Red, white, and blue bunting was draped from headlight to cab. Placards bearing inscriptions, "55 Years of Service," "Farewell Trip," dates and the engineman's name, John Noe, told the story to the onlooker. It was indeed a great event.

The keen-eyed engineman had reached the age of seventy and automatically was being retired on pension by his railroad. What were his thoughts on this last trip as he received ovation after ovation at the towns along the

route where he had made friends during the many years? This white-haired veteran of the cab, who since boyhood had served honorably in piloting thousands of travelers, no doubt had many memories as he made his farewell run.



At the roundhouse, John Noe was surrounded by fellow workers and friends, who spoke heartfelt congratulations on his long period of service just concluded.

Could we look into the past with him we might find his thoughts turning back to the first run he made as an engineman, proud and happy in the attainment of the throttle, for before a man can become a full-fledged engineman he must serve a number of years as fireman. He must pass various tests, be proved tried and true and operate a freight engine a number of years before he reaches the responsible right-hand seat in the cab for passenger service.

A veritable panorama of riding through the years comes to mind. Each turn of the road now so dearly familiar starts a train of thought, carrying him over days of happiness, through long night hours and on to his present successful terminus.

Rather than mere landmarks—a long stretch of shining rail, or a green hill just 'round a curve—are important signposts that have marked the way of his career and his life. He remembers the night back in '97 when the engine struggled through the "big snow" and how with straining eyes and tense nerves he watched for signals. When he passes the new tower at the Crossover today he will think of the night that he picked up his orders there and found also the message that his son had been born—and how unending that run had seemed! That son, now with little sons of his own, will be waiting at the end of this farewell run to meet and congratulate Dad when he pulls into the Station. And he smiles again. Well, it's been a great run, this 55-year run, and he regrets that it is finished.

Take the career of this or any engineman as a nucleus, and the ramifications spreading around his half century of service will make a most romantic story. The building and growth of railroads, particularly during this fifty

year span, are so remarkable that they seem almost a miracle. For after all the railroads are but little more than a hundred years old in this country and about 65 per cent of the total 260,000 miles of main line in the United States have been built during the past half century.

When we remember the little "dinky" engine of the seventies, making 40 miles or so an hour, and when the engineman knew no eight-hour-day, compared to the monstrous machines of today with every scientifically improved device and the attendant speed and comparative ease and safety of operation, it is a wonderful thing for the man in the cab to know that he has been playing so vital a part in the history of an industry which has always been the advance agent of civilization and which is today the heart action of American life and commerce.

What a great career, indeed! No wonder every school boy vows to be an engineman when he grows up.

So, why not roses against the overalls? Friends, neighbors and fellow workers who love and revere him find inadequate the words and gifts befittingly to express their regard. What finer ending to a fine job well done—



Bordered with fir trees and rocky palisades, which shelter dark pools containing trout and many other inland fish, the lakes of the Laurentian Mountains are a summer paradise for the angler—as are their forested shores for the huntsman in the fall. Lac Labelle, one of the loveliest of them, is shown above. This sparsely settled northern region lies only a few hours' ride beyond the end of the New York Central's line to Montreal.

honorably retirement with a pension during his remaining years, friends waiting, hearty handclaps, smiles and tears—and roses against the overalls, roses to typify the tenderest of thoughts and the best of wishes for the hero of the cab.

their stomachs, all apparently in great distress.

At Denver our standard sleepers were on hand, all smiling, to receive us, our old porters also smiling as only porters can.

But we were late. Our three heavy Pullmans made an extra load that forced us far behind our scheduled time.

A head official met us with these orders: "Those three sleepers are filled with a Masonic party. Give the train the right of way over everything and speed it along."

So we flew over a magic carpet into Chicago, where a wonderful dinner awaited us, with more elegant waffles, and soon we found ourselves back in New York.

In the words of a talented authority, our trip was like, "bells ringing across moonlit waters, and music playing, and golden dreams of love going on forever into the golden sunset of life."

If any more Masonic conclaves are scheduled, may I be able to join them. If I sleep as splendidly as I did on the last New York Central sleeper I luxuriated in, all will be well.

Clarence Drago Goes to Toronto

CLARENCE DRAGO has been appointed Canadian Traveling Freight Agent for the New York Central, with headquarters at Toronto, Canada. He was formerly chief clerk in the Freight Department at Niagara Falls, where his fellow employes tendered him a dinner on July 30 at the Fox Head Inn, Niagara Falls, Ont., to celebrate his promotion and to extend him congratulations on his appointment.

Saving fuel is one way of being "penny" wise and "pound" wise too. Waste not, want not. The railroad's profit, like the savings bank at home, grows fastest when your rule is economy.

My Masonic Conclave To the Pacific

A Standard Gauge Phantasy with a Narrow Gauge Lament

By Randall Comfort

ONE of the most interesting pictures in the August *New York Central Lines Magazine* was that of the tiny railroad in England with its extremely narrow gauge track.

My mind flew back to the time when I traveled on the Denver and Rio Grande Railroad and slept—or tried to sleep—in one of its narrow gauge sleeping-cars, tuned to a track three feet in width.

But then it was a Masonic party. An immense sign: "N. Y. State Battalion to the Masonic Conclave," emblazoned each of our three sleepers as we left New York.

You never saw a jollier lot. Two cars held assorted Masons and their families, while the third was the "stag" car.

I was but knee-high to a grasshopper, but old enough to relish a "trimmed-up" meal with "fixings" in my first dining car. Oh, how elegant those waffles tasted! Yum, yum, yum.

How the Masons along the route did greet us and bring us presents! Didn't their gifts taste good!

At Denver, outbound, we learned there was a washout on the Rio Grande Railroad, so we continued in the same sleepers without change.

How I had looked forward to the

"Silver Palace Sleepers of the Central Pacific Railway." That was as near them as we ever got, as our New York cars carried us from coast to coast.

More presents of California fruit from western Masons! More solid chunks of enjoyment on our part!

Did we go to the glorious Palace Hotel at San Francisco as promised? We did not. That hostelry was full up to the top. So we were shunted elsewhere.

It was on our return trip that we experienced the narrow-minded, narrow-gauge sleepers of the Denver & Rio Grande line. I remember traveling in the narrow-gauge baggage car. Its custodian was broad-minded enough to let me ride.

One incident of the trip stands out. The narrowness of his sleeper caused one tall gentleman to come to our car with his hands on his stomach, suffering severely from cramps. Some sympathetic soul promptly gave him some magic fluid out of a dark-colored bottle, and, lo, his cure was wonderful to behold!

He returned to his car, his face wreathed in smiles. Two minutes later every man jack from the "stag" sleeper marched into our Pullman, their hands clasped convulsively on

Retiring Engineman Turns to the Air for Pastime

FIFTY-ONE YEARS AGO John H. Calladine began whizzing along the rails in a locomotive cab as a fireman. Forty-seven years ago he took over the controls of the cab, and on June 1, 1929, he was retired because of the age limit.



John H. Calladine

It would be expected that he would sit back with his pipe and watch the march of progress from his easy chair. But not John H. Calladine. To him, hurtling through space is an immense thrill, so he has become air-minded, and rides an airplane every chance he gets—not with the intention of becoming a pilot, but just because he receives a great, big kick every time he goes up in a plane. At the present time he has many hours in the air to his credit, and as his son, John Jr., is studying to be a pilot, he sees his chance of increasing his trips.

Although he loves the railroad he believes that an airplane trip gives him a greater thrill. However, he doesn't spend all his time in the air for he has a four-year old grandson, Robert Lee Calladine, who takes up all the spare time that he has left after his air journeys.

Has Handled Many Cars While Foreman at Newburgh

BETWEEN 1898 and 1905, from ten to eleven thousand cars were handled every month at Newburgh, New York, being interchanged by float between the West Shore and New Haven Railroads. C. D. Smith, who was made Foreman at Newburgh in 1898, used to have fifteen men working under him, and a night force labored there as well.



C. D. Smith

In May, 1905, the transfer boat was taken off and the interchange was made at Beacon.

Now Mr. Smith is retired after a service of thirty-one and a half years.

Mr. Smith during his career with the New York Central worked under Division General Car Foremen A. C. Summers, George T. Morris, J. O. Braden and E. C. Totten.

Upon his retirement, the last of July, F. W. Brazier, Assistant to General Superintendent of Rolling Stock, wrote to Mr. Smith and highly commended his faithful work at New-

burgh, saying, "I want you to feel that it is such men as you who have made my administration a success."

Seventy men from the Car Department at Weehawken and thirty from Newburgh and nearby points attended a dinner given for Mr. Smith to celebrate his retirement. Among the guests were A. E. Calkins, Superintendent Rolling Stock, who gave a talk on Mr. Smith's past record, and Walter Purcell, Freight Agent at Newburgh.

Concludes New York Central Is Greatest of Organizations

IF A MAN were to tell all his experiences in railroad life they would make too big a book, so Albert Fritz, recently retired conductor, contents himself with his one conclusion:



Albert Fritz

"I think from my experience in railroad life the New York Central is the greatest organization in the world, barring none."

Mr. Fritz has been a conductor on the Cleveland Division since 1888, having entered service as a freight brakeman seven years previous.

His home has always been in Toledo but, he says, after September it will be Los Angeles, Cal.

Retiring Engineman on Century First Served Under Father

LAWRENCE J. MCKEARNEY, Passenger Engineman on the Syracuse Division, has been granted pension allowance on account of physical disability.

He entered the service on February 1, 1882, as a ticket seller under J. C. Kalbfleisch in the old depot on Mill Street, Rochester.

In June of the same year he was transferred to the position of fireman and was promoted to engineman in November, 1891; to passenger engineman in February, 1910. He has been running the Twentieth Century Limited between Buffalo and Syracuse for the past eleven years until February 2, 1929, when he was obliged to retire because of the condition of his health.

Mr. McKearney's first service as fireman was under his father, who served as an engineman for thirty-three years.

"America's Greatest Railroad" is what he styles the New York Central, saying that he will always be a booster



L. J. McKearney

co-operating in every way to promote the company's business.

Spent His Career on "Dummies" in New York

WHEN Fred William Buckreis was made a switchtender at the age of seventeen he thought he was a real railroad man.



F. W. Buckreis

Mr. Buckreis best tells his own story himself: "I went to work for the New York Central Railroad in the year 1895 as Dummy Boy (that is a boy riding a horse ahead of the trains) from Thirty-third Street to St. John's Park, New York City. We were getting twenty-five dollars a month. After having that job for a few years I thought I would like to do a little better. I was then made switchtender.

"In order to get this I had to ask the big boss, J. J. Loftus, who at that time was General Yard Master. Well, when I asked him for the switching he said no. He thought I was too young and told me to see him later. I kept coming back again and again until finally he got tired of saying no so he gave me the job. Then I thought I was a real railroad man.

"I held that for a couple of years, but since that job only paid forty-five a month I asked our dear old yard master, V. Kelty, for a job as brakeman. He put me on the extra list and later I was put on as brakeman on dummies, a job which is now called dummy conductor. We were then getting fifty-five a month.

"I have spent the biggest part of my time on dummies running from Thirty-third Street to St. John's Park. I only wish I could keep on working as it is a hard thing when you have to give up the old game."

Mr. Buckreis' home is at 90 Delafield Place, Livingston, Staten Island.

Charles Amon Always a Booster

DETERMINED always to be a booster for the New York Central, Charles Amon of Greenville was retired as Section Foreman on July 1.

He had been working on the Erie Division of the New York Central since 1889, first at Raymilton, then at Stoneboro, and then at Osgood where he received his promotion to Foreman by 1892.



Charles Amon

TRAFFIC DEPARTMENT



For the past five years, the Packard Motor Car Company has had as its guests at Detroit, a group of its top-notch salesmen from all parts of the United States and foreign countries. The New York territory this year succeeded in securing 46 of the 125 places on the honor list. The reward for being a Packard master salesman consists of a trip to Detroit followed by a full three-day program of sports and genuine holiday. The New York delegation left New York on the New York Central's Detroitroiter Sunday, August 25.

Patrons Show Appreciation For Central Men's Services

CONSTANTLY on the job of looking out for the welfare of the New York Central are the men named below as having been of service to patrons of the Lines. Knowing that the service of the New York Central is as great only as each individual can make it they endeavor to foster good will by their willingness to serve.

Edward Rauch of the Michigan Central Assistant General Passenger Agent's office has been commended by Pierce W. Jones, executive secretary of the Chicago Real Estate Board, for looking after the welfare of a party that moved from Plattsburg to Lake George in June.

Because of the efforts of J. P. Brady of the General Eastern Freight Agent's office of the New York Central in New York, Bruns, Kimball & Company have been very successful in making delivery of boats to their customers. They have found Mr. Brady extremely courteous, and have thanked him for his kind and efficient co-operation.

J. B. Dwyer, representative of the New York Central Lines in Philadelphia, has received for his company the commendation of the Carpenter Steel Company of Reading. "We find the

New York Central service the best and can cheerfully recommend it," said P. N. Troutman, traffic manager for the steel concern, in a wire to Mr. Dwyer.

Though J. F. Carey, Brakeman on the 9:10 A. M. from Grand Central Terminal to Red Hook, N. Y., was on duty attending to people entering the train on July 17, he found time to be so kind and courteous to W. B. Reyes, that Mr. Reyes wrote to a superior officer to express his appreciation for Mr. Carey's many little services.

Prompt delivery of a shipment of the Massachusetts Lumber & Box Company from Kingston, N. H., to Hammond, Ind., by the New York Central Lines won the appreciation of that company. The delivery took only three days, and Mr. Aborn, of the Lumber Company, expressed his thanks to C. J. Cook, General Agent at Boston, for the splendid service.

Exceedingly good service in placing three carloads of automobiles which were needed urgently by the Albany Garage Company caused Stephen Brown of that company to thank G. J. Winkler of the New York Central at Albany for the good service rendered.

For the many little courtesies he performs while on duty, P. F. Fitzgerald, Conductor for the New York

Central, has been twice commended. While a passenger on train 53 on July 16 from New York, Mrs. M. F. Fuller informed Conductor Fitzgerald that she came in over the New York, New Haven & Hartford, and did not have time to have her trunk rechecked. He obtained her check, returned it to the baggageman at Grand Central Terminal, and had it rechecked and forwarded the same day. Last year Mr. and Mrs. V. J. Padgett of Lansing, Mich., made their first trip east, and met Conductor Fitzgerald, who extended them many courtesies. This year Mr. and Mrs. Padgett again made the trip, but were informed that Mr. Fitzgerald was on his day off. "We were cheated of the pleasure of meeting you again," said Mr. Padgett in thanking the conductor for his past service.

For getting two cars of the Cherry-Burrell Company of Little Falls to Chicago in little more than two days' time, L. A. Clapp, Division Freight Agent for the New York Central at Albany, has received a letter congratulating him on the fine service given.

Red Star Oil Stoves Carried East on N. Y. C. Lines

ADDITIONAL EVIDENCE of the growing popularity of American-made



Some of the country's most eminent technical and industrial engineers and engineering professors are in the above group of 125 New England and New York men, who are shown here ready to board the special train which the New York Central provided for them for a three weeks' tour of the West. Co-incidental to attending the convention of the American Society of Mechanical Engineers in Salt Lake City July 1-4, they visited six National Parks—Yellowstone, Glacier, Estes, Zion and Rocky Mountain in the United States, and Waterton National Park, an extension of Glacier, in Canada. Joseph W. Porter of the New York Central in New York had charge of the train the entire trip.

products throughout the world is to be found in the train load of Red Star oil stoves which left the yards of the Detroit Vapor Stove Company the latter part of June over the Michigan Central and New York Central Lines for shipment from the port of New York during July.

This train load of Red Stars carried shipments for the Detroit Vapor Stove distributors in the following countries: Mexico, Cuba, Porto Rico, Republic of Honduras, Colombia, Venezuela, Dutch West Indies, Brazil, Paraguay, Argentina, Uruguay, Switzerland, Belgium, France, Germany, Italy, Austria and British Southwest Africa.

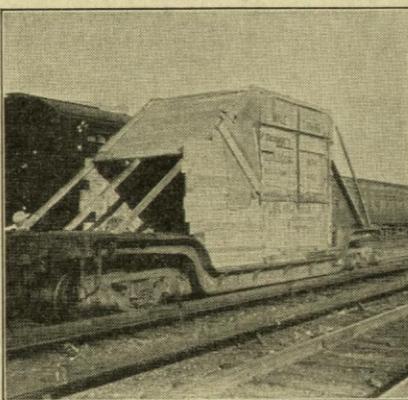
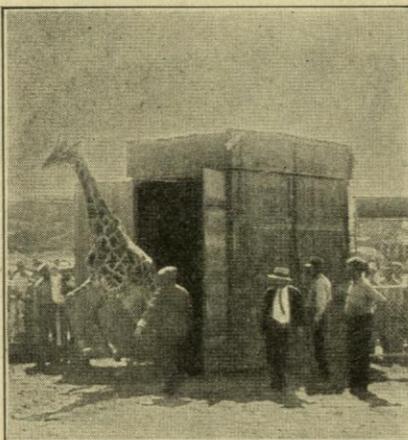
The product, the Red Star, is generally known to be a radical departure from the customary principles of oil stove construction and operation. A cast annealed-iron burner was developed to replace the wick burner and substitutes for wicks. Without forced pressure it burns gasoline, kerosene, or alcohol, transforming these fuels into a gas. The flame produced is actually a gas flame comparable in efficiency and rapidity to that of a gas range in the preparation of foods.

The modern daylight plant of the Detroit Vapor Stove Company is a far cry from the original shop which housed its first operations, where design for the Red Star burner was originated. The company's present equipment allows a normal capacity of 500 stoves a day with a much higher production in reserve. John S. Sherman has been President of the firm since its inception.

With the entrance of the company into the field of gas range production in 1924, still greater advances in factory efficiency were introduced by A. G. Sherman, General Manager.

The careless workman who does things in an unsafe way is a menace to his fellow workmen as well as himself.

Giraffe Couple Travels to Detroit In Specially Built Car



The special "berth" constructed for the two giraffes which were traveling from Nashua, N. H., to Detroit and, above, one of the pair stepping out of the cage at the end of the journey.

MR. ZARAFAH could not get a berth long enough or high enough to suit him for his trip to Detroit, and Mrs. Zarafah found herself in the same predicament. As the trip to Detroit

from Nashua, N. H., had been planned for them long in advance, and as they had only recently come from Germany, something had to be done. No ticket agent could fit Mr. Zarafah's fourteen feet into an upper or a lower berth, and as Mrs. Zarafah was only one-half an inch shorter, nothing could be found for her, either.

So a special berth was constructed for them. It was put on a flat car, and as an added attraction lunch boxes were put on the compartment so the two travelers would not be hungry between meals. No special provisions were made for water, as Mr. and Mrs. Zarafah are of the Giraffe family and like the camel can go for days without water.

At first the trip was looked on with much misgiving by railroad officials, but they soon had things straightened out and the trip to the Detroit Zoological Gardens was made over the Boston & Maine, to Rotterdam Junction, thence over the New York Central and Michigan Central Railroads in New York Central cars.

Mountain Lakes Abundant Near Spokane

A CITIZEN of Spokane, if the fishing season were long enough, and his thirst for variety sufficiently keen, could make a week-end trip to a different mountain lake in the vicinity every Saturday of the year, and find fishing in every one.

Within thirty minutes' drive from town he can be fly-casting in any one of several mountain streams. There are seventy-six lakes within fifty miles of the city, and more than 400 within easy reach by train or auto. Chief among them are Liberty, Hayden, Priest, Spirit, Pend Oreille, Coeur d'Alene and Twin Lakes.

There are many attractive resorts in their neighborhood, and cottages can be rented at reasonable rates.

Durant Dealers of Washington Visit Lansing

A SPECIAL TRAIN carried seventy-five Durant dealers through Detroit to Lansing, Mich., from Washington, D. C., Wednesday, July 24, for a dealer meeting and inspection of the Durant factories. The train stopped at the Michigan Central Station in Detroit, where executive heads of Durant Motors boarded it to accompany the party to Lansing.

The eastern dealers, who represent the Durant Company in Delaware, Maryland, the District of Columbia, Virginia and part of Tennessee, left Washington Tuesday afternoon. J. T. Powell, Washington district manager for Durant, was in charge of the trip.

Arriving in Lansing Wednesday, the dealers were taken in motor buses to the Durant factories, where inspection of the various plants followed a buffet luncheon. A special display and demonstration of all the Durant passenger and Rugby truck types was held.

Officials of Durant Motors who greeted the visitors were A. I. Philp, Chairman of the Board; F. J. Haynes, President; R. T. Hodgkins, General Sales Manager; H. J. Shorter, Assistant General Sales Manager; C. P. Cary, Manager of the Truck Division, and Bryan Warman, Advertising Manager. They were welcomed to Lansing by R. A. Vail, Vice-President; A. K. Steigerwalt, Director of Service, and W. J. Bailey, Director of Traffic.

Most of these officials, with Mr. Powell acting as toastmaster, spoke at a banquet in the Olds Hotel at Lansing.



The Century is advertised as representing the epitome of good service on the trucks of the Hartford (Conn.) Despatch & Warehouse Company.

Yard Conductor Gets Business From Florists

A BRILLIANT EXAMPLE of interest and pride in the company which employs him was shown by Martin Garland, Yard Conductor for the New York Central at Englewood, Chicago, when he induced the Florists' Telegraph Delivery Association to name the New York Central as the official route of the Association's convention trip. The convention is to be held in Boston on September 17.

Rail Men Guests at Jamestown

REPRESENTATIVES of the freight and passenger traffic departments of eastern and western railroads were guests

of the Traffic Club of Jamestown, N. Y., at the club's annual outing August 15. Among them were O. H. Grimm of Buffalo, Traveling Freight Agent of the Michigan Central, and T. M. Shalloe of Buffalo, General Agent of the New York Central.

Golf at Bemus Point and other sports preceded the outdoor dinner.

Colorado Advertises Climate

BESIDES its convenient geographical location, close to Eastern population, and its scenic grandeur, Colorado's delightful climate is one of its outstanding attractions as a vacation region.

While the thermometer in this state



Starting on a twenty-eight-day tour of the "Golden West," 150 grocers and bakers of New York left Grand Central Terminal on the "Across the Continent Special" June 17 and returned to New York City July 14. Yellowstone, Ranier, Yosemite and Zion National Parks as well as Bryce Canyon, were visited, and stops were made at many important cities. Before leaving Grand Central the National Biscuit Company's orchestra of sixty pieces gave a concert. The trip was sponsored by Frank W. Meyer, Special Representative of the Fleischmann Company, and Adam Metz, President of the Bakers' Mutual Insurance Company, New York. F. A. McAuliffe, City Passenger Agent of the New York Central, and F. Garrison, acting as Baggage man, accompanied the party during the entire trip.

often registers as high temperatures as in other parts of the country, the air is never sultry or oppressive, owing to its low relative humidity, favorable to rapid cooling by radiation and evaporation. This is best shown by the wet-bulb thermometer, which takes into account the effect of evaporation and consequently records the temperature as it is actually experienced by the human body. In Colorado these readings are frequently 20, 30 or 35 degrees lower than the air temperature registered by an ordinary thermometer.

Nights in Colorado are uniformly cool and bracing. Rocky Mountain National Park and other vacation playgrounds of Colorado are favored refuges for those subject to hay fever, who usually find quick relief in these altitudes, and frequently linger through the charming fall season until the first frosts at home make it safe for them to return.

Orange Avenue People of Cleveland Give Picnic

AN OLD-FASHIONED basket picnic was in store for 124 members of the Social and Welfare Club of the New York Central's Orange Avenue Terminal in Cleveland when they reached Mara's Grove on June 29, but not before they had indulged in a full list of competitive games and contests.

After the games had been run off everyone settled down to enjoy the sweets and goodies hidden away in the baskets. Then there was dancing until late in the evening, when the members left for their homes in Cleveland.

The club was organized for the purpose of promoting a closer relationship between the employes and officials of the New York Central, to effect social and welfare work for the individual as

I Love the Woods

By M. L. Shank, Car Inspector,
Elkhart, Ind.

I LOVE the woods, the silent woods,
With massive trunks that tower
Far above the murmuring brook,
Bedecked with fern and flower.

I love the naked woods in winter,
With their howling winds that blow,
When the violets are sleeping
'Neath their coverlet of snow.

I love the woods in the springtime,
When the leaves are being born,
For each little leaflet whispers,
Of a resurrection morn.

I love the wild woods in summer
With their densely shaded bowers,
For in them I have found visions
Of a friend in bygone hours.

I love the old woods in autumn,
When the leaves have turned to gold,
For my life is in its autumn
And ere long I'll turn to mold.

well as the company, and to boost the New York Central Lines.

The officers of the club are: F. A. Comerford, president; C. Reeves, vice-president; Miss May Lovejoy, recording secretary; Miss B. Zay, financial secretary, and H. J. Fournier, treasurer.

West Shore Man Retires After 44 Years

FORTY-FOUR YEARS AGO Samuel J. Hannah began work for the New York, West Shore & Buffalo as a gateman at Weehawken, N. J. He worked three months and five days before the pay

car came around. Late in the fall of that year, recalls Mr. Hannah, the New York Central bought that road, and its pay car came around every week until the payroll had been brought up to date.

From then on Mr. Hannah served the New York Central until November 1, 1928, when he was retired on pension because of a disability. He regretted the fact that he had to leave the railroading business, for most of his friends worked with him on the River Division.

Three years after he entered the service of the West Shore, Mr. Hannah was made a baggage master. Later he served as trainman, baggageman, freight conductor and passenger conductor.

Traffic School Opens in New York

TO MEET the demands for practical traffic men, the College of Advanced Traffic has opened a New York City Traffic School which is offering advanced training in that type of work.

Instead of using the methods of the large universities and business schools, which teach traffic courses on an academic and theoretical basis by presenting the courses through textbooks, lectures and "dummy" tariffs, the New York City Traffic School plans to use practical methods, letting the students work with thousands of problems, using legalized tariffs, classifications, and other official publications.

From a small beginning a few years ago in Chicago, the College of Advanced Traffic has grown to a sizable school. The active student body in Chicago today numbers 200.

The college runs a co-operative employment bureau which, while not guaranteeing positions, has placed more than one hundred students in better jobs during the past year.



EASTERN SOCIETY OF RAILROAD VETERANS FORMED BY DELEGATES FROM NINE ROADS

Delegations from the New York Central, Delaware, Lackawanna & Western, Long Island, Jersey Central, Baltimore & Ohio, Lehigh Valley, Erie, New York, Ontario & Western and Delaware & Hudson Railroads have organized to meet once or twice a year to discuss Veterans' Association programs and problems. They were entertained at dinner, after their initial meeting at the Hotel Montclair, August 24, by Ben Chapin, Editor of *The Railway Employee*. The second meeting will be in August, 1930,

in Stroudsburg, Pa. G. B. Van Nortwick of the Erie was chosen president and G. E. V. Osborne of the New York Central, secretary-treasurer. In the group above are shown, from left to right: George Taylor of the Erie; James H. Smith, N. Y., O. & W.; Luther Fritts, Jersey Central; John Draney, Lackawanna; C. L. Edinger, Erie; George W. Strummer, B. & O.; D. K. Spellacy, Erie; George Geer, N. Y., O. & W.; D. R. Horrigan, Erie; Ben Chapin; G. E. V. Osborne and J. M. Wooldridge, New York Central.

G. A. Wall, New York, Retires

FOR AN EVEN thirty years George A. Wall has been working for the New York Central in New York City.



George A. Wall

He entered the service in 1899 in the office of the Auditor of Freight Accounts, where he remained until the office was moved to Cleveland in 1922.

He was then transferred to the Auditor of Revenue office and there he continued working until he was retired on July 31, at the age of seventy.

Mr. Wall's co-workers presented him with an ostrich leather bill fold and a gold mounted pen and pencil set when he left the service.

George Barshied Gets His First Vacation When He Retires

FOR THE PAST twenty-nine years George Barshied has been section and extra foreman at Canajoharie, N. Y., and for eight years before that he was a laborer at Palatine Bridge. In all that time he never took a vacation, but did his work faithfully and conscientiously. Now, however, he is going to have a real holiday, for the New York Central has retired him in accordance with

the pension rules of the company. Mr. Barshied's last day of work was on July 31.

He began his service at Palatine Bridge as a laborer in 1892 and was transferred in 1900 to Canajoharie. Six years later he was made an extra foreman, and a few months later section foreman.

To Mr. Barshied, because of his retirement and its attending festivities, was given the honor of raising the first flag on the new flagpole at the West Shore station at Canajoharie last month.

Patrick Gosson of Frankfort, who was retired from New York Central service as a foreman last April after a thirty-eight-year record, was honored with Mr. Barshied at a banquet in the Frankfort Town Hall on August 18. Both men were presented with well-filled purses. The affair was arranged by G. M. Smith of Frankfort and James Moore of Canajoharie.

H. A. Coughenour Appointed

H. A. COUGHENOUR has been made General Agent of the Coal and Ore Department of the New York Central Railroad to succeed W. L. Harper, deceased. His headquarters are in Chicago.

Mr. Coughenour has been with the New York Central Lines since 1913, having served in various capacities with the Pittsburgh & Lake Erie Railroad, and later with the New York Central in Pittsburgh.

Conductor Andrew McCormick Closes Service With Central

AFTER THIRTY-SIX YEARS of faithful and efficient service with the New York Central as Conductor on the St. Lawrence Division, Andrew McCormick was retired from active service on August 1 at Boonville, N. Y.

Part of Mr. McCormick's career with railroads was spent in the service of the Chicago & North Western; Buffalo, Rochester & Pittsburgh, and the New York, Ontario & Western. His father was also a railroad man for many years.



Andy McCormick

For the past fifteen years Mr. McCormick has been running between Watertown, Carthage and Utica, where he is known as "Andy" to most of the travelers in that territory. When he made his farewell run on train 416, July 31, arriving at Watertown, he was met by Superintendent C. F. Moyer, Train Master Nelson and a large group of fellow employes and friends who presented him with a fountain pen and pencil set as a remembrance of the faithful and courteous service he has given.



Each one a booster for the New York Central Lines, members of the New York Central Orange Avenue Terminal Social and Welfare Club of Cleveland met for an old-fashioned basket picnic on Mara's Grove, June 29. The men sitting in the first row are, left to right: R. W. Andrews, Freight Agent; D. A. Marsh, General Foreman and past president of the club; F. A. Comerford, president, and W. H. Buerger, president-emeritus, one of the founders of the club. F. C. Stewart, Assistant Agent, is standing in the rear row in front of the word "tips."



To wish him success in his new field, the automobile business, the entire personnel of the Capital Expenditure Accounts office in New York gathered in honor of B. A. Carlson and presented him with a gold watch and chain. Edward Peterson, Chief Clerk, is shown below making the presentation.

Malcolm R. Connell Completes His Fiftieth Year in Service

MANY MESSAGES of congratulations were received by Malcolm R. Connell, Auditor of Disbursements in New York City, on August 1, when he completed fifty years of service with the New York Central Railroad.

Mr. Connell entered the service of the New York Central as an office boy in 1879 in the office of J. M. Toucey, General Manager of the New York Central & Hudson River Railroad. In the same office with Mr. Connell at that time was James H. Hustis, recently retired as President of the Boston & Maine Railroad, and Guy E. Hustis, Comptroller of the Delaware & Hudson Railroad.

The following year Mr. Connell was transferred to the Auditor of Freight Accounts as a clerk, and in 1882 he was transferred to the Car Accountant's office in the same capacity. He was again transferred as a clerk in 1885 to the Auditor of Disbursement's office, and since that time has been chief voucher clerk, chief clerk, assistant auditor of disbursements, and in 1914, auditor of disbursements.

Mr. Connell will be sixty-seven years old in December. He makes his home at Tarrytown, N. Y., and has three children, two of whom are boys. One of the boys, Fred M., is employed in the Auditor of Disbursements office.

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



B. A. Carlson Leaves Railroad To Enter Auto Business

ON AUGUST 29, the entire personnel of the Capital Expenditure Accounts office in 466 Lexington Avenue gathered to pay their respects to B. A. Carlson, Assistant Capital Expenditure Accountant, who resigned from railroad service to enter the automobile business. Mr. Carlson, who is a native of Ossining, N. Y., was extremely popular among his associates and they expressed their regret at his leaving by presenting him with a splendid gold watch and chain, suitably inscribed.

Edward Peterson, Chief Clerk, made the presentation, telling him how his untiring efforts, friendliness and genial nature had been appreciated and wishing him, on behalf of his associates, success, health and happiness in his new field.

Another tribute paid him on his resigning was a leather folder, autographed by practically all of the offi-

cial personnel of the New York Central in New York.

Mr. Carlson entered the services of the New York Central April 1, 1906 in the Engineering Department, remaining there until 1910 when he was transferred as clerk in the Maintenance of Way Accountants' office. In 1912 he returned to the Engineering Department in its accounting office, being promoted to chief clerk in 1917. On April 1, 1920, he was appointed Assistant Capital Expenditure Accountant.

B. & O. Man Saves Woman Crossing Tracks in Rain

How a Baltimore & Ohio trainman, Paul A. Thompson, saved a woman from being struck by either one of two trains while crossing a track at Michigan Street, Indianapolis, is told in a report to L. S. Rose, General Manager of the Peoria & Eastern.

F. W. Parrish, Engineman on the Peoria & Eastern, who makes the report, tells how his train, No. 18, was approaching the Michigan Street crossing eastbound at the same time the B. & O. train was rushing toward the west. It was raining and the woman whom Mr. Parrish saw was carrying an umbrella. Mr. Parrish slowed down as she approached his track. He whistled three or four times and then Mr. Thompson, seeing her, ran to her and turned her away from the oncoming trains. She was confused, said Mr. Parrish, and seemed unaware of her dangerous position.

Charles Farnan, Retired, Does His "Daily Dozen"

HIS ROBUST CONSTITUTION Charles Farnan, recently retired Engineman, attributes to the "daily dozen" which he practises, and which have made him the envy of every younger man of his acquaintance. Though he is now on the retired list, having served the New York Central since the days of the diamond-stack, he has every appearance of a man far under seventy.



Charles Farnan

Mr. Farnan has lived during his entire career in the same house in which he was born in Charlotte, N. Y., now the twenty-third ward of Rochester. Practically all his railroading has been between Suspension Bridge and Richland, during fifteen or more years of which he hauled passenger trains between Rochester and Niagara Falls or Buffalo.

B. & A. Men Save Century From Crashing Into Bus

A TELEPHONE CALL, a distant signal, a race down the tracks with a flag—and the Century was saved from crashing into an overturned passenger bus.

At about 1:10 P. M. Saturday, August 24, an auto bus running from Springfield to Boston with twenty-three passengers left the highway at a point about 1,500 feet east of West Warren, Mass., went down a fifteen-foot bank onto the track of the Boston & Albany, and turned over. The Century was due in scarcely ten minutes, and was running close to schedule.

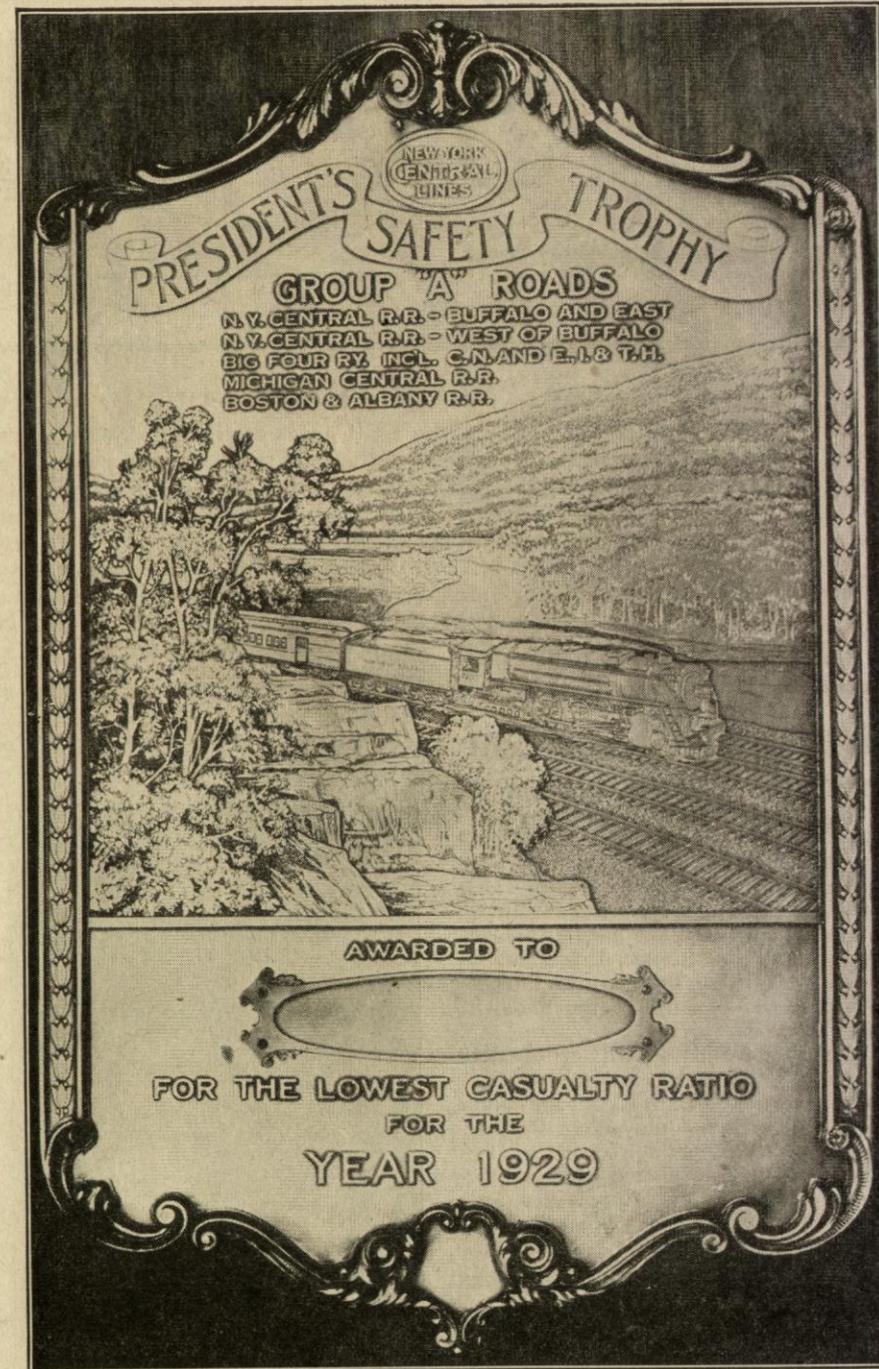
A man who runs a lunch cart in the vicinity saw the accident and telephoned W. C. Reim, operator, who immediately set his distant train-order signal, which is about one and one-half miles east of West Warren. P. J. Shea, B. & A. Agent at West Warren, sent his helper, James McKeon, out with a flag and followed him up the track as fast as he could. The Century was stopped just east of the overturned bus.

This was a close call, and Superintendent Hammill of the Boston & Albany has commended Reim, Shea and McKeon for their prompt action.

Woman of Eighty Gives Warning

MRS. JOSEPH MONTAGUE of Chelsea, N. Y., a woman eighty years of age, was the one to give the signal when the boathouse crossing near her home caught on fire, July 17.

When she discovered the blaze just after midnight she instantly dressed and ran to the residence of P. Miller, New York Central Engineman. He in



The President's Safety Trophy for 1929 for Group A of the New York Central Lines, which includes the New York Central Railroad, Line Buffalo and East, Line Buffalo and West, the Michigan Central Railroad, the Big Four Railway and the Boston & Albany Railroad. The trophy, which is similar to the Group B trophy, will be awarded to the road which has the lowest casualty ratio for the year. The ratio is based on the number of employe injuries reported to the Interstate Commerce Commission in comparison with the number of man-hours worked in all classes of service.

turn dressed and obtained a pail of water to extinguish the fire, which damaged six crossing planks and five ties.

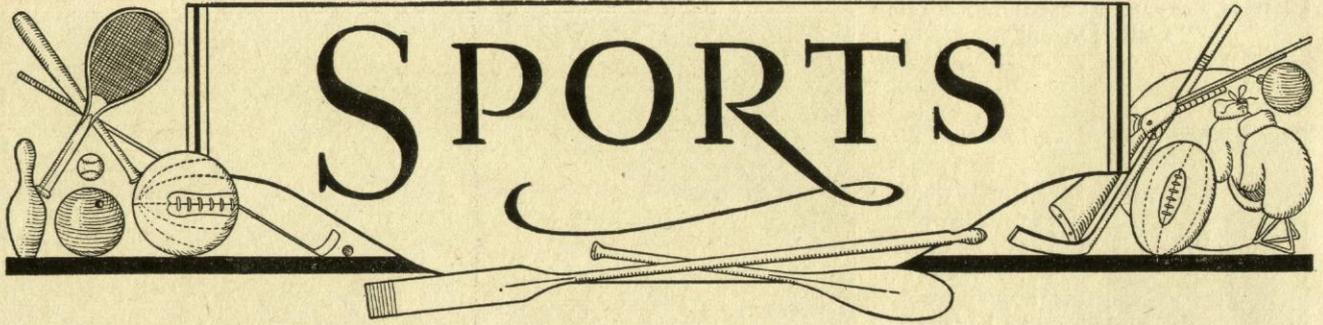
William A. Cornelius

ONLY a few days before his sixty-first birthday, William A. Cornelius, Agent for the New York Central at Mt. Hope, N. Y., died suddenly during

August. Six children, besides his mother, a brother and a sister, survive.

Mr. Cornelius had served the New York Central at Mount Hope since July 1, 1892, and was at the same time Postmaster of the village.

Your friends who travel should know the advantages of the New York Central Lines. Tell them, then send your DPA a Traffic Tip.



Track Meet in Pittsburgh, September 18

THE Annual Track Meet, the sixth great affair of its kind on the New York Central Lines, will be taking place in Pittsburgh about the time these Magazines are being distributed. Thirty-four teams will be sprinting down the race track and vying heatedly in other contests for the prizes being offered.

There will be trap-shooting, horseshoes, quoits, and many other matches besides the racing on the track itself. And as a climax to the day of sports, there will be a banquet in the William Penn Hotel at which the prizes will be distributed. This will be followed by a dance.

For athletes and for onlookers, as well as for many who must remain at work, September 18 will be a day of days in 1929. A complete report of the Sixth Annual New York Central Lines Track Meet will appear in the October number of the Magazine.

Baseball Championship In The Air As Season Draws To Close

NEW York Central Lines baseball has reached its seasonal anticlimax and in rather an unusual manner. At the present writing the several championship questions are still high and dry awaiting continued vigorous action on the part of several teams, and it will not, therefore, be possible definitely to announce the sectional championships or the finals in this issue.

On the twenty-eighth of August Buffalo gave Utica a decisive 12-0 trimming in the Line East semi-finals in the first game played at Buffalo, with a second game scheduled for August 31. The winner of this and the third contest, if one is necessary, will have to meet the Lines West champs, probably on September 7.

What Happened in the West

On the Lines West the fur has been flying with little regard for where it fell. On August 24 the swan song for half the contestants was sounded off with four games played.

Cleveland, New York Central, at Bucyrus, won with a 6-3 score.

The Chicago Junction team bowed to Detroit of the Michigan Central, 10-8 at Detroit.

Playing at Mt. Carmel, Pittsburgh of the P. & L. E. went down before the home-townners of the P. & E., 4-2.

The toughest session of all occurred at Indianapolis and at the present time the game is still in progress, that is, off the diamond, of course. The Big Four contingent, representing Indianapolis, fighting out the key position with the Indiana Harbor Belt boys, last year's pennant bearers, found it exceedingly rocky going.



The Victor's Award in Baseball

At the end of the game, which closed with a 6-5 score, a protest was filed by the losing Hammond team against a decision by umpires on a ground rule interpretation. Hence the apparent status of a "continued" game.

It seems that Hammond was in the lead 5-4, with Indianapolis at bat, when a ball was hit by one of the latter's players into the crowd and thence into a flock of parked autos. There had been a previous agreement on ground rules but the usual loop-hole magically appeared and Lt. Col. H. W. Taylor, Supervisor of Athletics, along with members of the baseball and executive committees, has been called upon to decide the fracas.

In the event the game in question is awarded to Hammond, a play-off will be necessary to decide the Lines West championship.

How the Teams Stood Near the End

The standing of the various teams on the Lines West on August 26 was as follows:

	Won	Lost	Per cent
Indianapolis, (Big Four)...	6	1	.857
Mt. Carmel (Big Four-P.&E.)...	5	2	.714
Cleveland, (N.Y.C.)...	5	2	.714
Hammond, (I.H.B.)...	5	2	.714
Detroit, (M.C.)...	3	4	.427
Pittsburgh, (P.&L.E.)...	2	3	.400
Bucyrus, (O.C.Lines)...	1	5	.166
Chicago, (C.J.R.R.)...	0	7	.000

On August 15 they stood thus:

LINES WEST			
	Won	Lost	Per Ct.
Indianapolis (Big 4).....	4	0	1.000
Mt. Carmel (Big 4-P&E).....	3	1	.750
Cleveland (NYC).....	3	1	.750
Hammond (IHB).....	2	1	.667
Bucyrus (O. C. Lines).....	1	2	.333
Detroit (M. C.).....	1	3	.250
Pittsburgh (P&LE).....	0	2	.000
Chicago (C. J.).....	0	4	.000
EASTERN DISTRICT			
	Won	Lost	Per Ct.
Utica.....	3	1	.750
Harlem.....	2	2	.500
Watertown.....	1	3	.250

2,000 Enjoy Picnic of I. H. B. A. A. At Potowatami Park

"T WAS a world-beater!" say those who attended the seventh annual picnic of the Indiana Harbor Belt Athletic Association at Potowatami Park, St. Charles, Ill., on July 27.

A special train carried more than a thousand employes there, while nearly that many more drove.

The usual string of contests and races were run off. Youth and old age alike had their fling with varying degrees of success. The program was topped off with a two-oared boat race in which there were twenty-five boats entered. This provided the large gathering with more amusement and thrills than any other event, for the twenty-five pair of amateur oarsmen all tried desperately, and with only fair success, to row in a straight line.

The prize for the oldest employe was won by John J. "Happy" Holohan, a retired engineman, and the award for the largest family on the grounds was taken by Alex Stupak with his brood of nine.

Dancing was featured from three in the afternoon until eight.

A kitten-ball elimination game between teams from Norpaul, Blue Island and Gibson East End and West End resulted in a victory for the East Enders whose team is made up for the most part of Gibson office boys.

The picnic was handled by C. L. Kinsey, Superintendent of Transportation, and his helpers, a list of whom appears below:

Sports Committee: Men—W. R. Cannon, Chairman; G. Bloomer, J. Maguire, Ray Bloomer, Larry Kimbrough, Edward Planer. Girls—Mildred Jackson, Chairman; LaVerne Prendergast, Florence Buhring, Eunice Kelly.

Grounds, Parking and Traffic: W. R. Manning, Chairman; P. J. Moran, L. S. Gilchrist, John Mahoney, W. O. Williams.

Prizes: W. D. Irish, Chairman; T. J. Mott, H. L. Ambre, A. W. Kaufman, F. W. Case.

Music and Dancing: J. M. Breen, Chairman; Elsie Wollenberg, LaVerne Prendergast, Eunice Kelly, Lillian Delaney.

Finance: J. C. Maguire, Chairman, and A. A. Hopp.

Publicity: Allan O'Rourke, Chairman.

Safety and Hospitality: Wm. Keiser, Chairman; F. G. Swafford, C. E. Hinchman, E. M. Wilcox, W. R. Manning, J. B. Clark, R. N. Burwell, W. D. Irish, R. J. Aul, H. C. Taylor, A. W. Kaufman, G. H. Jones, W. J. Carnes, H. J. Kennedy, C. S. Mathusa, H. O. Hitt, C. K. Thomas.

Transportation: O. A. Work, Chairman, and P. A. Cooper.

General Committee: C. L. Kinsey, Chairman; J. B. Clark, W. D. Irish, R. N. Burwell, R. R. Hughes, F. W. Case, T. J. Mott.

Officers of the Indiana Harbor Belt Athletic Association are: H. J. Derner, President; H. O. Hitt, H. C. Taylor and F. W. Case, Vice-Presidents; H. A.

McConnell, Treasurer; J. C. Maguire, Secretary.

The Advisory Board consists of J. C. Nowlan, H. J. Derner, W. J. Delaney, E. M. Wilcox, A. F. O'Rourke and Mabel Fick, while W. R. Manning is representative on the Lines Executive Committee.

Managerial Representatives of the Association are: Baseball, William Krug; Basketball, L. S. Pepperdine; Bowling, J. A. Weiss; Kittenball, C. F. Baker; Horseshoes, J. C. Peglow; Track, L. G. Kimbrough.



Sons of a number of P. & L. E. men were among the hundred or more boys to be found at the Yohe-Campbell camp throughout the summer. Located on Slippery Rock Creek, about fifteen miles northeast of New Castle, the camp is owned and operated by the P. & L. E. East Youngstown Y. M. C. A.

Scioto Vets and Columbus A. A., Giving Joint Picnic, Plan Future Gatherings

AIDED by weather that was ideal, a crowd of 500 attended the joint picnic of Scioto Veterans' Association and the New York Central Athletic Association of Columbus, Ohio, at Olentangy Park, Columbus, Saturday afternoon and evening, August 24.

Among the crowd were a number of officials associated with the New York Central in Columbus. Delegations of members of the Associations from cities on the Ohio Central Lines were brought to the gathering by train and auto, Hobson, Ohio, being well represented.

E. H. Lehman acted as general chairman of the committee on arrangements with J. J. Brinkworth, H. T. Wilson, G. L. Wheeler, F. S. Wilson, V. L. Nelson and C. M. Lombard as assistants. The program of events was conducted by V. L. Nelson and E. H. Lehman with J. J. Brinkworth and G. L. Wheeler acting as judges.

The prize of an electric reading lamp for the oldest veteran in service

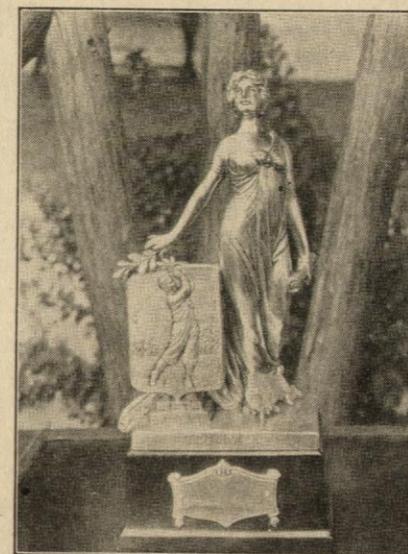
went to George Trautman, who was one year shy of three score and ten.

Mr. and Mrs. William Spitzer and their six children tied with Mr. and Mrs. Joseph Figliola and their six for the prize for the largest family present, and the committee decided that each should be given a prize of a smoking set.

Winners of other contests and the prizes awarded follow:

- Horseshoes, men's singles—1st, V. L. Nelson, electric hand lamp; 2nd, Elber J. Hengst, pair of horseshoes.
- Balloon-blowing contest, women—1st, Viola Beckwith, pair silk hose; 2nd, Esther Lashley, pair silk hose.
- Cigar race, women and men—Jane Hartman, box of candy, and F. D. Wolfe, box of cigars.
- Egg race, women—1st, Maxine Elliott, thermos jug; 2nd, Minnie Baughman, one-half dozen bottles of Coca-Cola.
- Judge of distance contest, women—Mrs. Earle, compact.
- Top-spinning contest, men—E. G. Lane, pocket knife.
- 50-yard dash, girls 7 to 12 years—1st, Minnie Figliola, doll; 2nd, Lena Agrissti, doll.
- 50-yard dash, boys 7 to 12 years—1st, C. Ereon, recreation ball; 2nd, Paul VanOrder recreation bat.
- Casting contest, women and men—Mary C. Faistel, iced tea set.
- Coca-Cola drinking contest, women—1st, Mrs.

Buffalo Golfers Win Play-off After Tie



The trophy donated by W. S. Baker for the winner of the first New York Central Lines Golf Tournament and presented to the Buffalo team after playing off a tie against the I. H. B.

AS a result of a first-place tie in the recent system golf tourney at Buffalo, July 9, a play-off between the two leading teams, Buffalo N. Y. C. and Indiana Harbor Belt, was held at Cleveland at the Ridgewood Country Club, Saturday, August 17.

J. Smith and J. O'Brien represented Buffalo while the IHB's entries were G. H. Jones and G. Blummer. The Bison duo marked down a total score of 167, while the Belt boys, encountering plenty of trouble, turned in a card of 186. As a result, the Buffalo team becomes the champion of the Lines, winning the trophy donated by William S. Baker, Special Assistant to Vice-President, Personnel.

Following was the aggregate score in each Association.

Buffalo		I.H.B.	
J. O'Brien	83	G. Jones	80
J. Smith	84	G. Blummer	106
Total	167	Total	186

Lockport Freight House Boys Are Entertained

TWO DOZEN or more employes of the New York Central Freight House in Lockport, N. Y., were participants in a stag outing August 17 at the country home of Cornelius Van Ede. The affair was given in recognition of the successful season of the softball team, which had been playing in the City Industrial League.

Games and races were staged before the dinner, which was served outdoors, and speeches and music comprised the entertainment during the meal. William J. Ryan acted as toastmaster, introducing Joseph Conlin, manager of the baseball team, for the principal address, and Mr. Van Ede, who spoke on landscape gardening.

L. V. Porter Wins at Golf

L. V. PORTER, Assistant Comptroller of the New York Central in New York, and President of the Grassy Sprain Golf Club, led the field in a one-day tournament of the Westchester County Golf Association at the Metropolis Country Club August 21.

Mr. Porter's score was 38-37-75, which brought him low gross prize.

Mount Baker National Park Is Easily Reached From Seattle

BELLINGHAM, Washington, gateway to Mt. Baker National Forest, is ninety-five miles from Seattle, from which city it may be reached via rail, motor stage or steamer.

Mt. Baker National Forest is a delightful mountain region, offering splendid opportunities for fishing, hiking, horseback riding or swimming. Mt. Baker Lodge and Shukshan Cabin Camp provide excellent accommodations.

W. A. Wolfe, electric iron; 2nd, Mrs. Figliola, one-half dozen bottles Coca-Cola. Egg-tossing contest, men—E. C. Murray and E. A. Jones, flashlights. Peanut scramble, girls 8 years and under—Lula Kelly, large rubber ball. Peanut scramble, boys 8 years and under—Donald Bishop, large rubber ball. Marble contest, men—1st, B. Baughman, Ever-sharp pencil; 2nd, O. R. Williamson, one-half dozen bottles of Coca-Cola. Pie-eating contest, boys—1st, Carl Gadarg, catcher's glove; 2nd, Dan Inskeep, baseball. Putting contest, men—1st, W. R. Hopkins, golf balls; 2nd, Fred VanOrder, one-half dozen bottles of Coca-Cola. Ball-throwing contest, girls 12 to 20 years—Alma Jean Burke, string of beads.

Other prizes donated by the Athletic Association were distributed as follows:

Winner	Prize
R. L. Walcutt, Columbus	Radio
A. N. Kumler, East Columbus	Ball watch
W. Duvall, Bremen	Golf outfit
Ola Murphy, West Columbus	Toaster
W. W. Welty, Bremen	Electric iron
Leland Young, Columbus	Chest of silver

Among the guests of honor was Dr. J. W. LeSeur of Batavia, N. Y., who briefly spoke as personal representative of President P. E. Crowley of the New York Central Lines. Dr. LeSeur conveyed to the Association Mr. Crowley's best wishes for a successful party and added a few choice compliments of his own on the spirit shown by the members of the Associations represented.

Following the athletic contests the party gathered around the picnic tables for a basket dinner. Coffee and ice cream were provided by the Associations.

Music was furnished by the New York Central Athletic Association Band, which added greatly to the occasion.

Owing to the large number in attendance and to the enthusiasm shown in the contests and races, some of which had to be run in two heats, this picnic has been pronounced a big success and points the way for other joint affairs between the two Associations in years to follow.

Results of Baseball Eliminations on Lines West

August 12.	R. H. E.
Cleveland (NYC) at	5
Pittsburgh (P&LE)	3
August 14	R. H. E.
Chicago (C. J.) at	6 8 3
Indianapolis (Big 4)	8 14 3
Batteries—	
Gauslin, Steck and Dunn.	
Richardson, Francis and Turk.	
	R. H. E.
Cleveland (NYC) at	8 10 1
Mt. Carmel (B-4P&E)	1 6 3
Batteries	
Kosak and Geary.	
Little, White and Powers.	
	R. H. E.
Detroit (M. C.) at	0 9 3
Hammond (I. H. B.)	4 6 0
	R. H. E.
Pittsburgh (P&LE) at	5
Bucyrus (O.C. Lines)	5
Called in 8th inning account darkness.	

A Change of Job

Superintendent—It is our custom to let a prisoner work at the same trade in here as he did outside. Now what is your trade: shoemaker, blacksmith, or—

Prisoner—Please, sir, I was a traveling salesman.



George West, shown above in a mighty swing, is the proudest man today in the Buffalo Athletic Association. Playing in the Delaware Golf Club tournament August 6, he made a hole in one on the sixth green.

5,000 Play For a Day at Cleveland N. Y. C. Picnic

WITH perfect weather on tap, two trains left Cleveland at 8.30 A.M. on August 10 and made a speedy forty-mile run to Vermilion for the Cleveland N. Y. C. Athletic Association picnic, which was held at Crystal Beach Park. In addition, many drove over the Lake Road to the Park, until 5,000 people were on hand by noon.

Everybody opened baskets for lunch under the big oak trees in the picnic grove and the kiddies immediately lined up for the presents, which consisted of candy, peanuts, balloons and tickets good for the various park amusements.

The sport program opened at 12:30 P.M. with a soft ball game between the Downtown Office team and the Collinwood Shops. The Downtown team players, with a record of 12 wins in 13 games, were heavy favorites, but the Collinwood team upset the dope and won out 6 to 5.

A fine program of race and novelty contests had been arranged by Coach Dan Griffin of the track team and these followed the ball game. Little Betty Burke won the kiss scramble, which was the first contest. The other races and the winners were:

Wheelbarrow race, Miss Helen Miller and H. Dlugowleski; 25-yard race, boys 12 years old, Ralph Bean; 25-yard race, girls 7 years old, Doris Burke; balloon-kicking contest, Mrs. Martin Frency; go-and-back race, Mary and Frank Sista; egg-throwing contest, Al Fenn and H. Dlugowleski; 75-yard race for women, Helen Miller; 100-yard race for men, Francis Dietrich.

The winners of all the races as well as those that finished second received prizes which were well worth their effort.

The tug-of-war between Collinwood and their Downtown rivals was carried off by Collinwood after a spirited battle.

The final contest of the sports program was the greased pig contest. This created a riot of fun, and Henry Lisowski, finally getting a secure hold, was declared the winner—though he ruined a perfectly good pair of trousers and a shirt at the same time.

William Eland of Collinwood, with his wife and nine children, carried off the prize for the largest family, while Mr. and Mrs. Roof were the oldest couple, with a total of 150 years.

The big event of the day was the awarding of an Essex five-passenger sedan which was given away as a grand prize by the Association. Pat Nihill of 3116 West 100th St., Cleveland, Ohio, was the lucky person. Mr. Nihill is a labor foreman in the Nottingham Car Shops.

Free dancing was provided for from 4 to 6 P. M. in the big ballroom of the dance hall. In addition, Ted Meyer's AFA Dutch Band played on the trains going to the park and gave a concert

in the park from 12 noon to 1 P. M. All New York Central employees were able to buy park tickets at half price, good at all concessions and refreshment stands.

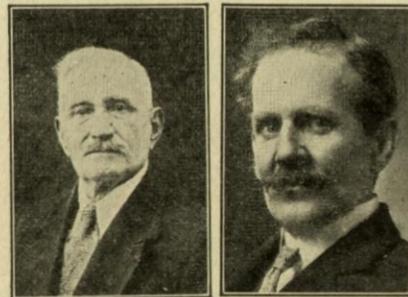
The trains left for Cleveland at 7:45 P. M. and everybody agreed that the picnic committee, of which Arthur Werner was chairman, did a fine job in every way.

Cleveland Progresses Toward Baseball Finals

Winners of the Western League title, the Cleveland N. Y. C. Majors, won three and lost two of their first five games in the semi-finals for the system title.

In the opening game on August 5, they defeated Chicago Junction 23 to 2, one of the biggest scores ever made during a championship series. Frank Jeric, pitching for Cleveland, allowed only four hits and fanned eight, while his teammates were running wild. Tommy Geary, the Majors' slugging catcher, made five hits while Ritter and Dow had four a piece.

On the following Wednesday Cleveland hit a snag in Indianapolis Big Four, losing 5 to 4. Charley Conley, who started pitching, was wild and walked two men in the first. Kelley, the big first baseman of the Hoosiers, crashed one over the right field fence for three runs. Again in the third, with Husak pitching, Indianapolis got two on base on a hit batter and a single and Hoff drove a triple to left for two more runs. With the score 5 to 0 against them, Cleveland kept banging away and finally got four runs back but threw away chances to tie or win by poor base running. Eddie Kappel led



Two recent pensioners of the New York Central are Angelo Triano, left, and Frank Davey. Both of these men have developed a high sense of loyalty in the long number of years that they spent with the Railroad. Mr. Triano spent all his service at Clyde, N. Y., where he began as a laborer in 1889 and was retired on April 1, 1928. Mr. Davey entered service in 1890 and was retired as a laborer at East Buffalo on December 1, 1928.

both teams in hitting with three singles.

Cleveland journeyed to McKees Rocks, Pa., on Monday, August 12 and met the P. & L. E. champions, the Pittsburgh Division. Conley, whom Indianapolis defeated, redeemed himself by pitching a great game, winning 5 to 3, allowing only five hits and fanning ten men. Eddie Kappel was the batting start with a terrific hit over the left field fence in the ninth inning to cinch the game for Cleveland. The Chalko brothers both made sensational catches in the outfield for Pittsburgh, cutting off sure runs.

On August 14, Cleveland faced the undefeated Mt. Carmel team at Mt. Carmel, Ill., and handed the Peoria & Eastern champs their first defeat of the season, 8 to 1. Ed Husak, the Majors southpaw star, only allowed the hard-hitting Mt. Carmel team six hits and fanned seven. Newell Baker, Cleveland second sacker, with three hits accounted for four of Cleveland's eight runs.

Indiana Harbor Belt journeyed to Cleveland Saturday, August 17, and won out after an uphill battle 7 to 4. Conley started against Sanderson and in five innings allowed only 2 hits while Cleveland nicked Sandy for four runs and six hits. In the sixth, Conley developed a wild streak and two walks, three hits and an error gave the I.H.B. four runs and tied the score. Stevenson, I.H.B. first batter in the eighth, then made a continuous circuit of the bases without stopping on a combination of three errors by Kappel, Conley and Hogan. This put the Belts ahead and 3 more hits off Conley brought in two runs to make the score I.H.B. 7, Cleveland 4, and that was the way the game ended. Stevenson, with three hits, was the I.H.B.'s batting star, while Dow also got three singles and Ritter a double and triple for Cleveland.

Cleveland Bests Ashtabula

IN THE FINAL GAME of their four-game series, in the New York Central Major League, Cleveland wiped out Ashtabula 13-5 in a free hitting contest at Ashtabula on July 27. Husak, Cleveland pitcher, was touched for eleven hits, while Reither and Stainfield allowed sixteen.

Reither was relieved in the seventh inning by Stainfield, who did a good job. He allowed a scratch hit in the seventh, breezed through the eighth and was touched for four bingles in the ninth. Geary of Cleveland made four hits in five trips to the plate, and Penna and Stainfield of Ashtabula turned in two hits a piece for their team. Peters, for Ashtabula, was the fielding star of the day, having eight put-outs to his credit.

A Bottled Entry

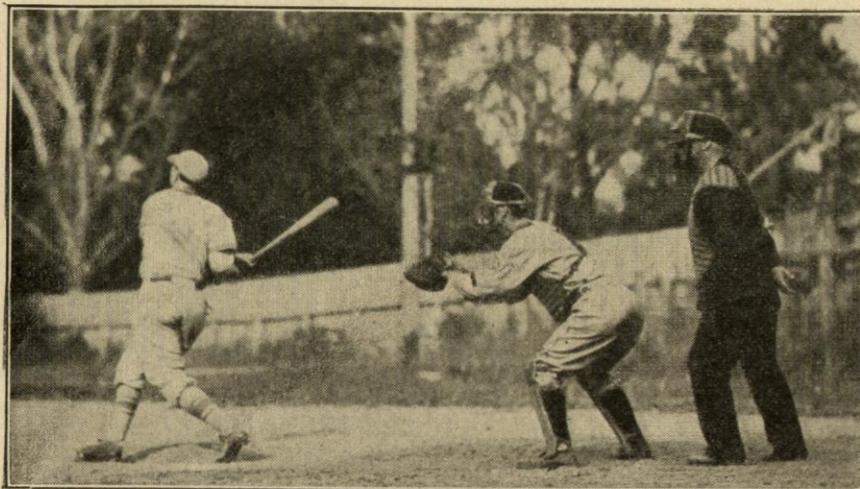
"How did that fellow get into the boss' private office?"

"Threw a cork over the transom."



Clevelanders at Vermilion for their outing. 1—Girls of the AFA office. 2—Mr. and Mrs. Roof, the oldest couple present. 3—Only a fraction of the crowd. 4—Collinwood team, winners of the soft-ball game. 5—Cleveland Downtown team, their opponents. 6—The picnic committee, of which Arthur Werner was chairman. 7—Henry Lisowski, surrounded and acclaimed as winner of the greased pig contest.

Indianapolis Athletic Association Holds Annual Outing at Paris, Ill.



Kelly of Indianapolis hitting the only homer of the game which was played between Big Four and Michigan Central teams at the Paris, Ill., outing of the Big Four Athletic Association of Indianapolis.

WITH a welcoming committee from the Paris, Ill., Chamber of Commerce to meet them, 1,500 picnickers of the Big Four Athletic Association of Indianapolis disembarked from a special train at Paris on August 10 for the sixth annual outing and picnic of the Association at Twin Lakes Park, and were then escorted to the grounds of the park in automobiles, busses and picnic trucks.

The special train, consisting of twelve coaches, a baggage car and a sleeping car with the Michigan Central baseball team aboard, left Indianapolis early in the morning. Shortly after its arrival, the picnickers lunched in the grove and then proceeded to the track where they witnessed a large and diversified series of athletic events.

The first event of the day was a clothes-pin contest, won by Miss Isadore Mason. Next was the 100-yard dash for men over sixteen, won by Ivin Yeager. The fat men, over 200 pounds, followed the younger men with their race of fifty yards, and William J. Rosengarten puffed his way to the tape for first place. James Rogers and Malo Topmiller then won the honors in the three-legged race for boys under sixteen.

Annabell Doll showed her heels to the field in the 100-yard dash for girls under sixteen, and Mrs. William Rosengarten walked away with the shoe contest for women over sixteen. An octet of huskies, John Smith, William Ferguson, J. R. Healy, J. W. Cubert, J. F. Baker, Arthur Graf, F. Mootz and Robert Spargur, pulled their way to victory in the tug of war. The younger girls again took the track for a 50-yard dash, and Mary Mulry

led the way to the tape. Mr. and Mrs. Cloyd Fry won the honors for being the newest married couple present.

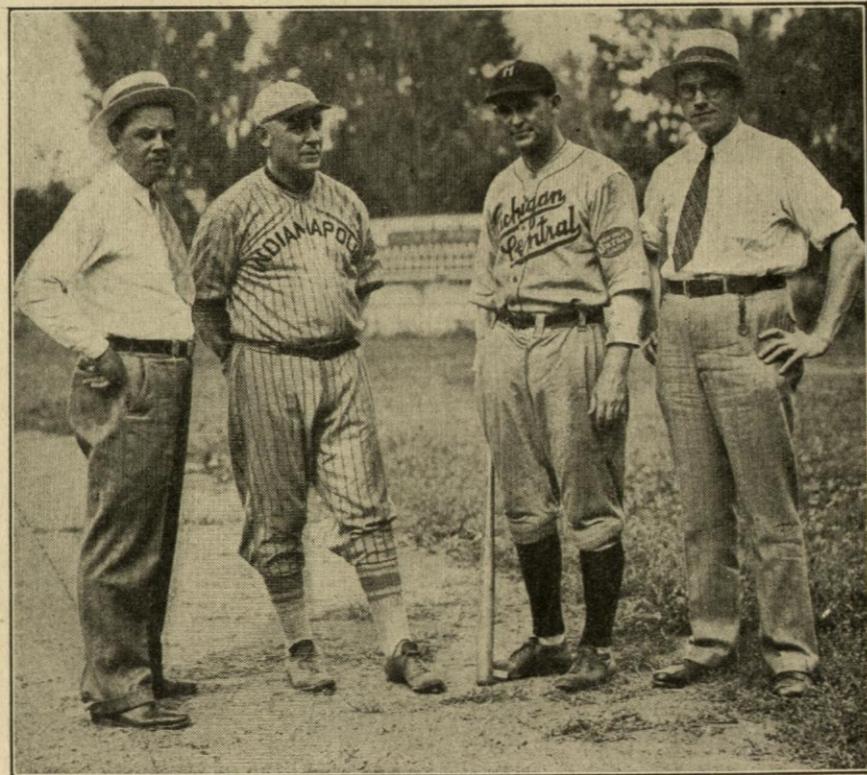
A large field of men jumped into sacks and fumbled their way down the field to no avail, for James Hicks fell across the line for first place. Edna Cubert showed her superiority in the watermelon contest by downing all

other contestants. The stout women, over 160, then had their minute in the 50-yard dash, and Mrs. Rosengarten repeated with another win. Bernard Topmiller had an easy time with the boys under sixteen in the 100-yard dash, while Hazel Hicks won the honors in the 25-yard dash for women over sixteen.

Elden Nelson proved to be the most voracious boy under sixteen on the grounds by winning the pie-eating contest in short order. A skipping contest for women over sixteen was won by Ethel Everett, and O. H. Rogers won undisputed honors for having the largest family on the grounds. Esther Trfez hopped her way to a win in the hop, skip and jump for women over sixteen. Mildred Deshwiler and Betty Roth copped the last athletic event, a relay race for women over sixteen. J. E. Meyers was then presented the prize for being the oldest man attending the outing and picnic.

Other prize-winners were Amelia Weller, Mrs. Wonnell, E. H. Rebman and Raymond Parker. Music for dancing, and during innings of the baseball game, which was won by Indianapolis 8-6, was furnished by the Big Four Athletic Association band. A canteen service was furnished by Arthur Shulse.

The committee for the picnic was composed of the following members: Walter English, chairman, E. E. Myers, J. A. White, H. M. Snyder,



BASEBALL MAGNATES OF THE LINES AT PARIS, ILL., AUGUST 10
Left to right—T. O. Quinn, chairman of the Big Four baseball committee; Ralph Pierce, manager of the Indianapolis team; "Buch" Winters, manager of the Detroit team, and E. L. Burgess, chairman of the Michigan Central baseball committee.



PONIES AND BASEBALL FOR LITTLE AND BIG PEOPLE OF INDIANAPOLIS A. A. AT PARIS

1—Left—Indianapolis baseball team of the Big Four which defeated the Michigan Central team 8-6. Right—The Detroit team, losers of the day. 2—Children of Big Four employees enjoying the ponies which Twin Lakes Park provided. 3—Barbara Jean and Betty Lou, twenty-months-old twin daughters of George D. Nichans, an employe in the motor shop of the Maintenance of Way Department at Indianapolis. The father, who stands between, is also a member of the Big Four Band. 4—Indianapolis baseball committee, left to right: A. T. Ludolph, chairman, T. H. Coen and F. R. Bronson.

K. S. DeMoss, E. T. Kilrain, W. H. Seitz, K. R. Bummer, H. W. Hoffmayer, H. Benner, H. Davidson, N. B. Ball, and G. Y. Miller.

Bellefontaine Big Four A. A. To Participate in Carnival

THE HOMECOMING CARNIVAL of the Big Four Athletic Association and Chamber of Commerce at Bellefontaine, Ohio, held in connection with "Farmers' Day" and Hallowe'en, will be celebrated at Bellefontaine from October 30 to November 2, inclusive. Members of the Logan County Club in New York City, and other cities of the United States have already signified their intention of being present during the homecoming period.

The Carnival committee, composed of members of the Athletic Association and of the Chamber of Commerce, decided on June 26 that Hallowe'en, October 30, will be observed as "Farmers' Day." On that day special prizes are planned for the best displays of fruit, vegetables, farm products and the like, according to the arrangements made by the joint committee.

Bellefontaine and Logan County people who have relatives in distant parts have been asked to give their names to the Chamber of Commerce so that specially prepared invitations could be sent them.

The committee is under the chairmanship of Harry Johnston, and he is assisted by William Seamon, M. Hemminger, H. R. Cross and A. H. Coleman.

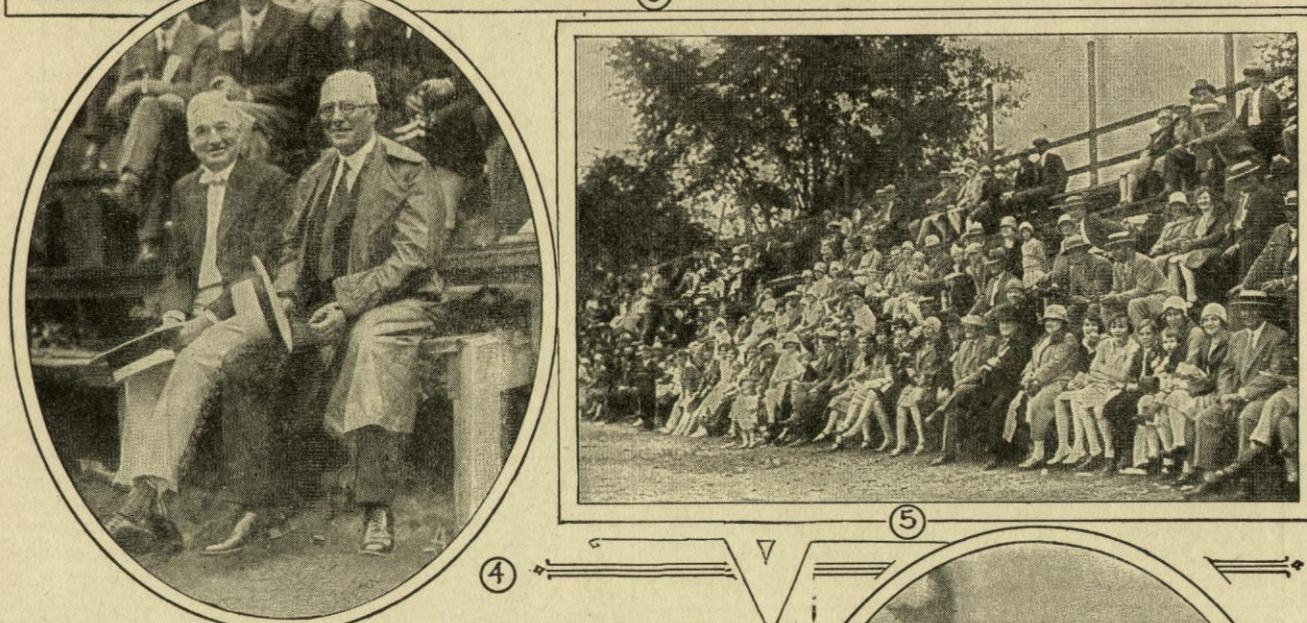
A. R. Eaton Goes to Syracuse

ALVAH R. EATON has been made Supervising Agent and Acting Chief Agent in the Assistant General Manager's office of the New York Central at Syracuse. Mr. Eaton was formerly supervising agent of the Adirondack and Ottawa Divisions.

W. C. Robarge Appointed

AT SARANAC LAKE, succeeding Arthur Amo who died suddenly in Ottawa this summer, W. R. Robarge has been appointed Station Agent for the New York Central.

Mr. Robarge is a veteran telegrapher who has been with the New York Central since 1899.



Among the contestants, officials, committee leaders, prize-winners and mere onlookers at Waldameer Park, Erie, Pa., where the Erie and Franklin Division Athletic Associations staged their annual Joy Day outing August 3. Their names appear on the opposite page.

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

Name _____
 Address _____
 City _____ State _____
 Yes _____ No _____

W. F. BUSHELL & CO., 420 Lexington Ave., N. Y. C.

Joy Day at Waldameer Brings Out 7,000 From Far Afield on Lines

FROM Cleveland, Buffalo, New York, Chicago and Youngstown, as well as a multitude of places in between, employes of the New York Central migrated toward Erie, Pa., on August 3, to participate in Joy Day at Waldameer Park, the annual outing of the Erie and Franklin Division Athletic Associations. To seven thousand their number swelled, and each and every one was kept busy the entire day at the sports and other amusements provided and in the sheer fun of the crowd itself.

In addition to the railroading folk, there were several hundred children present as special guests—inmates of the children's hospitals and homes of Erie, while to several groups who could not attend, the picnickers sent sweets and toys.

Despite the rain which fell during the afternoon, a program of athletic events was carried out and prizes were awarded the winners, after which a picnic supper was served followed by dancing in the Rainbow Gardens.

Among the leading prize winners of the day were Henry Vodja, who won an automobile; J. Barnes, a diamond ring; Martin Mishbrandt, a frigidaire; the Jersey Club of Jersey City, N. J., a Maytag washer; and D. C. Tryon, a Welsbach electric refrigerator.

Fireworks which had been planned for Saturday evening were postponed until Monday on account of the rain. They brought out a large crowd of spectators then, who pronounced them one of the finest displays ever seen in Erie.

Committees For The Day

With A. B. Hyder as general chairman of the big affair, the following committees served:

Headquarters—L. N. Calvert, chairman; A. R. Houghton, E. P. Stafford, J. P. Tinley, W. A. Dawson, W. G. Thomas, G. A. Cone, C. M. Cox, J. O. McGoey, T. E. Garvey, W. Wallace, J. A. Freeman, W. A. Larick, C. Davis.
 Sports—D. W. Sterling, chairman; W. F. Pope, S. N. Chase, E. C. Larson, Agnes Wagner, L. T. Eppler, R. C. Hogan, C. V. Sholtis.
 Publicity—P. Wagner, chairman; F. Foran,

A. C. Will, N. Fitzgerald, E. Marklow, M. Voltz, E. Nagle, P. W. Gray, T. T. Severa.
 Railroad Transportation—W. C. Sennett, chairman; J. J. Frawley, T. C. Harrington, H. E. Randall, J. F. Ludwig, H. F. Snell, R. M. Weaver, T. C. Ray, J. O. McGoey.
 Reception—E. V. Brogan, chairman; J. R. Todd, L. A. Brown, H. B. Shoemaker, W. R. Lye, F. L. Talcott, S. C. Upson, J. J. Burgoyne, A. Berg, W. E. Flesher, D. J. Evans, J. T. Sheehan, C. A. Helleen, K. F. Wakeman, T. Ryan, Harry Nelson, L. Birch, C. F. Peterson, J. F. Rodebaugh, H. E. Slyke.
 Automobiles—R. W. Brooks, chairman; Oscar Miller, S. A. Wilson, J. Schillinger, William Cook.
 Grounds—B. C. Twichell, chairman; George Weber; L. Klime, C. T. Brooks; J. Allen.
 Orphans—C. V. Jeffries, chairman; Joseph Foran, Fern L. Brooks, Beulah Wright, Ann Gorenfo, Clara Ritter, Ruth Hallott, Helen Driscoll, Katherine Finucane, Margaret Bleshoy, Margaret Schack, Mildred Merrill, Catherine Sloan, Lulu Holbrook, Cecilia Larson, Esther McCarthy.
 Tickets—D. C. Crowley, chairman; C. Phillips, A. F. Dichter, Otto Eggar, E. N. Cook, J. Powers, M. J. Brei, J. D. Ames, M. McMahon, P. K. Pichard, Thomas Farrell, George Wingarter, Mike Martin.
 Prizes—M. E. Morehouse, chairman; Henry Newman, F. E. Wicks.
 Coffee—C. E. Lawson, chairman; D. H. Brown, William Nuber, John Wagner, Edward Martin, William Dye, E. Wegemiller.
 Trap shooting—C. T. Patterson, chairman; A. L. Bradley, C. W. Turner, S. Stahl, George Thornton, H. A. Bonnell, E. F. Devitt, H. Peachout.
 Free booths—J. R. Crotty, chairman; Wm. Ehrman, J. D. Ames, L. Gurrell, O. Martin, A. D. Hanley.

Photographs Taken at Outing

Pictures of many of the events, as well as of officials and prize-winners at the picnic, were taken. Those shown on the opposite page are as follows:

1 and 2—The tug-of-war, the Ashtabula team (left) winning over Erie. Center—A. B. Hyder, general chairman of the outing. 3A—Left to right, Roy W. Brooks, J. J. Daly, L. A. Brown, W. S. Baker, Carl J. Hohler, Mrs. Hohler and Norbert J. Fitzgerald. 3B—The sports committee: E. C. Larson, D. W. Sterling, chairman; Agnes Wagner, L. T. Eppler, W. F. Pope and J. G. Wagner. 4—Two of the notables who enjoyed the day—E. V. Brogan, Superintendent of the Erie Division (left) and E. Thwaites, of Cleveland, General Superintendent of the Third District. 5—A portion of the crowd watching the contests. 6—Mrs. Frank J. Daw of Buffalo, treasurer of the Ladies' Auxil-

iary of the Brotherhood of Railway Trainmen (left); Mrs. John Ryan of Erie (center), and Mrs. J. C. Brown, president of the auxiliary (right). 7. Honored as the oldest couple present—Mrs. S. M. Burnham, 78, and Mr. Burnham, 80, retired Engineman of Buffalo.

Oswego Freight House Holds Outing

WITH A VARIED program of events, athletic, social, and vaudevillian, to attract their attention, the employes of the New York Central Freight House at Oswego, N. Y., headed for Selkirk and their annual outing on August 10. The outing was dedicated to Theodore Powell, who will soon embark upon the ship of matrimony.

The married men engaged the single men in a ball game so that a dispute of long standing in the Freight House would be settled. "Squire" Cliff handled the indicator during the course of the game and escaped unscathed. Following the ball game, several boxing bouts were staged, the premier bout being that between "Tiny" Joe Monroe, who scaled 130 pounds, and "Sonny Boy" Joe Clark, who tipped the beam at 205 pounds. Monroe gave away a few pounds in this bout, but despite the weight handicap held Clark to a no-decision battle.

A number of races were held during the course of the day, and were followed by several vaudeville sketches, featuring Ward Smith in a number of clog dances. A sketch called the "Flapper's Choice" was put on by Messrs. Trudeau and Clark. The Freight House quartette rendered several selections and "Stew" Smith, accompanying himself on the guitar, gave several whispering baritone solos.

Supper was served after the completion of the program, with Peter Babcock acting as toastmaster.

Who's Loony Now?

A man in a hospital for mental cases sat fishing over a flower bed. A visitor approached, and, wishing to be affable, remarked:

"How many have you caught?"
 "You're the ninth," was the reply.

Capitol District Association Celebrates J. G. Parsons Day



FIRST PRIZE CAR IN PARADE

JOHN G. PARSONS
SUPT. OF SHOPS

HON. JOHN BOYD THATCHER, 3rd
MAYOR OF ALBANY, N.Y.

"J.G. PARSONS" DAY
JULY 27, 1929.

SURPASSING by far that which was anticipated in weather, attendance and ultimate success, Saturday, July 27, proved to be the day of days in the history of the Capitol District New York Central Athletic Association. The highest of honors were paid to West Albany's Superintendent of Shops, John G. Parsons, by his supervisory forces, the employes of West Albany, Albany, Selkirk, Rensselaer and Troy, and by the city officials of Albany, as well as railroad officials from all points, on the occasion which was named in his honor, "J. G. Parsons Day."

Festivities started at noon when a delegation from the shops met Mayor John Boyd Thatcher, III, and Messrs. L. J. Erhardt, City Comptroller, and J. J. McCabe, City Treasurer, and escorted them in their official car to the West Albany Shops. As the car entered the shop premises lusty cheers from hundreds of throats greeted the Mayor, who responded to Mr. Parsons with a hearty handclasp and offered his congratulations as photographers from the Albany newspapers snapped the shutters of their cameras. They also took group photographs of the officials from city and railroad who were there to do honor to Mr. Parsons, among whom were Messrs. W. S. Baker, Special Assistant to Vice-President Personnel, Dr. J. W. Le Seur, D. B. Fleming, F. S. Risley, H. Scott, W. H. Wood, W. G. Jones, G. P. Fox and others. Mr. Par-

sons introduced the Mayor to each of these gentlemen.

After the official greetings were over, the parade formed and marched from the shop grounds as ten blasts on the shop whistles announced the start. Led by six members of the New York Central Police and escorted by several Albany city motorcycle police who drove ahead clearing traffic, the paraders were greeted from all sides with cheers. The line of march was from the Superintendent of Shops office to North Manning Boulevard, to Central Avenue, to Allen Street, and to South Manning Boulevard, returning to Central Avenue, passing in review about 350 gaily decorated automobiles belonging to railroad employes, which were parked at that point for inspection. The marchers then got into their automobiles and drove to Mid-City Park for the outing. Two large United Traction Company busses, hired by the Association for the occasion, transported those who did not have their own cars.

The automobile parade, which was the largest witnessed by Albanians in some time, was led by the official car in which rode Mayor Thatcher, John G. Parsons, G. P. Fox, Superintendent of Car Shops, West Albany, A. P. Fuller, Assistant General Foreman under Mr. Parsons, R. J. Benson, A. F. Stiglmeier, President of the Association and George Fraley, General Chairman of the Committee on Arrangements. The New York Central Band, directed by

James Donlon, rode in the parade in a large truck which was gaily decorated with bunting and American flags.

The automobiles proceeded through the principal streets of Albany and were greeted on all sides with cheers. R. J. Benson, chairman of the parade committee, was congratulated on the extraordinary success of this part of the day's program.

When the cars drove into the park, there were about 2,000 employes and members of their families there to greet them, although the official thermometer was registering close to 100. Children, wives and sweethearts joined in the celebration and all the entertainments at the park were kept busy from early in the day until late at night. One of the most attractive features for the children and the most appropriate for the occasion, was a miniature train running on an enclosed track. Like a duck takes to water, so did these children of railroad men take to this little train and they had many rides on it before they could be satisfied.

At the park, Mr. Fraley made a presentation to Mrs. J. G. Parsons of a large, beautiful basket of gorgeous gladioli.

Four cash awards were made at the end of the day as follows: W. H. Keater, \$50; G. Moriarty, \$25; D. Murtaugh, \$15, and J. Kathan, \$10. A. Gwinn of the Locomotive Department at West Albany won the prize of fifteen dollars for the best decorated car; Mr. Cook of L. H. Albers' office, five dollars for the oldest car, and the Troy Freight Department, another five dollars for the funniest car. The judges of the car awards were H. J. Sutherland and Raymond D. Johns of the Central Automobile Company of Albany, N. Y.

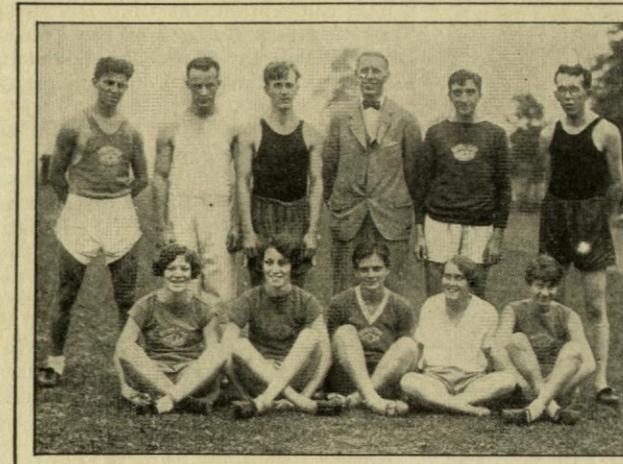
Walter Sandquist Runs Against Greyhound in Toledo Race

IT HAS LONG been a subject for debate whether man or animal is the faster. It was decided once that man was much the faster over longer distances, but it was left to Walter C. Sandquist, New York Central employe at Toledo, Ohio, to demonstrate the superiority of man over greyhound, when the man runs the 220-yard dash and the greyhound runs the 440. Sandquist finished the unique race with plenty of room to spare.

The race was held at Toledo on July 30, the day designated as New York Central Athletic Association day, and 1,500 guests of the management saw their fellow employe romp off with the victory.

The eighth race was another feature of the evening, being preceded by a 220-yard dash by four members of the Toledo Athletic Association track team. Charles Shinover finished first, ahead of Harold Williams.

Eight young women led their favorite greyhounds to the post in the eighth, and the event was won by Marsa Bud, led by Alice Price,



MANHATTAN A. A. FOLK ON THEIR WAY TO INDIAN POINT FOR THEIR ANNUAL OUTING AUGUST 23

1—At the top: Messrs. J. K. Lovell, Freight Claim Agent, and W. S. Baker, Special Assistant to Vice-President, Personnel, with the committee in charge of the outing. Left to right—J. A. Lehn, chairman; H. L. Buhler, T. Bruder, E. J. Kolmorgen, A. D. Broadie, J. K. Lovell, W. H. Malcolm and W. S. Baker. The baseball team from the Engineering Department, winners of the Manhattan championship, consists of the following: Standing—C. Kantola, J. J. Holbert, B. Breen, R. LaMere, A. Jaeckle, F. O'Rourke, J. Ryan and M. Broderick. Kneeling—J. T. McKegney, J. Tobin and W. Tobin. 2—Members of the Manhattan A. A. track team who won prizes during the outing. Standing, left to right—B. Gallagher, W. Arnholter, W. H. Smith, H. L. Buhler, A. Walberg and F. Duffy. Sitting—M. Ryan, P. Fee, E. Wacker, J. Henry and J. Conway. 3—One of the many family groups seen on board the Peter Stuyvesant on its trip up the Hudson to the Manhattan outing.

California Boasts National Parks

CALIFORNIA has the distinction of possessing four National Parks, a greater number than any other state. These are all readily accessible from San Francisco or Los Angeles.

Lassen Volcanic National Park, in the northern part of the state, possesses the only semi-active volcano in the continental United States, Mt. Lassen, which was in eruption in January, 1916. It contains many weird volcanic exhibits and is located in the midst of a forested area of great natural charm.

It is quickly reached by rail from San Francisco.

Yosemite is the most famous of all the National Parks in California, and one of the most popular in the country. Yosemite Valley, with its towering granite cliffs, groves of Big Trees (Sequoias) and lofty waterfalls, is noted throughout the world. Through Pullman service to the rail gateway at El Portal is maintained during the summer season from Los Angeles and San Francisco.

Sequoia National Park preserves the

largest remaining groves of giant Sequoias in the state, one of which, known as the "Giant Forest," is an almost pure stand of the huge trees; it also contains many rugged mountain canyons and more than 300 lakes. It is reached by rail from Los Angeles or San Francisco to Visalia or Exeter; thence via motor stage.

General Grant National Park, six miles from Sequoia and only four square miles in area, was established to preserve the General Grant Tree and the Sequoia grove surrounding it.

THREE BASEBALL TEAMS OF THE NEW YORK CENTRAL ATHLETIC ASSOCIATION OF BUFFALO.



THE GARDENVILLE YARD TEAM. Top row, left to right: F. Weissenburger, A. Brigham, F. Wenzel, C. A. Benson and E. P. Hayes. Sitting: C. Cox, E. Ormsby, R. Lindsay, W. Nordowski, F. Deubell, E. Hines and T. Talskey.



THE GARDENVILLE ENGINE HOUSE TEAM. Top row, left to right: P. Kogut, J. Casper, E. Sears, A. Koczmarck, B. Patonak, B. Huffman and B. Rolicki. Sitting, left to right: W. Kaminski, C. Kehr, S. Nenczal, J. Brooks, W. Coyne, manager; John Czeckowski, P. Walkowski and L. Cickouski.



THE FREIGHT HOUSE TEAM. Top row, left to right: S. Clark, J. Herring, W. Mc-Achnica and F. McNamara. Sitting: J. Hagan, E. Duffy, J. Forlong, F. J. Baratot, manager; P. Reidenberg; E. Walsh, S. Komiariek and Charles McGinley, Jr., mascot.

Third Golf Tournament Played By Toledo A. A.

SEVENTY-FOUR Toledoans played in the third annual golf tournament of their Athletic Association at Riverby Hills, August 8, and awarded first prize in the handicap division to Ray Frolicher, Switchman on the Ohio Division. His prize was a silver loving cup donated by the Gross, Jordan Company of Toledo.

The golf course, located near Water-ville, seventeen miles south of Toledo, is known as one of the sportiest in Ohio, and its location, combined with the perfect weather of the day, made the occasion ideal.

A number of officials were among the players, including W. F. Schaff, Assistant General Manager; J. S. Hall, General Passenger Agent; F. F. Riefel, General Superintendent; C. M. Williams, Superintendent Cleveland Division; W. P. Lamb, Superintendent Toledo Division; LeRoy Blue, Assistant General Freight Agent; J. C. Stine-man, Chief Claim Agent; J. J. Brinkworth, Superintendent Ohio Division; Train Masters Buttner of the Toledo Division, Spooner of the Ohio Division, McNamee of the Big Four and many others.

Lunch was served at noon, and at 6:30 forty of the golfers sat down to dinner, during which the winners were announced and the prizes distributed under the leadership of H. L. Kilian, Signal Supervisor. As this was a blind handicap affair, all golfers were allowed an equal chance at the awards.

Gross medal scores of 84, 85 and 89 were made in order by V. S. Krzewinski, J. S. Hall and F. J. Miller. Prizes in the handicap division were awarded as follows:

Name	Handi-Gross	cap	Net	Prize
Ray Frolicher	117	56	61	Cup
H. A. Fathauer	96	30	66	Golf Bag.
E. G. Costin	100	34	66	6 Golf Balls.
A. L. Simpson	108	42	66	6 Golf Balls.
F. J. Miller	89	22	67	Sweater.
R. W. Kinker	106	38	68	Sweater.
Don Corbett	91	22	69	Sunday Golf Bag.
A. J. Noble	101	32	69	4 Golf Balls.
A. W. Krug	111	42	69	4 Golf Balls.
H. G. Whiteman	118	48	70	Golf Hose.
W. A. Southan	158	88	70	Golf Hose.
F. S. Wilson	114	44	70	Golf Hose.
H. L. Kilian	140	70	70	Golf Hose.
H. L. Hanson	95	24	71	Golf Hose
C. A. Shepard	113	42	71	Golf Hose
W. H. Bohart	97	26	71	3 Golf Balls.
C. F. Harold	99	28	71	3 Golf Balls.
O. E. Smith	101	30	71	2 Golf Balls.
F. H. Burnett	101	30	71	2 Golf Balls.
I. H. Stevenson	95	24	71	2 Golf Balls.

A special prize of one golf ball was given to each woman contestant—Mrs. F. F. Riefel, Miss Josie Powers, Miss Gertrude Danforth and Miss Coral Dannenberg.



A putting prize of a Sunday golf bag was awarded to J. S. Hall for his 30 putts.

Rochester Gives 21st Picnic At Sea Breeze

FOR twenty years Rochester has been the focal point annually for the outing of its Athletic Association, and this year, the twenty-first, again brought crowds from western and central New York State, to make merry for the day at Sea Breeze Park. Five thousand gathered there on August 21.

Several hundred dollars worth of prizes were distributed to winners in the sports events, and many articles of merchandise were given. Free for all was a chance at the hundred bags of coffee which were dropped from an airplane on the heads of the picnickers.

The contests receiving most attention were those which determined the handsomest man and most beautiful woman. H. R. Ernst, the father of five children, and Mrs. George Daly, who left the office of G. D. Dager upon her marriage recently, were chosen, each being picked by a committee from the opposite sex.

John Blakely, eighty, was acclaimed as the oldest veteran present, while Marguerite Anderson, ten-month-old daughter of Mr. and Mrs. Joseph Anderson, was announced the youngest in attendance. With twelve children, Joseph Montona gathered the prize for the largest family group.

Other prize events and winners included:

Race for boys, 9 to 11, Lawrence Lemons; for girls, Genevieve Habes; for boys, 12 to 14, Richard Stoufel; for girls, Isabelle Garaben; for boys, 14 to 16, Harold Baker; race for men, Gordon Smith; for women, Sylvia Sands; penny scramble, Betty Mahon; fat ladies' race, Dorothy Guilfoil; fat men's race, A. M. Radigan; time race, men, Joseph Knebel; women, Ruth Smith; race for girls, 6 to 8, Dorothy Tanlyn; for boys, William Berass.

The sports events closed with a baseball game between a team from Canandaigua and one from Rochester.

Douglas Stoufel was aided by the following chairmen of the outing:

Transportation, John A. Ashe; reception, G. D. Dager, James B. Martin, Moss Mosely, Frank G. Love; entertainment, Michael M. Drury; publicity, James B. Martin; sports, John P. O'Connor; prizes, Mary A. Connors; refreshments, William J. Cane, Michael Stevens; tickets, David W. Barron.

Heavyweight Travels by Plane

AMONG THOSE who arrived at Los Angeles, Calif., on July 29 over Western Air Express route was Max Schmeling, German heavyweight, one of the leading contenders for the heavyweight championship of the world. He journeyed from Albuquerque on the last lap of the New York Central's forty-six-hour air-rail route across the continent to reach Los Angeles in time for an exhibition bout.



Men . . . Smoke a pipe of peace!



PIPE-SMOKERS, here's good news! These four hale and hearty railroad men have found at last the perfect smoke for their pipes. Edgeworth—the railroader's pal!

Resting in the bunkhouse at Harmon, N. Y., Ed Foley, veteran engineer of the Twentieth Century Limited, and his firemen friends Fred Rogler, Ike Hart and Harry Cappallo say there's nothing like a pipeful of Edgeworth after a long hard run. It's the one and only brand, they say, that brings them peace and comfort.

On sale everywhere, including Commissary Stores and camps, railroad depots and stations. Two forms: Edgeworth Ready-Rubbed, all ready for your pipe; and Edgeworth Plug Slice, for those who like to "rub up" a pipe-load at a time. Both come in various sizes, from handy pocket packages to pound humidior tins.

FREE Offer to Railroad Men

If you have never smoked Edgeworth Ready-Rubbed smoking tobacco, let us send you a free trial helping so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

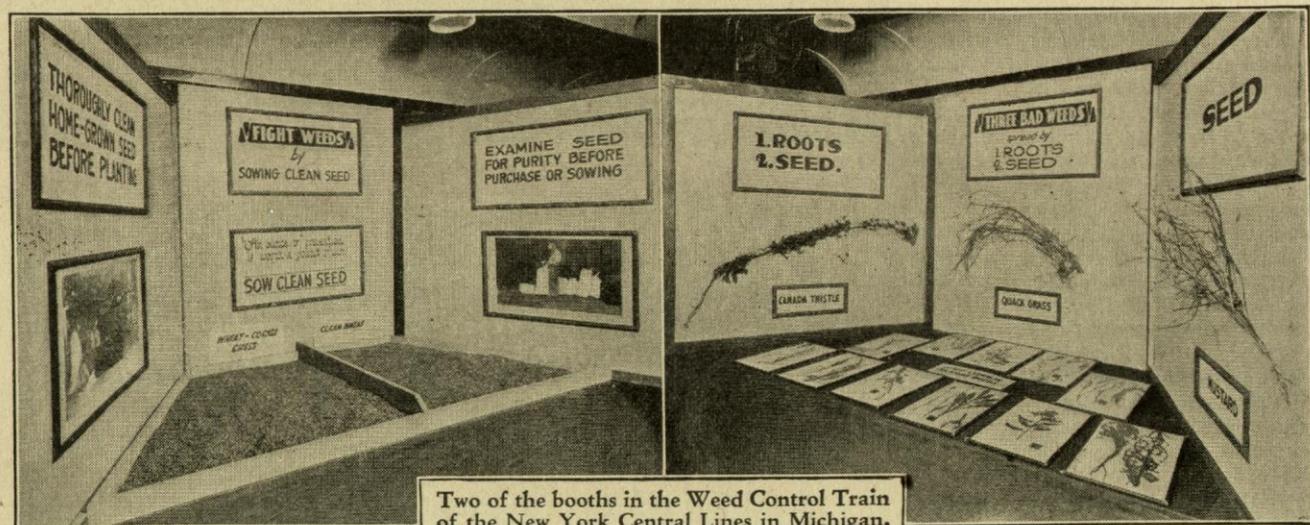


On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 270 meters. Frequency 1110 kilocycles.—Special feature: The "Edgeworth Club" Hour every Wednesday evening at eight-thirty o'clock, Eastern Standard Time.

AGRICULTURAL RELATIONS

Weeds in State of Michigan Are Doomed

By O. B. Price, Agricultural Agent, Lines West



Two of the booths in the Weed Control Train of the New York Central Lines in Michigan.

MICHIGAN is at war with weeds. For several years there has been a decided feeling against this enemy that has been costing farmers of Michigan more than \$25,000,000 annually through low crop yields and high labor costs, and now the hostility has come to a head.

The New York Central Lines became allied with Michigan State College in this war through an agreement signed early last spring. The opening gun in this state-wide war was fired at Adrian on July 22, after which an active campaign took place for an entire week all along the southern boundary of the state, through the operation of the Weed Control Train.

After leaving Adrian, the train visited Ida, Hillsdale, Coldwater, Sturgis, White Pigeon, Three Rivers, and Allegan on the New York Central Railroad and Kalamazoo, Dowagiac, Niles, Cassopolis, and Three Rivers on the Michigan Central. Nearly two thousand people visited the train at these towns, and farmers in the ten counties served were given first-hand information on the different methods of weed control.

Following the completion of the tour, the train was moved to the College siding at East Lansing where it was

exhibited to Farmer's Day visitors on August 2. There were 6,500 farmers and their wives in attendance at Farmer's Day and more than 1200 passed through our train to view the exhibits and have their weeds identified. The total attendance for the week's itinerary and Farmer's Day was over three thousand.

Use of Chemicals Demonstrated

As in any modern method of warfare, the use of chemicals played an important part. For many years quack grass, Canadian thistle, and bindweed have been the universal problems of Michigan farmers. A few years later the horse nettle made its appearance and still more recently the perennial sow thistle has begun to attack Michigan labor and crop yields. All of these plants mentioned are classed as perennials, which means they spread by root stocks as well as from seed, and their eradication becomes more of a problem than if they grew from seed only and could be controlled by cutting each year before the weed ripened.

The Farm Crops Department at Michigan State College has been conducting work for several years on methods of weed control. One of the earliest methods of weed control was to sow clean seed and thereby prevent the spreading of seed of any of these

noxious weeds. Clean seed was produced by carefully roguing fields of grain from which the seed was to be harvested. The use of modern farm implements also came in for its part in preventing the spreading of weeds. In many cases, the use of certain farm implements in weed eradication served only to stimulate and encourage more thriftiness in certain weeds.

When the use of chemicals came into use for weed control, the College was eager to try them out and after several years of experimental work it is now definitely recommending the use of the chlorates on small patches of perennial weeds in fields or along fence rows where a few hundred pounds will keep the noxious weeds from spreading over the entire field.

These chlorate weed killers are somewhat different from the chemical weed killers ordinarily used. They kill the weed by a starvation process rather than by burning the foliage as the arsenicals do and are therefore more effective in destroying the cell tissues of the roots as well as the tops.

One of the features of the Weed Train was the distribution of free samples of calcium chlorate to each farmer who visited the train. He was asked to take this home and try it out on a small patch of weeds and to report

the effectiveness under his method. In addition to the distribution of this chemical weed killer, another feature, just as important, was the identification, by Dr. I. H. Darlington of the Botany Department, Michigan State College, of all weeds brought to the train. During the week that this train operated, nearly five hundred weeds were brought to the train for identification and the list included one hundred and twenty-one different species.

Following the identification of the weeds, the farmers were handed a sheet giving them the name of each weed, whether it was an annual, biennial or perennial, whether it spread from seeds or roots, and outlining methods of control, both cultural and chemical. In connection with this identification, each farmer was asked to register and indicate the worst weed on his farm. Of the three thousand farmers who visited the train, with few exceptions, they all indicated quack grass as their worst foe in weeds. Canadian thistle also came in for its share of condemnation.

Previous to the operation of the train, demonstrations on chemical weed control were established along the right-of-way near where the cars were to be exhibited to show the effectiveness of this method of weed control. Professor C. R. Megee of the Farm Crops Department, Michigan State College, who has been conducting all of the chemical weed control work at that institution, accompanied the train throughout its itinerary and discussed weed control problems at these demonstrations. Clean seed, good cultural practices and roguing were emphasized as the first steps in weed control, with the use of chemicals as the last measure.



The use of chemicals in destroying weeds is here being demonstrated to farmers and their sons at Hillsdale by Professor C. R. Megee of Michigan State College. The Weed Control Train, traveling through the agricultural counties of Michigan, taught farmers by graphic example how to get better crops at less expense by scientifically eradicating weeds from seed and field.

This train consisted of two cars—one devoted to the identification of weeds and weed seed and the other devoted to educational exhibits on weed control practices. As the different weeds were brought in and identified, they were suspended along the side of the car with their names on tags, for information of later visitors. Upon completion of the last stop, this array of weeds formed an interesting "Rogue's Gallery."

All persons visiting the train were asked to enter the Weed Seed Identification Contest, the winner of which would receive a fifty-pound drum of

chemical weed killer at each stop. Chester Elwell of Kalamazoo County was the only farmer making a perfect score on the identification of these weed seeds. He knew the entire lot of fifteen. There were many others, however, who scored as high as twelve.

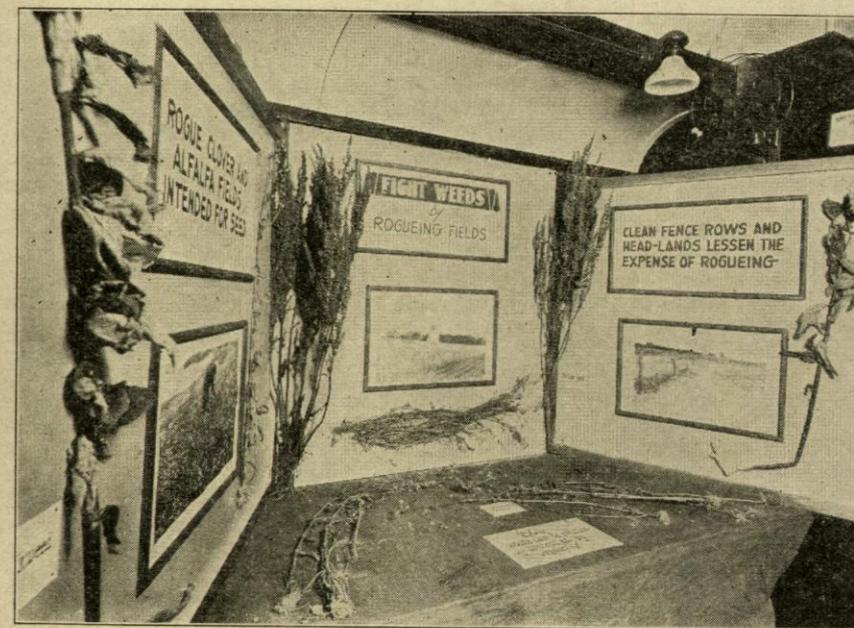
Additional exhibits in the "White Car" were arranged in five booths. As one entered the car the first booth contained an exhibit of mounted specimens of Michigan's most serious weeds, methods of propagation and methods of control.

The second booth emphasized the value of clean seed and showed two samples of seed wheat, one which had been thoroughly cleaned and the other badly infested with noxious weed seed. Charts and pictures emphasized the seriousness of using unclean seed of any kind.

The third booth, which was illustrated with pictures, showed the methods of controlling weeds by cultural practices. Thorough plowing and thorough dragging, in order to destroy all weeds before planting the crop, were emphasized.

The fourth booth showed the method of using the chlorate weed killers for weed control. While these chlorates usually come in a powdered form, spraying was recommended in order more completely to cover the leaf surface of the weed.

The fifth and last booth showed how to keep weed seed out of "pure seed" by roguing the field just before harvesting. Roguing, it was pointed out by Professor P. R. Miller, consists of going into the field just before the grain is harvested and pulling and destroying all weeds which may have appeared. In this booth was displayed one yellow dock plant, which the College spe-



Making each field absolutely clean of weeds before the crop is harvested, and keeping fence-rows and head-lands free from obnoxious plants were the two lessons taught in booth No. 5 of the Weed Control Train on its summer tour through Michigan.



The group which comprised the Ohio Farmers' Western Tour, under the personal supervision of Earle G. Reed, Agricultural Agent for the New York Central at Columbus, at Indianapolis on July 21. Shortly after the photograph was taken a group of twenty-three from Detroit joined the party to continue the western tour.

cialists claimed had more than 43,000 seeds, or enough for one seed on each square foot of land surface in an acre.

The personnel of this train consisted of Dr. I. H. Darlington, Professor C. R. Megee, and P. R. Miller of Michigan State College and O. B. Price of the New York Central Lines.

There is little doubt that this train excited more interest both in and out of the state than any other agricultural demonstration train operated in Michigan. It was featured in the farm papers of Michigan, Indiana and Illinois and these same farm papers sent representatives out to find out just what was being done in Michigan to eradicate weeds.

We believe that this is only the opening gun in a state-wide war on weeds. The farmers of Michigan are becoming "weed-minded" and the result will be the saving of millions of dollars annually through low crop yields and high labor costs on weedy fields.

Ohio and Michigan Farmers' Tour Conducted By Earle G. Reed

LIVESTOCK FEEDERS, producers, farmers, members of their families and friends made the third annual trip to the beauty spots of the western states on a fourteen-day journey under the auspices of the Ohio Farmer from July 21 to August 3. The tour was personally conducted by Earle G. Reed, Agricultural Agent for the New York Central at Columbus, Ohio.

The tour was the first combined trip of the Ohio Farmer and the Michigan Farmer, two papers published by Senator Capper. The editors were the tour managers—Walter H. Lloyd for the Ohio Farmer, and Bert Wermuth for the Michigan Farmer.

Beginning Sunday, July 21, the Ohio Farmer's tour left the Columbus Union Station over the Big Four Route, and the Michigan Farmers' left the Michigan Central Terminal at Detroit. They met in Indianapolis and began their fourteen day journey which included Yellowstone Lake, the Grand Canyon,

Mammoth Hot Springs, Billings, Mont., Alliance, Lincoln, and Omaha, Neb., St. Paul, Minneapolis and Chicago, where the live stock men visited the Union Stock Yards, the largest in the world. Other places visited were Kansas City, Topeka, Kan., Colorado Springs, Denver, the Ken Caryl ranch and the Diamond K ranch, both near Denver; Cheyenne, Wyo., Wyoming Hereford

Ranch, and Thermopolis, Cody, Wyo.

Ninety-two persons were in the party of the Ohio Farmer and twenty-three made the tour under the auspices of the Michigan Farmer.

All arrangements were made by the parties conducting the tour, so that those taking it had no worries other than enjoying to the fullest extent the scenes and pleasures each day unfolded.

1,800-Foot Water Pan Speedily Renewed

WITHOUT interfering in any way with the taking of water by the important trains of the railroad, the Bridges and Building Department of the New York Central recently effected the renewal of the 1,800 foot water pan at the Seneca River water station in two hours and thirty-five minutes by building the entire new pan complete on short sections of rail just outside the track. When the old pan was thrown out, it was then only necessary to line the new pan into position and make four water connections.

The Seneca River water station is about thirty-two miles west of Syracuse and had an old seven-inch pan in the westbound main track. It was 1,800 feet in length and consisted of two end and 53 intermediate sections, all joined with riveted connections. Under ordinary conditions the removal of such a pan would have taken more than a week, and at the same time the water service there would have been interrupted.

Approximately 100 men were employed on the task of removal, sixty of whom came from Bridges and Building Department. The remaining men were secured from the track forces, and assisted primarily in handling the pan sections and in the lining work.

The new pan was delivered to the site by work trains, in sections. These were distributed along the outside shoulder of the track. The end sections, which were thirty-six feet in length, and the intermediate sections,

which were thirty-three feet in length, were lined up in order about five feet, six inches from the center line of the track, and supported on eight-foot lengths of old eighty-pound rails. These short rails, which were laid on the ends of the ties, and parallel with them, were placed under the ends of the pan sections, providing an even bearing for the pan so that the ends of adjacent sections would come together in true alignment and surface for riveting. The rails also afforded a suitable surface over which the new pan could be skidded when it was lined into position later.

After the pan had been set up, four riveting gangs made the strap riveted joints. When the eight-inch pan was completely assembled, a suitable time was set between trains for changing the old pan, and within 155 minutes after the work was begun, the complete change-over was made, even to the extent of filling the new pan with water, ready for service. In carrying out this critical part of the work, the four water connections to the old pan were disconnected simultaneously; the old pan was lined out as a single unit into the intertrack space, and those ties which needed it were trued up with the other ties in the track.

The work of renewing the pan at Seneca river was planned and carried out under the general supervision of P. H. Winchester, Division Engineer at Syracuse. The actual work was carried out under the direction of E. L. Jenkins, Supervisor of B. & B.

The Spirit of Safety in the Shop

By William G. Taylor, Jr., Machinist, Beech Grove Shop, Indianapolis, Ind.

OUR Company is genuinely and wholeheartedly behind this Safety movement, not only for its own good, but for the mutual welfare of each and every one of us. This Company is spending thousands of dollars each year for our Safety—and why?

A man who is in the hospital or at home is taking the place of a man who could be producing something. The life of any company is based on production. If we are not here to produce, the company cannot produce. If the company does not produce—well, you know the results.

A safe shop must have men of spirit, men who are self controlled. Every man must be competent and willing to be governed by the rules laid down. This means not only Safety for yourself, but Safety for all.

William Howard Taft once said: "All of us in foreign lands have felt the blood rush to the head, and felt the heart beat quicken, upon seeing our country's flag floating in strange ports and in distant cities. That, my friends, is but a false sentiment unless it carries with it a love not only for the flag but for the countrymen under that flag.

"It means a little different feeling toward every American because he is an American. It means a desire that every American shall be prosperous. The man who loves his country only that he may be free, does not love his country. He loves only himself."

The same thought is identical with Safety. The man who loves Safety only that he may be safe, does not love Safety. He loves only himself, and is not a Safe man.

Any shop or any undertaking must have the Spirit of Safety. Lindbergh in the Spirit of St. Louis had that spirit of determination to attain his goal that we need in this Spirit of Safety movement. We all have it if we will only loosen up and co-operate.

Men—Safety is only common sense thinking. If you will let the Spirit of Safety follow you like a shadow for one week you will not be able to shake it off—and you would not if you could.

Former B. & A. Employee Willed \$20,000 By Stranger

ON THE DAY that F. J. Hofelich of Rensselaer, N. Y., recently an employe of the Boston & Albany Railroad, marries, he will receive \$20,000, according to the will of John Summers of New York City, whom Hofelich befriended at Peekskill, N. Y., last summer.

Hofelich, as a corporal in the 10th Infantry of the New York State National Guard, was at Camp Smith,

Peekskill, during the latter part of August last year. One day while walking alone down a highway he saw an expensive car drawn up close to a spring and a chauffeur bathing the hand of a man about sixty years old who had been bitten by a rattlesnake.

Whipping out his penknife, Hofelich slashed the wound, and preceeded to suck out the venom. He then bound the wound with his handkerchief and helped the man back into his car. As he started to walk away the man said: "My name is John Summers of New York. I want to thank you for what you have done. What's your name?"

Hofelich told him and Mr. Summers drove away.

Recently, Hofelich received notice

that Summers was dead and had bequeathed him \$20,000, not to be paid, however, until his wedding day.

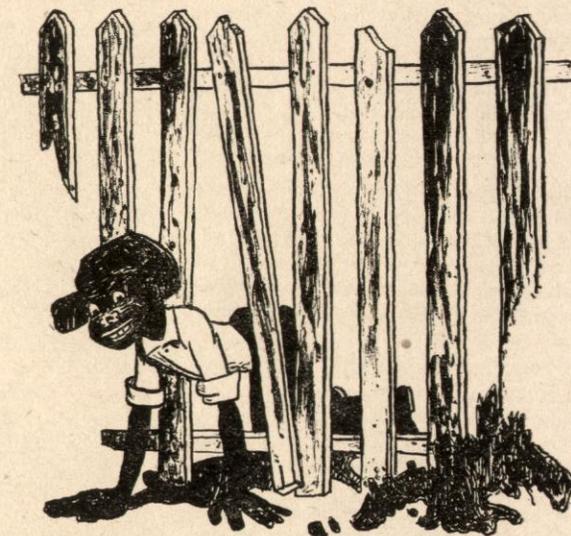
Hofelich worked for the B. & A. at Rensselaer this summer, and left to study mechanical dentistry.

Western Railroader, Father of 9, Saves on \$75 a Month

SEVEN of nine children in school, a home, a cow, several chickens, occasionally a sheep, and a new automobile are the prized possessions of George Isenberger, who has never heard of hard times, though he earns only seventy-five dollars monthly with the Chicago Great Western Railroad.

Mr. Isenberger lives in Clarion, Iowa, and has never earned more than he is now making, and it is only by true German thriftiness that he is able to accomplish it. Two of his sons have sizable bank accounts.

are you the loose paling
in our
Safety
fence



let's all tighten
up and make
our 1929 fence
proof against
accidents.

By William G. Taylor, Jr.
Machinist, Beech Grove Shops,
Big Four

Adirondack and Onondaga Veterans Meet at Utica For Outing

THOUGH the sky was overcast and the rain drizzled down now and then, there was not a shadow on the heart of any one of the crowd who attended the joint basket picnic of the Adirondack and Onondaga Chapters of the New York Central Veterans' Association at Forest Park, Utica, N. Y., on August 10. Everyone was happy, and showed it by participation in all the athletic contests held for their amusement.

Much of the success of the picnic was due to the unflagging efforts of C. P. Palmer, Adirondack Chapter, and W. V. McCarthy, Onondaga Chapter, the chairmen of the general committees. They were aided by L. H. Hassel, president of the entertaining veterans, and Charles H. Belding, president of the visiting veterans.

Among the officials present at the grounds during the ball game and the track events were J. K. Brown, Superintendent of the Adirondack and Ottawa Divisions; G. D. Dager, Superintendent of the Rochester Division; M. E. Welch, Superintendent of the Syracuse Division; P. H. Winchester, Division Engineer, Syracuse; L. M. Edwards, Chief Dispatcher, Adirondack Division, and Dr. J. W. LeSeur. There was also T. F. Toughey, pensioned Superintendent of the Buffalo Creek, a branch of the Erie Railroad.

Utica Wins the Game

The first event of the afternoon was a baseball game between the Utica veterans' team and the Harlem and Putnam Division team. The visitors weakened in the last few innings and dropped the decision 10-5, after holding an early lead of 5-3.

Brewster, representing the Harlem and Putnam Division, opened the first inning with a run and then blanked Utica in their half. The second inning was scoreless, both sides playing excellent baseball. Another run was taken by Brewster in the third, and the veterans added one in their half, and again, in their half of the fourth, after holding the visitors scoreless. The fifth frame was opened by Brewster with a barrage of hits, mingled with a few misplays, for three runs. The veterans kept within calling distance by adding one in their half.

Horu pitching for Brewster had the game well in hand until the sixth inning. However, the veterans opened up on him in the end of the sixth for four runs. Three of these were grabbed off when Battisla doubled to left field with the bases loaded, scoring all three runs. He later scored on Gionittu's double, giving Utica a two-run lead, from which they were never headed. Three more runs were added in the next in-

ning by the home players to make their lead safe.

Battisla, Utica, and Grady, Brewster, were the leading hitters of the day, each getting three safe blows in three trips to the plate. Bach, after a few uneasy innings at the beginning of the game, tightened up after his team made a few runs for him and held the game in check down the stretch.

Following the ball game all the fans retired to the track, where events for prizes were run off. The first event was a hundred-yard dash for men. G. Allen romped off an easy winner, and C. Radell took second. The next event was a fat men's race, which proved a close match all the way to the tape for all the contestants (two). R. Walsh waddled home the winner by a few feet over D. Reardon, who proclaimed that he would rather work than be a sprint champion.

The fifty-yard dash for girls under sixteen was won by two sisters, H. Aulbach, first, and E. Aulbach, second. For girls over sixteen, E. Grens took first place and O. Radell, second. Mrs. Metz won first prize for girls over twenty-one, and Mrs. B. J. Doyle finished second in the same event. The three-legged race for boys twelve to sixteen was won by J. Ivery and B. McGovern. The same event for boys sixteen to twenty-one was won by D. Perry and J. Porter. The cigaret race for couples was taken by Miss E. Grems and C. Wisley. The potato race for girls was won by Clara Green with Anstis Howard, second. The baseball throw for women was won by Miss Plumb, with Miss O'Donnell taking the second prize.

After the events had been run off the delegation from the Onondaga Chapter, Syracuse, boarded its special train and left for home.

The members responsible for the successful completion of the outing were C. P. Palmer and W. V. McCarthy, chairmen of the general committees; Martin Clarey and J. E. Cline, chairmen of sports; and J. J. Cahill, chairman of the transportation committee.

Photos Taken at Outing

In the pictures on the opposite page are shown:

1—The umpires of the ball game. Left to right: E. Hinko, Utica; C. L. MacDonald, Sectional Committeeman, Line East Baseball; J. S. Mallon, Chatham.

2—A part of the crowd which attended the outing and watched the games.

3—Officials who attended the outing: J. K. Brown, Superintendent; P. H. Winchester, Division Engineer; L. M. Edwards, Chief Dispatcher, Adirondack Division; Dr. J. W. LeSeur; M. E. Welch, Superintendent; T. F.

Toughey, Pensioned Superintendent of Buffalo Creek, a branch of the Erie Railroad, and G. D. Dager, Superintendent.

4—The Harlem and Putnam Division team: Seated, left to right: F. A. Carey, R. Hart, J. Cleary, T. Lundy, and J. R. Barrett. Standing: C. Odell, R. Terwilliger, H. Grady and H. Travers, manager.

5—The Utica Veterans' baseball team: Seated, left to right: D. Costello, manager; N. Fish, assistant manager; J. F. Kelly, C. Miller, A. Dooley, J. Gianotti, and G. Allins. Standing: J. Bach, A. Paulson, G. Bass, J. Coughlin, N. Foire and M. Sink.

6—The General Committee which was in charge of the outing: C. H. Belding, C. S. Ringer, and F. Phelps of Syracuse; C. F. Fink, J. J. Cahill, and J. K. Brown of Utica. Standing: M. J. Claresy, C. P. Palmer and G. H. Leonard of Utica; W. V. McCarthy, Syracuse, and L. H. Hassell, Utica.

7—A group of pensioners who attended the outing. Top row, left to right: A. D. Lewis, N. Vidulich, G. Robertson, C. H. Belding, F. R. Benedict, M. J. McCormick, W. Liddy and E. Loomis. Sitting: W. Londrey, J. P. Coogan, F. Phelps, A. Freeman, H. Legg, H. F. Mair, J. Hanley, F. Gage, J. O'Keefe and J. Lankey. Seated on ground: Michael McCarthy, G. B. Myers, Thomas Baigrie and N. C. Miller.

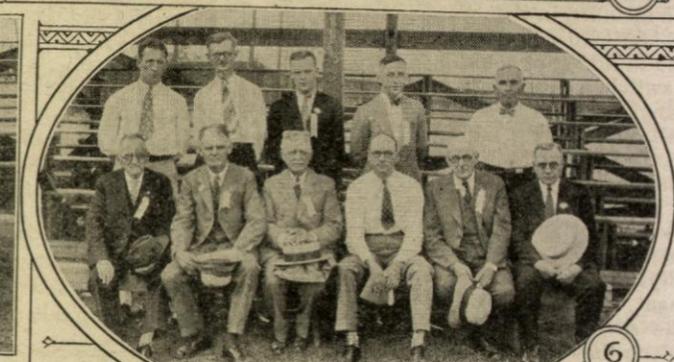
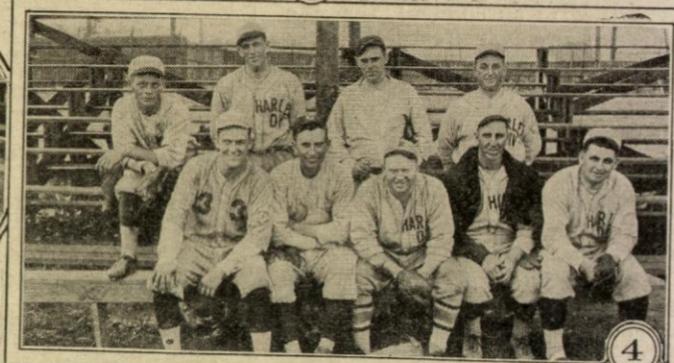
Telephones For Passengers on Universal Planes Foreseen

PASSENGERS who ride the airplanes of the Universal Aviation Corporation in the New York Central's air-rail route across the continent may soon be able to talk by telephone with their homes and offices.

"This possibility loomed," according to the *New York Times* of August 22, with the announcement by the Universal Aviation Corporation that two-way radio communication equipment, enabling pilots in flight to talk back and forth with various airports, now is being installed on all Universal planes on its coast-to-coast air and rail route. The announcement said that a final test has proved successful in which conversation both ways was carried on by radio and telephone over a distance of 1,200 miles.

"The radio equipment selected by the corporation is considered the most advanced yet developed by the Western Electric Company. It completely supplants the usual dot-and-dash code radio equipment heretofore used on airplanes.

"At the start this equipment will be used entirely for the pilot to obtain weather reports and such information, but since it has been thoroughly tested through hook-ups with the ordinary telephone, the company's announcement asserts, it is only another step or two to develop it for use of the passengers."



Adirondack and Onondaga Veterans joined forces at Utica for an outing on August 10. The pictures are described on the opposite page.

A Conductor Watches the Safety Spirit Advancing Among the Men

With the idea of presenting to his superintendent the attitude on Safety of the majority of the men in the service as he knows them, and also to show what progress the Safety movement has made on his division, especially in the spirit of the men, Conductor A. E. VanRiper of Niles, Mich., has addressed a letter to Superintendent H. L. Margetts of Chicago. Because the letter is a vivid portrayal of the change in attitude of many men on the New York Central Lines, it is reproduced below.

By A. E. VanRiper, Conductor, Michigan Central

SEVERAL years ago I was directly connected with the Safety work on the West Division. At that time there were a number of men among us who carried the opinion (if such men are entitled to an opinion), that the Company was only interested in Safety as long as it did not cost them anything. Cost them anything—I wonder now as I did then what they could mean by that expression.

Cost—Who pays the greater price for the loss of a leg, an arm, or an eye? The Company or the victim? If the Company is willing to save its money by saving my arm, I am satisfied.

Them—To whom or what does that word apply? I may not be one of the Company, but I do consider myself as one of the family, so please consider me included in that word—them.

Anything—Properly defined as any one thing. That could mean a box car, a switch, a dollar, or a life. If the Company can save a box car or even one dollar by saving my life, that is perfectly OK with me. Let them do it as often as possible.

Nevertheless, that expression is seldom heard now. It may be that such men are too weak, both mentally and physically, to carry on with the argument, but I am firmly convinced that the species has become extinct. The adage that men are becoming "weaker but wiser" may apply to them, but please rest assured that most of us are strong for Safety.

Now for the spirit of the men:

To correct a man years ago for some unsafe practice would be to invite a rebuff that what he did was nobody's business, perhaps not even his own.

To correct a man now causes him to respond with serious thoughts as to what could happen if he were to continue and he generally responds with a hearty "Thank you."

The results of which I speak are from years of earnest and patient efforts by you and all members of your committee. To correct the mental attitude of the men is a long stride in the right direction.

I have said that several years ago I was directly connected with the Safety work on this Division. Please do not consider that in the past tense. I am still correcting numerous unsafe practices and have taken up for correction many unsafe items and have received

splendid co-operation from the men and the heads of all departments, and for myself and the rest of us, I will say many thanks.

Be Careful and Thoughtful Play Safe

By John S. Rist, Conneaut, Ohio.

WHEN the dawn of the morning Calls you forth to your work, Be careful and thoughtful— Play safe! Never shirk.

When you mingle with others, Have a thought for them too; Be careful and thoughtful— Play safe! As you do.

When the thought of your loved ones Makes you think of their fate, Be careful and thoughtful— Play safe! Ere too late.

When the shade of the night Has ended each day Being careful and thoughtful, Playing safe has its pay.

Little Careless Acts Cause Many Needless Injuries

FROM TIME TO TIME employes of the New York Central exhibit an undue amount of carelessness in performing their duties and as a result suffer unnecessary injury. Below are printed some recent examples of carelessness and their results. The accidents shown might have been prevented if only the workman had exerted a reasonable amount of care.

A train baggageman's head was caught between the baggage car door and the door post when a passenger train was making a station stop. He was killed. The door was not hooked and there were no defects in it.

A machinist helper, cutting a wedge on a band saw caught one hand between the wedge and the top of the saw. The thumb was cut off.

An assistant supervisor of track was killed when the motor car he was rid-

ing collided with an automobile at a highway grade crossing.

An engineman, while getting off a standing engine, slipped and fell to the ground, fracturing an arm. The accident could have been avoided had the engineman faced the gangway when alighting. There were three employes killed and 133 injured during the first six months of 1929 on the New York Central Lines due to falling from engines or cars.

While picking up a barge with a tug, a deckhand in the Marine Department caught his right hand in the tow line and lost the thumb.

A section laborer dropped a rail on one foot while handling it with tongs and badly bruised the toes.

A car inspector leader was repairing a knuckle lock on a freight car. The cars were shoved together, catching one hand. It appears that the blue flag rule was violated.

A section foreman and four section laborers, while tamping ties with air tampers, were struck by a freight engine and all were killed. General Safety Rule 4033, it appears, was violated in this accident.

A signal maintainer stepped in front of a passenger train and was killed. Strict observance of Safety Rule 4007 might have prevented this accident.

A blacksmith's helper's arm was fractured when he was pulled into drum of a rod-straightening machine.

While repairing a wire on a pole, a signal maintainer's safety belt broke, causing him to fall twenty-five feet to the ground. He was severely injured.

A passenger fireman started to cross some tracks and was struck and run over by a light engine. He lost a leg and arm.

A yard brakeman was struck and killed by a yard engine while sitting on a rail.

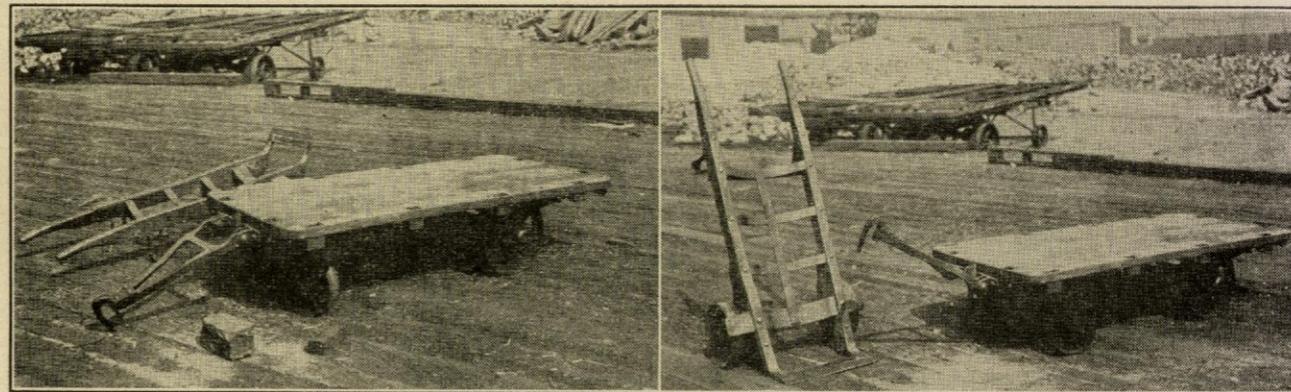
A freight trucker, while taking a reel of cable from a car, stood in front of the reel and it struck one leg badly lacerating the ankle and knee.

N. Y. Central's Safety Pictures To Be Shown in Japan

AT THE INTERNATIONAL Engineering Congress, to be held in Japan during the month of September, two Safety pictures of the New York Central Lines, "Safety Pays" and "Gambling With Death," will be exhibited to the delegates of the Congress as an example of what the New York Central is doing to combat accidents. These pictures have been used not only all over the United States and Canada, but also in several foreign countries, attracting wide attention.

The secretary of the American Railway Engineering Association is the Association's delegate to the congress, and it was through his interest that the pictures were secured for exhibit.

The wise man is always careful and the careful man is always wise.



The man who leaves handles down and bricks and blocks of wood around on the floor, as shown at the left, is leaving a hazard for other employes to stumble over. He is violating good Safety practices, and making the platform dangerous for all who are working there. The correct way to leave equipment when it is not in use is pictured at the right.

Motor Car Riders, Be On the Alert!

THE Interstate Commerce Commission, in Accident Bulletin No. 97 for the year 1928, calls attention to the large percentage of casualties involving motor car accidents in the United States in which 75 employes were killed and 3,079 injured.

It is estimated that there were fifty-five thousand motor cars in operation during 1928, which means that there was one reportable injury for each 22 motor cars operated. When it is recalled that the majority of motor cars are run on an average of only one hour of the working day, it may readily be determined that there is need for concentration of attention to this hazard, particularly in view of the fact that approximately 95 per cent. of all casualties due to the operation of motor and hand cars are preventable.

Collisions may be avoided by alertness and observance of the usual rules; seeing that information is obtained regarding movements of trains when possible, and that cars are operated with current of traffic, which can be done in most instances. Afford flag protection when required by fog, heavy load, curves, etc., and make cars clear the time of passenger or other scheduled trains at stations.

Collision with vehicles at highway grade crossings may be avoided by requiring that all hand and motor cars approach crossing prepared to stoop, granting right of way in all cases to the highway vehicle and holding operator and person in charge of car responsible in case of collision.

Derailments are frequently caused by tools and material falling off front of car. Proper and safe loading will prevent such an accident, but a board or safety netting across the front of the car is a safeguard well worth the small investment required. Cars should be under control on the approach to public and private crossings and interlockers, and speed reduced while passing over frogs, switches, crossings and on curves. The use of

side load motor driven cars is being abandoned largely because of the frequency of derailment of this type of car.

Falls may be prevented by requiring employes to start motor cars by pushing from the rear, though the free running motor is rapidly replacing the type of car that must be pushed to start. Enforcement of the rule that employes must not stand on the front of car or between cars and trailers and prohibition of overloading will reduce the number of injuries due to falls. It is suggested that all motor cars and trailers have stenciled thereon the carrying capacity, and that, except in cases of extreme emergency, the load be no greater than the stenciled capacity. Safety railings extending across the front and rear of the car and lengthwise through the middle of section cars will prevent falls and afford a hand hold in case of derailment.



111 YEARS WORKING SAFELY William P. Oleslager (left), retired April 1, gave fifty-seven years of service to the Michigan Central, succeeding his father, who was retired at the age of seventy-five as tin shop foreman at Jackson, Mich., in 1900. Michael F. Keefe (right), spent fifty-four years with the New York Central, and was widely known and respected during his many years of service. He was retired on June 30, after having been the guest of honor at a huge banquet at the Hotel Cornwallis, Cornwall, Ont., on June 29.

The motor car is not unsafe; carelessness, excessive speed, misinformation or lack of understanding of the rules, and chance taking make its use unsafe.

Safe and Alert Men are Safe on a Motor Car.

Morris Kennific Looks Calmly At Career

WITH HIS PIPE in his mouth and his back against the wall of his watchman's shanty at the Sandusky Street crossing at Fostoria, Ohio, Morris R. Kennific calmly remarked about his experiences with the New York Central Railroad during the past forty-eight years, all of which was spent in its service.

During all those years, said Mr. Kennific, he had never been in an accident, nor had he been ill for any length of time. Furthermore, he added, he never experienced any trouble or difficulty with his employers. Of that he was proud, and justly so. For, on the following day, he was retired from active service.

It was in 1881 that he first entered New York Central service as a crossing watchman at Fostoria, and it was on July 1, 1929, that he was retired from that position at the same place. All of his service, with the exception of a few years, has been at Fostoria.

In his spare moments Mr. Kennific was wont to play the cornet for the city band.

Retired Crossingman Going To California

AFTER OSCAR A. SEEBER does a little work around his home in Oneida, N. Y., he and his grandson are going to take a trip to Los Angeles. He was retired from the New York Central as Crossing Flagman at Oneida on July 31.

In honor of his retirement, A. B. Storie, West Shore Freight Agent, with members of the repair crew, decorated the shanty at the Broad Street Crossing, where Mr. Seeber was located.

Mr. Seeber is in excellent health, as he always has been, and is all set to enjoy his retirement.

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photographs will be returned upon request.

Vol. X September, 1929 No. 6

The Price of Carelessness

FROM THIRTY-EIGHT to sixty-one is
a long jump—especially when the jump
should be the other way.

These are the number of accidental
deaths on the New York Central Lines
during the first five months of this
year, as compared with the January-to-
May period in 1928.

If employes were living up to their
Safety Rules and to the pledges, silent
or spoken, which they have made them-
selves and their superior officers, this
number would have been nearer zero.
It should be steadily approaching zero,
as the everlasting importance of safety
is made more and more vivid before
men's eyes.

But employes this year have fallen
down—have failed in a manner that
has brought keen loss and suffering to
countless families and bosom friends.
They have forgotten ever to be on the
watch, lest some ogre, more alert than
they for the unguarded movement,
snatch their lives from them.

Year after year the records have
been steadily improving. Rail employes
have rightly been proud of their ac-
complishments. They have gained con-
fidence. . . . They have gained too much
confidence. In every campaign a spell
of success is followed by recklessness
born of over-assurance, so it was to
be expected in this great campaign for
Safety—yet it was hoped it would not
arrive. It has come, however. New
York Central Lines employes have

tragically proved their fallibility, de-
spite their laudable advance of recent
years. It is up to them now to buckle
down and double, yes triple, their ef-
forts to save lives on the railroad.

Those tracks must be watched for
approaching cars and engines; tight
places caused by moving cars must be
foreseen and thus avoided. That back-
ward step, that stumbling block, that
thoughtless movement in an unsafe
place—all these things a Safety man
must shun as he would shun a plague.

They are, in fact, more dangerous
than disease itself, for disease germs
usually respond to a doctor's care. But
to step without looking into the path of
a moving locomotive is almost certain
death, the price of which is too great
for any railroad man to want to pay.

The Health Fad

SUN—air—exercise—health!

Every year we hear more and more
about these magic, yet exceedingly
practical words. Health no longer is an
irksome duty, thought of only by the
plodding few. Health, with capital H,
has become so popular that advertisers
are selling—or aiming to sell—every
manner of product on the basis of its
health-giving properties. The craze is
almost too reasonable to endure.

So, granting that the fad for good
health may wane soon, let us take ad-

vantage of it while it's here. Perhaps
we'll get the habit so firmly fixed that
we will keep it up for life.

Sunshine, pure and unadulterated, is
the latest of the fads for improving
bodily vigor. It follows upon the earlier
cry for simply fresh air. And exercise
goes along with both of them. Reason-
able enough! The fresh air keeps purer
blood pumping through our veins. The
sun gives us mysterious violet rays
which impart stronger life. The exer-
cise keeps every portion of our bodies
in good working order—muscles,
glands, and even nerves.

Younger railroad folk—and no small
portion of the older ones—are getting
their exercises on the track and field.
The ball games, the golf and tennis,
the preparation for the annual Track Meet
are among the greatest contributions to
the health of the railroad family.

The older railroaders, who have had
less chance to develop interest in active
sports, are still getting a gentler form
of exercise in summer in their gardens.
(Is there a railroader who does not
have a garden beside his house?) And
with all this energy expended comes a
degree of joy which is as important as
the exercise itself in keeping up our
health. And with this joy and perpet-
ual well-being—since we all are work-
ing men and women—comes a greater
proficiency day by day.

The health fad is a good one—a valu-
able one to turn into a habit.

The Coal Dock Man

Dedicated to M. P. Norris, Coal Dock Operator,
Big Four, Elkhart, Ind.

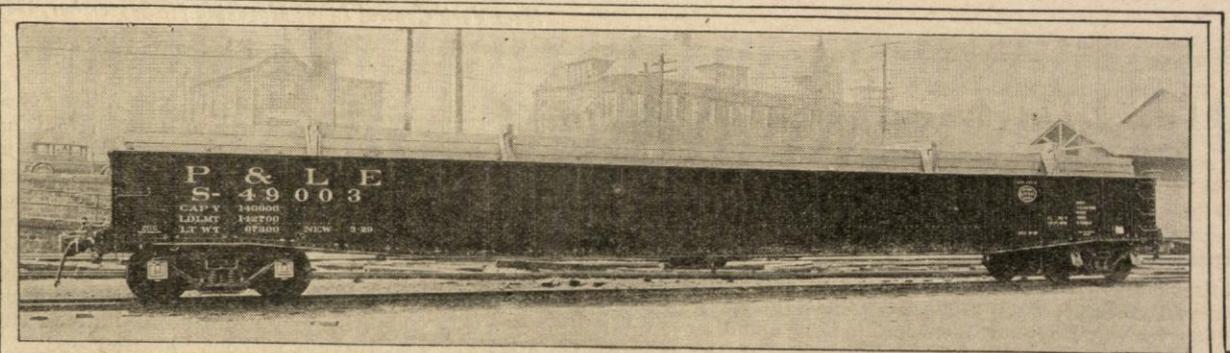
By William Foy

I WAS down to see the coal dock man today,
—He is a great old friend of mine, by the way.
He has a store of wisdom not gleaned from books:
He knows all about the streams and brooks.

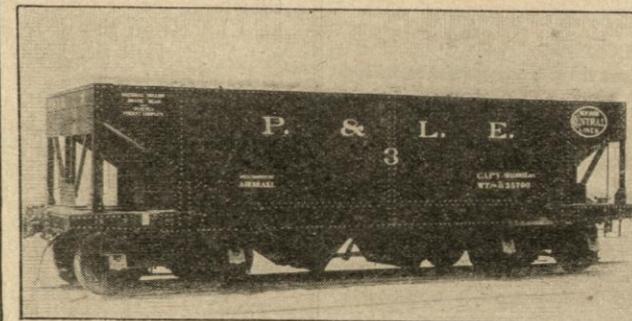
He shows me where the squirrels hoard their food;
Where the quail and the bunnies hide their brood.
He can tell by the signs when the storm will brew
And he showed me the place where the ginseng grew.

He knows where the thrush and the redbird sing
And the stream where the watercress grows in the spring.
These gems he has gathered throughout his life;
I have missed them all in the toil and strife.

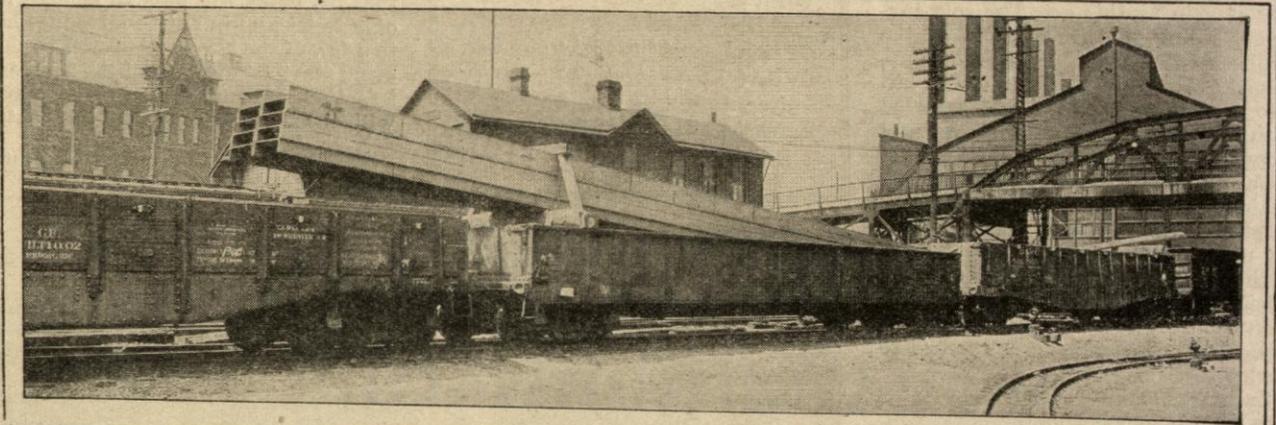
He never talks shop when I am near
But tells me these things that I love to hear,
So you will always find me going, whenever I can,
Down to listen to the stories of the coal dock man.



New 65-foot gondola car
of P. & L. E.
(above)
contrasted with 46-foot
car which is also
now in use.
(Right)



The first steel gondola car to be used in
the United States, like the two cars pic-
tured above, was an innovation of the P.
& L. E. It was built in 1897 and had a 40
ton capacity. Below is shown the "idler"
method used for carrying long steel beams
before the 65-foot car was built this year.



The evolution of gondola cars on the Pittsburgh & Lake Erie, which pioneered in the introduction of steel freight cars. One
hundred of the new sixty-five-foot cars, like the one shown at the top, are now being built for the Pittsburgh & Lake Erie by
the Merchants Despatch Transportation Company at East Rochester.

R. K. Horton Talks to Lions Club in Corning

SAYING that the Interstate Com-
merce Commission has failed in the last
nine years to provide rates that would
give the railroads a fair return in pro-
portion to the value which it has here-
tofore placed upon their property,
Richard K. Horton, Freight and Pas-
senger Agent of the Pennsylvania Di-

vision of the New York Central, re-
viewed the history of the O'Fallon de-
cision by the Supreme Court and
explained its effect before members of
the Lions Club at Corning, N. Y., on
July 23.

The decision should be effective in
two ways, he said. Railroads that have
fared well under existing rate levels
should be able to retain more of their
net earnings, and railroads as a whole
should be able to resist the constant

pressure for rate reductions which has
imperiled railway earning power and
railway expansion.

Successor Named for J. T. Downs

EDWARD C. RICHARDS has been ap-
pointed Superintendent of Rolling
Stock of the Michigan Central Rail-
road to succeed J. T. Downs, deceased.
Mr. Richards' appointment was effec-
tive July 15.

Old Times on the Railways

By Edwin Tarrisse

The Busy Bee's Maiden Trip

THE first locomotive to enter Roane County, Tennessee, was purchased in 1869 by the Roane Ironworks and shipped by steamer from Chattanooga to Rockwood Landing, the terminus of a five-mile wooden railway that connected the company's blast furnaces with the Tennessee River. The Busy Bee, as the locomotive was called, was a little wood-burner, five feet long, with a wide, flaring smoke-stack and a water-tank that consisted of two barrels strapped overhead.

Soon after its arrival it was placed on the track where it was fired by two engineers who had accompanied it from the city. The men climbed aboard, the throttle was opened, and the Busy Bee started on its maiden trip to Rockwood. Everything went well for two miles, then the engine came to a sudden stop. The engineers resorted to the only expedient they knew, that of getting up more steam. The pressure increased until the tiny locomotive throbbed and vibrated. Then, as suddenly as it had stopped, it began to move again—backward!

Beyond all control, it approached the river with increasing speed. One of the two men let go as it whizzed past a crossing. He lost a considerable quantity of skin by this act. The sole survivor, seeing the brown flood of the Tennessee less than half a mile away, leaped outward and rolled down a hill into a shallow creek. As if satisfied with its work, the runaway slowed and stopped almost immediately; whereupon its bruised and battered crew again fired up and started for Rockwood. This time the Busy Bee was puffing up a heavy grade on the outskirts of the town before it balked again. An official of the company sent for a teamster who drove an immense gray mule name Sally. The beast was hitched to the locomotive.

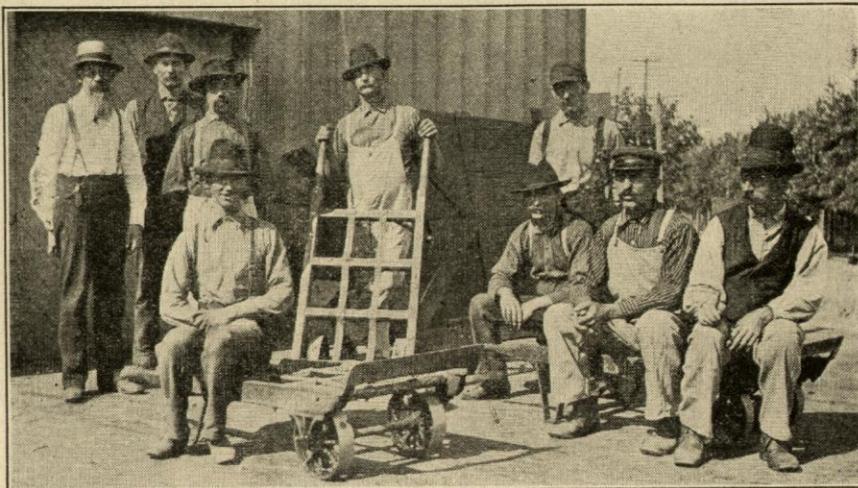
Sally was making satisfactory progress when a member of the party conceived the fatal idea of letting on a little steam in the hope that it might help her. No sooner was this done than the mule stopped suddenly with her feet braced and her muscles standing out in knots. Attempts to shut off the steam were futile. For a time Sally held her own, but the tireless steam overcame her at last. Down, down she sank until she was squatting on the ties. Then some one cut her rope and released the Busy Bee. The second runaway was neither so long nor so violent as the first. When the locomotive stopped, a two-mule team was hitched to it and the Busy Bee reached its goal in spite of itself.

A hastily summoned expert from Chattanooga was soon inspecting the engine and discovered that the cam was slipping on the axle in such a way as to cause irregular transmission of power. A few blows from his hammer cured the defect, and for some time the Busy Bee hauled cars to and from the steamboat landing. But one day its old trouble returned, and Roane County's first locomotive plunged off the track into a cornfield, where it remained until it was sold to a junk dealer for four hundred dollars.

A Reminder

By L. C. Beckwith
Rensselaer, N. Y.

DOWN by the river, night and day,
Doing their bit on the old B. & A.,
Loyalty, Safety—this is their creed,
Ever alert to the railroad's need.
On time and Service their motto and goal,
Glad to be part of a wonderful whole.
When you're quoting some instance
of labor well done
Or citing somebody for victory won
In devotion to service of memory dear,
Remember the boys down in old
Rensselaer.



The personnel of the Ft. Wayne, Ind., warehouse of the New York Central in 1890. Standing, left to right: Captain Brown, Jacob Gusching, Fred Tiggus and Marion Sauerbaugh. Sitting: Clifton Shoemaker, William Beitzel, Frank Kropp and Fred Beach, who submitted the picture to the Magazine and who is now enjoying the life of a pensioner of the New York Central.

When An Engineman Reaches St. Peter's Gate

WHILE PASSING through Albany once on a railroad trip to Buffalo, Whiting Williams of Cleveland, Counsel in Company Morale and Public Relations, saw the engineman oiling his glorious black beast. He went forward to have a chat with him before the train left the station, and he found the engineman keen to discuss with him the probabilities of its continuing its long run to Buffalo without "heating up."

The engineman told Mr. Williams that he would soon celebrate his seventieth birthday after working with engines for forty years, and with the railroad for fifty years.

"Now this man might be expected to go up to St. Peter and present his credentials by telling all about his children, his garden, his new car, his savings, his last vacation, etc.—everything except his job," Mr. Williams said one time in an address.

"It is to laugh.

"Nothing is surer than that when this man comes to the Golden Gates, he'll knock on the door and, with his chest out, look St. Peter right in the eye and say:

"Please to meet you, sir! My name is Pease—Pease of Utica, sir. For the last ten years I've been taking Number 19 from Albany west, and Number 20 east—you know that's the Lake Shore Limited. For forty years before that I hosted or fired or drove on the same road."

"With that he'll rest his case.

"Furthermore, he'll be perfectly sure that St. Peter will be man enough not only to let him in but to introduce him to a few of the Twelve Apostles so they could start arguing about the solid satisfactions of running engines compared with those of operating fishing boats."

Procrastination is the thief of Traffic.
Send in that Tip today!

The Rift in the Clouds—An Appreciation Of Our Safety Department

By a Safety Worker in the Electric Department, West Albany Locomotive Shops

STANDING one day in front of the Old Mountain House, which is situated on the peak of one of the Catskill Mountains, I witnessed a great battle, not of men but of nature. Above and around me the sun was shining, the distant peaks of other mountains could be seen bathed in golden sunshine. Below lay the Hudson Valley, but it was completely shut off from view by great banks of fog. My friends down there were under the shadow of those clouds.

The sun, baffled in its attempt to reach the valley below by those cloud banks, seemed to me to center its attack at one point. The clouds as relentlessly fought back the efforts of the sun to penetrate them, but to no avail, for the sun finally broke through and proceeded to roll back the curtain, which had hid from me the beauties of the Hudson Valley, and from those below the beauties of the mountain peaks above them. The sun had conquered.

* * *

Less than thirty years ago our railroads and industry in general lay under a blanket of clouds, loaded with accidental deaths and injuries. Our street corners were the begging posts of men maimed and mutilated by the constant rain of accidents. Entering the employment of a railroad or a steel plant was on a par with going to war. If a man was lucky he escaped with his life and all his limbs. If he did not, then—well it was just the fortune of war.

About that time a tiny ray of sunshine pierced the clouds of disaster. A handful of men with a great vision got together and with one accord declared war on these clouds, which were devastating our manhood and stunting the growth of our childhood. Their voices were small and were not heard far but their fervor and enthusiasm penetrated to the gloom of the valley below. A ray of sunshine had entered that valley and since that day it has been gradually rolling back those enveloping clouds of death, and spreading light and happiness along this broad land of ours.

Our railroads and hives of industry are being freed from the death-dealing accident. That handful of men has grown, till at the last congress held by the National Safety Council 6,000 delegates representing many thousands of other Safety workers, gathered together, eager to know more of this great humanitarian movement.

Viewed at first with distrust by both labor organizations and business executives, these pioneers of Safety had a hard task to place their opinions before these bodies of men. Discouragement was plentiful, but believing in the old adage of right being might, they re-

laxed their efforts not one bit, but fought on, making friends of their foes, until today, industrial executives and labor organization heads not only endorse the movement, but are joined hand in hand in an effort to blot out forever these clouds of death and injury, and to create for men an avenue of happiness, health and Safety.

Substantiating this statement, let me call your attention to the recent address by our own President Crowley over the radio, on "Safety on Railroads" and again, to the recent gathering of labor organizations heads called together at Albany by Governor Roosevelt to consider ways and means to reduce accidental deaths and injuries in industry. Truly, a new day has dawned,

when Capital and Labor can sit around the same table and enthusiastically discuss a subject dear to the hearts of both.

Men of the Safety Department, Capital and Labor have looked on your work and declared it good. Your efforts have made it possible for those two great divisions to realize that much more can be done by amiable discussions than by strikes and lockouts.

Thousands of men are today alive and vigorous, thousands of happy children are romping our streets, happy, well clothed and well fed because a handful of men decreed that death and injury by accident were needless.

Employees of the New York Central Lines, the Safety Department is your department. Its members are rolling back the clouds of disaster which for so long have hung over your heads. With the Sun of Safety they are dissolving the fogs of danger, and it is the duty of all to get behind the men of the Safety Department and help to roll more clouds away.



John H. Hamer

JOHN H. HAMER, sixty-one, Supervisor of Bridges and Buildings of the Mohawk Division, dropped dead in his

office in Albany Station on August 10.

Funeral services for Mr. Hamer were conducted from his late home on August 13, with the chaplain of Wadsworth lodge of Masons conducting the Masonic ritual at the home and at the grave.

Honorary pallbearers from the New York Central were W. J. Fripp, Assistant to the Vice-President; D. W. Dinan, General Manager; D. B. Fleming, Assistant to the General Manager; F. F. Risley, General Superintendent; H. Scott, Superintendent of the Mohawk Division; J. V. Neubert, Chief Engineer, Maintenance of Way; W. A. Murray, Engineer, Maintenance of Way; E. M. Edmondson, Engineer of Track; E. J. Wright and W. F. Barclay.

The pallbearers were H. W. Aldridge, Chief Clerk; W. B. Burke, Assistant Supervisor of Bridges and Buildings; Isaiah Vosburg, General Bridge Inspector; K. L. Miner, Assistant Supervisor of Bridges and Buildings; Thomas Gordon, General Waterworks Foreman, and Luke Burgess, Sheet Metal Work Foreman.

Mr. Hamer entered the employ of the New York Central in 1890 as a carpenter foreman in New York City. Two years later he was made inspector to the chief engineer in New York, and in 1894 was promoted to Supervisor of

(Continued on page 100)

Not All

By Harley Scott Platt, Conductor
Middle Division, M. C. R. R.

IF youth were all there was of life
And never came the sorrow
That folly pours into the strife
For those who doubt tomorrow,
Then cups for most would hold less
gall

To prove to them that youth's not
all.

* * *

If dawn were all there was of day
With never noon's hot hour
When all the world with dust is gray
And parched is hope and flower—
That's proof earth's both great and
small

That of the day the dawn's not all.

* * *

If all the months of years were Mays,
—No petals from their blossoms
fell—
Never then would come those days
When fruits with goodness swell
For creation's plan would be astray

Nicholas Schiffler, Retiring, Is Honored at Banquet

REPEATEDLY EULOGIZED for his many years of faithful service with the New York Central by more than seventy officials and employes at a banquet in honor of his retirement from the Railroad as Assistant Supervisor of Track, Nicholas Schiffler was then presented with an easy chair by the toastmaster, F. F. Riefel, General Superintendent at Chicago. The affair was given in the Christman Hotel, Bryan, Ohio, on July sixth.

Other speakers besides Mr. Riefel were: J. W. Anthony, Agent at Edgerton; H. A. Cooper, Agent at Bryan; W. S. Haley, Assistant Division Engineer; I. R. McClarren, Safety Agent at Toledo; P. H. Miller, Road Foreman of Engines; J. R. Marker, Supervisor of Bridges; J. E. O'Connell, Supervisor of Track, and E. L. Smith, Train Master.

Each of the speakers told of his acquaintance with Mr. Schiffler, and congratulated him on his fine record and wished him happiness in his retirement.

Mr. Schiffler entered service as a section laborer in Waterloo, Ind., in 1884, and he was promoted to section foreman six years later. In 1892, he was transferred to Bryan, where he was made Assistant Supervisor of Track in 1918, from which position he was retired on a service basis on July 1.

Engineman 37 Years, Timothy L. O'Brien Is Now Retired

THE ONLY REGRET that Timothy L. O'Brien has in leaving the New York Central is that he was not able to reach the age limit with the "greatest railroad in the United States."

With never a serious accident to mar his forty-three years of service with the company, Mr. O'Brien was retired on pension March 1, 1929, because of illness.

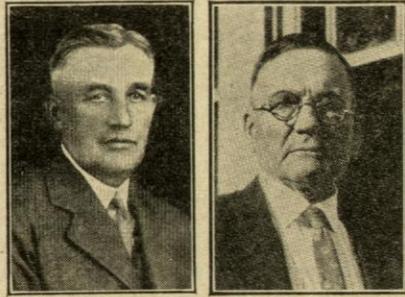
He started as a call-boy, at the same time doing odd jobs, in the engine house at Utica in 1885, and was promoted to hostler the following year. He was made a fireman on the St. Lawrence Division in 1887, and was promoted to engineman in 1892, serving in that capacity until his retirement.

Conductor Delaney Retires From Michigan Central

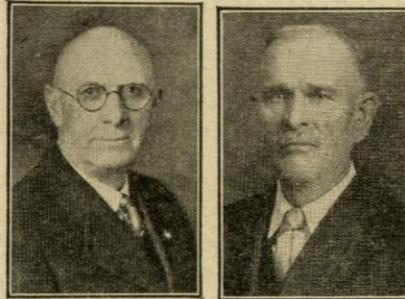
AFTER FORTY-SEVEN YEARS in the service of the Michigan Central Railroad, William J. Delaney has been retired on pension from his position of Conductor on the Detroit Division.

Starting in 1882, Mr. Delaney was first a freight brakeman at Jackson, Mich. Five years later he was made a freight conductor, and in 1891 he was appointed passenger-conductor at Detroit, where he remained until June 1, when he was retired from active service.

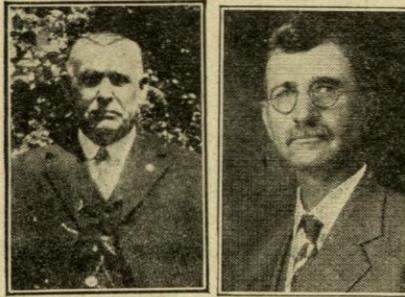
Some of the Central's New Pensioners



Nicholas Schiffler William D. Rice



W. J. Delaney James McCracken



Timothy L. O'Brien A. J. Hafer



Willard Sanford F. W. Doehring

Engineman Sanford Is Retired

WHEN Willard Sanford began his railroading career with the New York Central in 1894, he spent many days of hardship and toil, but now that he has been retired since March 1, he recalls much that was pleasant in his career.

After he had been in service for ten years as a fireman, Mr. Sanford was made an engineman.

William D. Rice Says Mistakes Helped Him to Succeed

IN ALL OF THE YEARS that William D. Rice spent with the New York Central Railroad he was never called into the office of his superior for disobedience. He admits he has made a few mistakes, however, but instead of hindering him in his chosen profession, they prompted him to strive for perfection.

With such a feeling for his career and for his work, it is little to be wondered at that now, instead of standing by as his monthly pension checks comes in, he is out boosting the New York Central, and he is positive that he has secured some business for the road since his retirement last April.

Mr. Rice was made a passenger brakeman at Chicago in 1890 and ten years later he was promoted to train baggageman, the position from which he was retired.

James McCracken Remains Active In Interests of Railroad

IT IS ONLY PROPER, thinks James McCracken, that he should return in a similar manner the interest which the New York Central has taken in his career and in his future, so he intends to continue his participation in New York Central activities, even though he was retired on January 1 after forty-one years of service.

Mr. McCracken spent all the years he was with the New York Central in his home town of Martindale, N. Y. It was there that he began his career in 1888 as a laborer; it was there that he was made a section foreman in 1896, and he was still living and working there when he was retired on pension.

F. W. Doehring Would Like To Keep On Working

IT WAS DIFFICULT for Frederick W. Doehring to accept his retirement and pension from the New York Central as a carman at Nottingham, Ohio, for he enjoyed every one of the forty-seven years he spent with the railroad. If he had his way he would extend his career indefinitely in his old position.

Mr. Doehring began with the New York Central as a laborer at Cleveland in 1882. He has served since that time as a car inspector, air brake inspector, freight train inspector, inspector and repairer, and carman.

Engineman Hafer Retires

AFTER SERVING the New York Central for forty-two years as a fireman and engineman, A. J. Hafer was retired on pension on October 1, 1928.

Mr. Hafer began his career with the Railroad in 1887 as a fireman at Elkhart, Ind., and was promoted to engineman in 1890. For a short while after he had been made an engineman, Mr. Hafer did quite a bit of firing because of the increase in size of the engines.

Born To Be a Railroad Man, Sam Purdy Works For 56 Years

IF YOU CALLED Samuel R. Purdy anything else but "Sam" no one would know whom you meant.

Moreover, Sam couldn't help being a railroad man, for he was born within ten feet of the New York Central Railroad tracks, at Whitesboro, N. Y., where his father, the late Silas Purdy, was station agent, track boss and general utility man. An uncle, Freeman Purdy, was for many years boss of the Oneida construction train and crew, while another uncle, Willis, was an engineman on the old Rome & Watertown line. A brother, Heamon H., was employed on various lines, while another brother was an engineman on a southern road.

Sam had the usual aversion of small boys to school. So when his father told him it was either school or work, Sam decided on work and went into the Whitesboro freight house at the age of thirteen as a freight trucker. That was in 1873. During his early employment there he mishandled a switch and derailed an engine. Major Priest, then Division Superintendent, appeared at Sam's home, and Sam hid behind his mother. By evident contrition on his part, much pleading by his mother and the upbraidings of his father, Sam held his position.

In 1880 Sam got his first job of firing an engine. He was promoted to engineman in 1891, first on freight trains and later passenger. As the years passed by he terminated his service on a yard engine at Utica.

As one of Sam's friends said when he was retired on May 1, "So retires one of the good old-fashioned railroad men. Careful, loyal, competent and faithful. His legion of friends hope that he may live for many years to enjoy his well-earned leisure."

Thomas Bostwick Had Long Career With West Shore

SHORTLY AFTER Thomas H. Bostwick was born in 1861 the first guns of the Rebellion were fired. His father enlisted in the Union Army, and his mother moved to Port Gibson, N. Y. After the war was over Mr. Bostwick's father died, but not before he had moved his family to Newark, N. Y. The mother was left with four small children, and, Thomas being the eldest boy, the responsibility of supporting the family fell on his shoulders.

For six summers he drove on the old Erie Canal and steered a boat there for four years more. While the West Shore was being built he worked for L. Finley, carrying the mail and driving the omnibus. One of his daily passengers was Frank W. Everts, who was in the dispatcher's office at that time. W. W. Wheatley was chief dispatcher; D. B. McCoy was superintendent, and James McBeth was master mechanic. Edward Walsh was round-

Grant Hall Happy To Work and To Retire From Big Four

THERE WAS A TIME when the Cairo Division of the Big Four Railway was running two months behind with pay checks, when working conditions were poor and the tracks had no substantial ballast, making it very difficult for the rolling stock to get over the road. It was about that time that Grant Hall went to work on the Cairo Division, of what was then the Wabash, St. Louis & Pacific Railroad, as an engineman.

The Wabash, St. Louis & Pacific operated this line until it was taken over by the Big Four, but not until the Cairo, Vincennes & Chicago Line had taken control for three years, improved working conditions and paid off each employe every month instead of every two months.

Since the time Mr. Hall began work for what is now the Big Four he has seen many wonderful improvements, not only to the railroad but to the surrounding country as well. The forests that once skirted the right of way have been replaced by farms, apple and peach orchards; coal and oil fields have been developed because of the facilities offered by the Big Four.

There have been two especially happy days in Mr. Hall's life. One was when he began work for the Big Four, the other was when it was announced that he was retired, on November 1, 1928, with a substantial pension because of disability.

Self-Made Men Bring Success to M. C., Thinks F. J. Belknap

THE REASON for the great success of the Michigan Central Railroad and the New York Central Lines is that the responsibility of operating the lines has been placed in the hands of self-made men, thinks Frank J. Belknap, retired from the Michigan Central as a machinist on February 1.

Each of the officials, he thinks, puts forth the greatest effort to build the best and most courteous railroad system in the world.

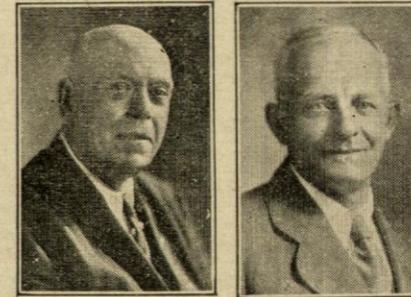
Mr. Belknap started out as an office boy in the office of C. E. Smart, the third master mechanic on the Michigan Central and the first general master mechanic, in 1890. Later he became a machinist and served in that capacity until his retirement.

Brakeman A. B. Carley Retires

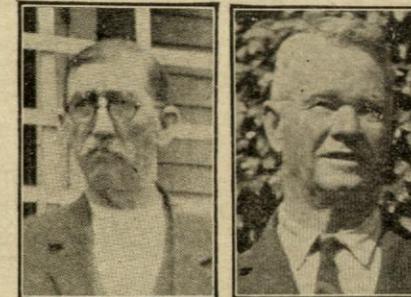
A. B. CARLEY, Brakeman on the Hudson Division of the New York Central, was retired from active service on July 31 because of the age limit. Mr. Carley first entered New York Central employ in 1895, only to resign a few months later. He re-entered service in 1897, and has worked for the road continuously since that time.

During his thirty-four years of service with the New York Central, Mr. Carley never had a black mark entered against his name.

Long in Service



S. R. Purdy Grant Hall



Frank Zeiger T. H. Bostwick



F. J. Belknap A. B. Carley

house foreman in 1889, the year Mr. Bostwick entered New York Central service as a coal shoveler.

He worked in the roundhouse as machinist and boilermaker's helper and in case there was a shortage of firemen, he filled in. He was made a permanent fireman in 1890 and an engineman in 1893, the position from which he was retired on May 1.

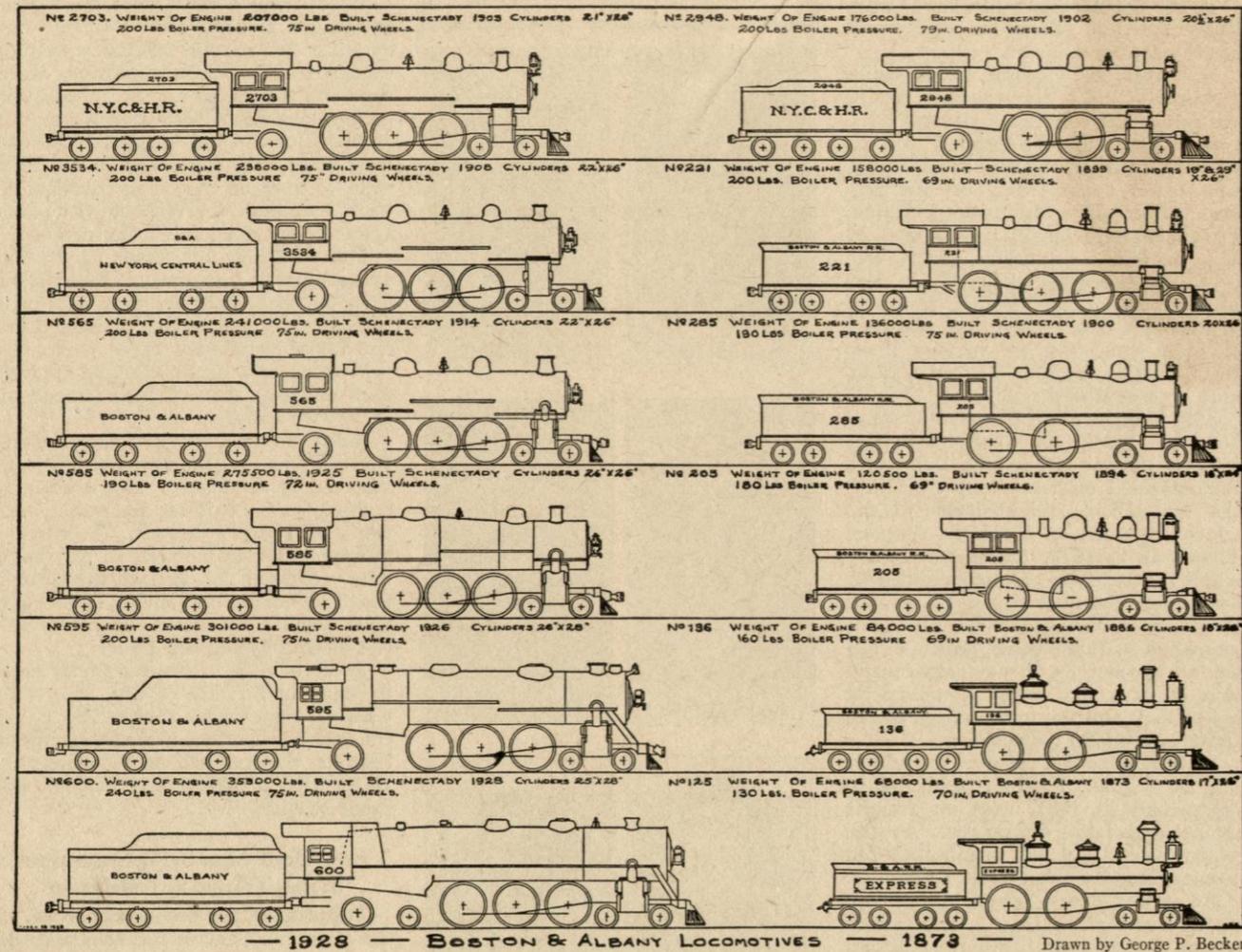
Mr. Bostwick worked the last five years in the Lyons yard, and was retired because of poor sight and ill health.

Frank Zeiger Retired as Clerk

THOUGH Frank Zeiger began his railroad career as a laborer at Suspension Bridge, N. Y., in 1886, he soon won promotion by his diligent efforts. Two years after he entered service he was made a clerk, and it was in that capacity that he was retired last April 1.

All of Mr. Zeiger's forty-three years of service have been with the Buffalo Division at Suspension Bridge.

Development of B. & A. Locomotives Shown in Pictures



1928 BOSTON & ALBANY LOCOMOTIVES 1873 Drawn by George P. Becker

Emergency Stops of Early Days

By W. G. Stone, An Old Motive Power Man of Utica

IN THE old days of hand brakes and link and pin couplers, there were two opinions as to the proper way to make an emergency stop.

In case of sudden danger, the old time engineer (not engineman), blew his whistle for brakes, which the brakeman responded to, if not too deeply engaged in flirting with some engaging maiden back in the coaches, and then did one of two things—either “pulled her over and plugged her,” which meant that he put his reverse lever in the mid position, holding the driving wheels motionless, opened the sand pipes and awaited results, or he reversed his engine, causing the driving wheels to revolve in the reverse direction, opened the sand pipes and trusted to luck.

The better of these two methods was always a subject of debate. Then there was a corresponding diversity of opinion as to just what the engineers should do after performing the above mentioned acts.

One school believed that the engineer

should stick to his post, like the captain of a ship and take what came. The other believed that after the engineer had done all he could for the safety of his train and passengers, the first law of nature, self-preservation, should be considered and he should, if possible, jump to possible safety. On the theory that “a live coward has it all over a dead hero,” the last mentioned theory was usually adopted.

With the advent of air brakes and a better understanding of the laws of dynamics, it was discovered that sliding wheels did not retard a train to the same extent as when the wheels were still allowed to revolve under a brake pressure just short of the sliding point, and consequently air pressures are adjusted to meet this new condition. With air brakes operating on both engine and train, it is surprising how soon a long, heavy train can be stopped. On a dry, smooth track it is doubtful whether the use of sand assists the action of the brakes, though on a wet, slippery rail it undoubtedly does some

good, although an engineer, almost instinctively, will open his sand pipes when making an emergency stop.

When it comes to making a safety jump, the modern engineman finds it quite different to jump from a cab into which he must climb with a step ladder and to leap from the old-time engine, the cab deck of which was but one step from grade. The parabolic curve described by the jumping engineer differs materially in each case. But, like the Irishman's fall from a ladder, it's not the falling but the landing that hurts, and probably more men have been injured from jumping, than from sticking to their engine. “You pays your money and you takes your choice.”

With the improvements in signaling and safety devices now in use and under consideration, it is not impossible to believe that some time in the future, engines will be operated by mechanical and electrical Robots, manipulated and controlled by a set of push buttons in a central dispatcher's office.

Coal conservation is the cue to economy, and points out the path to progress and profit.

SOME RECENT GOOD FUEL PERFORMANCES ON THE NEW YORK CENTRAL

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.	Gauge cocks tried	Grates shaken	Pops open	Lubrication attention	Observed by road foreman or traveling fireman
HUDSON DIVISION															
July 5	57	3368	Stevens	Cary	Harmon	Albany	9	—	5.8	—	10	0	0	Proper	Otty
5	18	3436	Morrill	Welch	Albany	Harmon	10	—	5.4	—	12	0	1	Proper	Otty
30	1	3429	Schneider	Lindgren	Harmon	Poughkeepsie	8	—	5.8	—	10	0	0	Proper	Otty
30	12	3284	Adams	Morris	Albany	Poughkeepsie	9	—	6.1	—	9	0	0	Proper	Otty
HARLEM DIVISION															
June 29	5	3063	Mead	O'Connor	White Plains	Chatham	9	—	7.8	—	5	0	2	Proper	Knapp
July 6	5	3461	Reilly	Cown	White Plains	Brewster	7	—	11.2	—	3	0	1	Proper	Knapp
RIVER DIVISION															
July 1	WY-1	3698	Brooks	Greenleaf	Kingston	Selkirk	—	1400	—	44.3	4	1	0	Good	Klothe
5	WY-7	3722	Sweet	Newcomb	Kingston	Selkirk	—	2300	—	38.3	3	0	0	Good	Klothe
9	CW-10	3613	Minehan	Fleming	Selkirk	Kingston	—	2450	—	27.2	5	0	0	Good	Klothe
9	WY-1	3923	Kinary	Wolfshandel	Kingston	Selkirk	—	1845	—	34.4	5	0	1	Good	Klothe
13	69	3099	Hyatt	Rowe	Weehawke	Haverstraw	8	—	8.0	—	5	0	0	Good	Wessell
13	66	3034	Savage	Costakis	Haverstraw	Weehawken	10	—	6.6	—	5	0	0	Good	Wessell
16	64	3189	Boyed	Vatcky	Haverstraw	Weehawken	8	—	7.0	—	4	0	1	Good	Wessell
20	40	3015	Hazard	Windstanhy	Haverstraw	Weehawken	6	—	9.4	—	5	0	0	Good	Wessell
21	49	3002	Loss	Snyder	Weehawken	Haverstraw	6	—	11.1	—	4	0	0	Good	Wessell
28	WB-1	3650	Young	Krueger	Kingston	Selkirk	—	1850	—	34.9	4	0	1	Good	Klothe
SYRACUSE DIVISION															
July 8	56	3357	Murriott	Parfit	Rochester	Syracuse	11	—	5.1	—	9	1	0	Good	Forsyth
ONTARIO DIVISION															
July 16	7	3479	Teelin	Weynett	Richland	Watertown	8	—	7.9	—	4	0	0	Good	Sandle
PENNSYLVANIA DIVISION															
July 3	CD-20	2770	Kinsella	Tetor	Corning	Geneva	—	5358	—	26.4	11	0	0	Good	Ernst
5	BH-2	2778	Hoffman	Wilcox	Geneva	Corning	—	2080	—	17.0	17	0	1	Good	Ernst
5	82	1339	Daley	Shobert	Corning	Daley	—	2775	—	86.9	10	1	0	Good	Larder
6	2	812	Everts	Goldenshoe	Corning	Geneva	3	—	11.7	—	14	0	1	Good	Ernst
7	SP-8	5171	Trump	Goldenshoe	Corning	Geneva	—	3367	—	35.6	9	0	0	Good	Bruner
7	LS-7	5129	Shangraw	Dwyer	Avis	Keating	—	1762	—	90.9	7	0	0	Good	Bruner
7	CD-4	2760	Foster	Washburn	Corning	Geneva	—	4000	—	33.3	12	0	0	Good	Ernst
8	1	874	Maxner	Adriance	Geneva	Corning	4	—	8.9	—	8	0	1	Good	Ernst
10	Ex	5139	Harvey	Pelka	Clearfield	Keating	—	6840	—	27.0	8	0	0	Good	Ferguson
20	Ex	2857	Albert	Moe	Corning	Dresden	—	6000	—	39.6	5	0	0	Good	Larder
30	Ex	5169	Shangraw	Foustmaker	Avis	Keating	—	2005	—	70.0	7	0	0	Good	Bruner
30	Ex	5127	Trump	Spotts	Keating	Avis	—	3730	—	32.1	8	0	1	Good	Bruner
30	Ex	5149	Wallace	Goodman	Clearfield	Keating	—	6580	—	22.5	8	0	1	Good	Ferguson
OHIO CENTRAL LINES															
July 2	Ex	9737	Brown	Ohlinger	Dickinson	Hobson	—	5576	—	38.8	6	0	2	Good	Smith
3	4	4733	Crane	Beckwith	Kenton	Columbus	4	—	16.4	—	3	0	0	Good	Jones
5	99	9735	Allensworth	McKinney	Dickinson	Hobson	—	5765	—	33.8	8	0	0	Good	Smith
10	83	3601	McCoy	Bennett	Hobson	Corning	—	4027	—	40.7	5	1	0	Good	Powers
10	3	3017	Brown	Roush	Charleston	Hobson	3	—	15.6	—	4	0	1	Good	Smith
11	4	4718	Crane	Beckwith	Kenton	Columbus	4	—	13.7	—	4	0	0	Good	Jones
23	2	4715	Morgan	Murray	Columbus	Bremen	4	—	17.0	—	4	0	0	Good	Jones

HOW FUEL WAS USED IN YARD WORK ON OHIO CENTRAL

Date	Service	Eng. No.	Engineman	Fireman	Conductor	Number of scoops used	Hours on duty	Number of cars handled	Pounds per scoop	Pounds of coal per car handled
OHIO DIVISION										
WEST COLUMBUS										
29	Yard	4108	R. T. Williams	G. W. Kuhn	Calvin Logsdon	142	8	214	14	9.3
26	Yard	9656	C. C. Black	W. L. Calhoun	R. E. Lisk	230	8	250	14	12.9
29	Yard	9519	Thomas Roelle	William Brewer	F. Grubb	136	9 1/2	137	14	14.9
27	Yard	9659	J. L. Willis	O. Ling	J. H. Richardson	185	8	152	14	17. Note (a)
28	Puller	3948	W. R. Beadle	W. A. Bowen	E. Sulzberger	264	10	174	14	21.2
29	Yard	4108	R. M. Lilley	B. M. Billingsley	M. Woods	323	8	210	14	21.5 Note (b)
26	Yard	9656	Charles Caley	C. H. Keller	B. A. Turner	300	8	187	14	22.5 Note (c)
Note: (a) 60 scoops used in Transfer work. (b) 165 scoops used in other service. (c) Includes two trips to Transfer tracks.										
CORNING YARD										
26	Yard	9715	H. Schottelkorb	Fred Wagner	Jos. Wright	250	8	364	14	9.6
26	Yard	9705	A. W. Price	H. Winneberg	J. Mindigo	186	8	165	14	15.7
26	Yard	9705	D. Brandt	John Amberge	Jan. Stewart	230	8	266	14	12.1
BUCYRUS YARD										
13	Yard	9540	J. B. Rathburn	M. G. Barber	W. T. Zeigler	320	8	337	14	13.3
STANLEY YARDS										
27	4:15 P.M.	3944	H. Morgan	H. E. Dew	H. C. Devine	275	8 Hrs. & 55 Min.	135	14	28.9
27	House Job	9546	D. Critchet	G. Camp	C. B. Anderson	325	9 1/4	153	14	29.7
5	1:45 P.M.	3978	J. A. Wharton	H. E. Young	R. R. Haloran	339	8	72	14	65.9
SOUTHERN DIVISION										
June 29	Hobson, Ohio	9549	M. L. Howell	W. M. Stewart	J. H. Clifford	Yard	8:00	171	430	5.6
June 29	Hobson, Ohio	9548	A. Hartley	O. T. Ohlinger	O. H. Frecker	Yard	8:00	254	428	8.3
June 29	Hobson, Ohio	9549	J. L. Lambert	H. G. Mace	A. C. Swisher	Yard	8:00	295	480	8.6
June 27	Charleston, W. Va.	9531	G. L. Davis	A. Smith	G. W. Pierce	Yard	8:00	155	200	10.8
June 28	Charleston, W. Va.	9529	G. H. Childers	J. H. Skiles	R. E. Inge	Yard	8:30	156	230	9.5
June 28	Charleston, W. Va.	9524	J. H. French	A. J. Conde	E. D. Hudson	Yard	9:20	153	198	10.8
June 26	Charleston, W. Va.	9529	M. F. Leonard	O. J. Pittman	J. C. Keatley	Yard	8:35	170	245	9.7
June 27	Charleston, W. Va.	9530	T. G. Malone	J. F. Casebolt	A. L. Arbogast	Yard	9:30	160	379	5.9
June 27	Charleston, W. Va.	9531	J. C. Fauber	O. E. Bailey	M. M. Kersey	Yard	8:15	150	203	10.4
June 27	Charleston, W. Va.	4487	C. Ohlinger	C. B. Strow	Walter Mays	Yard	8:00	140	285	6.9
June 26	Dickinson, W. Va.	9702	J. Killcollins	Ira Stone	F. Underwood	Yard	8:00	185	267	9.7
June 26	Dickinson, W. Va.	9702	D. A. King	B. F. Reber	J. H. Atkins	Yard	9:05	200	346	8.2

NOTE—Averaging fourteen pounds per scoop for each test made.

Economy Shown in Line East Use of Fuel During May

Division	Year	PASSENGER			FREIGHT			SWITCH			Ranking points	Total standing
		Pounds per car mile	Per cent increase or decrease	Rank	Pounds per locomotive gross ton mile	Per cent increase or decrease	Rank	Pounds per locomotive mile	Per cent increase or decrease	Rank		
Putnam (Honor Div)	'28	46.6										
Harlem	'28	16.7	8-D	2.4	3	569.1	32-D	348	1	121.0	6	1
River	'28	17.1	4-D	6.7	8	200.1	7-D	951	2	83.3	12	2
Buffalo	'28	15.9	7-D	6.7	4	104.3	6-D	1549	3	77.5	6	13
St. Lawrence	'28	24.5	16-D	3.7	2	313.5	5-D	1219	4	85.9	9	15
Adirondack	'28	20.7	19-D	5.1	1	168.9	2-I	1235	7	86.1	12	20
Mohawk	'28	19.5	5-D	5.0	5	210.3	7-I	778	11	89.5	10	5
Hudson	'28	15.9	2-D	11.0	9	98.6	7-I	2407	10	90.8	13	4
Pennsylvania	'28	22.3	5-D	12.1	6	108.1	15-I	1868	12	70.4	7	25
Syracuse	'28	21.2	4-D	2.7	7	115.5	3-D	1941	5	115.3	3-I	13
Ontario	'28	8.4	2-D	10.5	10	95.5	1-D	2635	6	103.7	3-D	10
Rochester	'28	8.2	5-I	4.9	12	151.7	7-I	1392	9	80.1	6-D	8
Ottawa	'28	14.1	1-I	4.8	11	112.1	5-I	1871	8	78.5	2-D	11
Harlem Elect.	'28	18.2	22-I	4.0	13	287.6	22-I	634	13			39
Hudson Elect.	'28	14.8								67.6		
Fall	'28	24.7								48.3	29-D	3
Brook	'28	24.1	2-D	2.9		115.6	3-D	1989		124.6		
Beech	'28	35.1								79.9	36-D	1
Creek	'28	33.3	5-D	1.8		115.3	3-D	1879		104.4		
Total	'28	10.3								109.6		
Dist. No. 1	'28	9.9	4-D	9.9		106.9	4-I	1914		122.8	1-I	
Total	'28	11.8								181.6		
Dist. No. 2	'28	11.1	6-D	8.0		113.6	1-D	2061		93.3		
Total	'28	10.8								82.4	12-D	
Line East	'29	10.3	5-D	9.2		110.8	1-I	1997		94.6	3-D	

	TOTAL CONSUMPTION		SAVING OR LOSS COMPARISON			
	Tons	Cost	Tons	Value	Percent	
Passenger	\$87,543	\$311,040	Saving	\$4,267	\$15,161	4.65
Freight	152,647	542,355	Loss	1,377	4,892	0.91
Switch	51,425	182,713	Saving*	2,754	9,785	5.08
Total	\$291,615	\$1,036,108	Saving	\$5,644	\$20,054	1.90

Cost per ton (including company haul)—\$3.553
*Figured on basis of pounds per 1,000 G.T.M.: 1928—39.3; 1929—37.3.

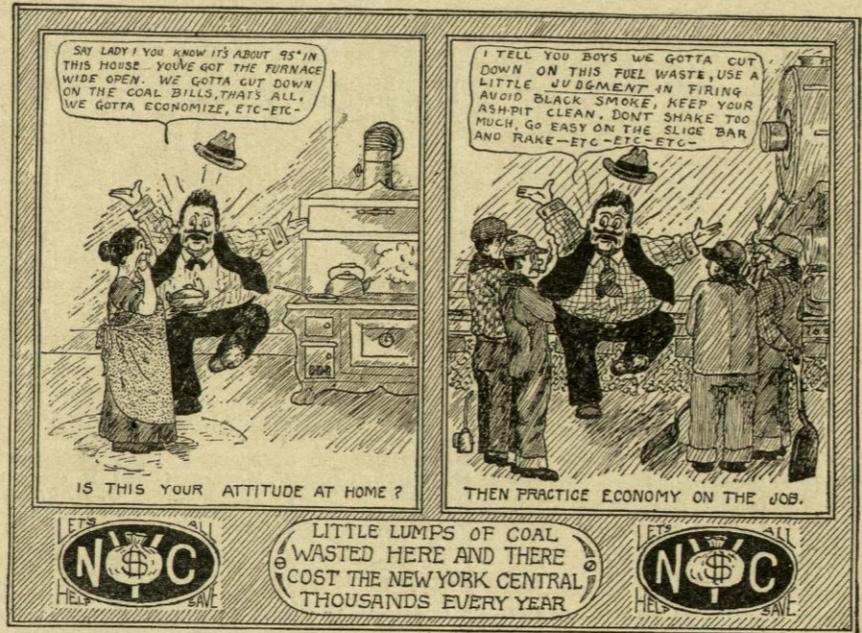
Elected on Fuel Board

MALCOLM MACFARLANE was elected a member of the executive committee of the International Railway Fuel Association at the twenty-first annual meeting held at the Hotel Sherman, Chicago. Mr. Macfarlane is General Fuel Inspector of the New York Central Lines and last year with our corps of thirteen Fuel Inspectors, located in various coal fields from which the Lines' fuel supply is drawn, supervised the preparation of 12,400,000 tons of bituminous coal.

New Bridge Inspector Named

ISAIAH VOSBURGH has been appointed General Bridge Inspector of the New York Central, Buffalo and East, with headquarters in New York City effective August 1. Mr. Vosburgh was formerly Assistant Supervisor of Bridges and Buildings on the Mohawk Division.

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



By P. J. Vandebout, Assistant Pumper, East Palmyra, N. Y.

Americanization Classes Open Sixth Year on B. & A.

Beginning this month the sixth year of Americanization classes at the West Springfield, Mass., shops of the Boston & Albany Railroad, the Russell American Railway Employed Boys' Club will continue with the same policies that were followed in previous years. For the last five years these classes have met from September until May, four days a week during the noon hour for thirty-minute periods.

The Boston & Albany furnishes the meeting place for the classes, and the Commonwealth of Massachusetts and the Town of West Springfield meet all expenses. The teachers, all of whom are graduates of the Special Americanization Teachers Training School, are furnished by the West Springfield School Department and are under the direct supervision of Miss Sadie Whitney, Supervisor of Americanization.

Members of the Boys' Club, with the assistance of B. & A. foremen, secure as far as possible the enrollment of foreign born employes for the classes. The students are then taught reading and writing in English, the customs of the country, American history and allied subjects.

During the 1928-29 session the student enrollment was sixty. Of this number fifty-seven men completed the required work, and fifty received certificates. Twenty-seven men took out their first citizenship papers during that period and ten their second papers.

Many of the employes continue in the work of the school after they have become citizens. One of them, Eli Greller, has attended the classes from their beginning, and now acts as official interpreter, as he speaks seven or eight languages. He was made a citizen two years ago.



"Paddy" Dowling on Duty 25 Years At Syracuse Station

ON DUTY at the New York Central Station at Syracuse, N. Y., for so many years that he feels he is an employe of the railroad, Patrick Dowling, one of the most widely known Syracuse policemen, recently marked his thirtieth anniversary as a patrolman. Of those thirty years, twenty-five have been put in at the New York Central Station. The Syracuse Herald says of him:

"Few patrolmen are better known than Patrick Dowling. "He is one of the oldest men in the Police Department, not only in age but in years of service. He passed his 60th birthday a short time ago and last January marked his 30th anniversary as a patrolman.

"Thousands know 'Paddy.' They know him as a policeman. They know him as a friend. And they know him most of all because he has been on duty at the New York Central station here for the last twenty-five years. "He has met them all—Presidents, Governors and dignitaries of the United States and Europe and countless others. Probably one of Paddy's best friends is former Gov. Alfred E. Smith.

"Every time Governor Smith visited Syracuse Paddy was at the station, ready to assist him from the train to a waiting automobile, and through his association over a period of years a warm friendship grew between them.

"But the patrolman at the depot has duties to perform other than meeting and assisting celebrities. He keeps the station clear of loiterers; keeps order among the taxicab drivers, and does all in his power to prevent persons being injured by in-coming and out-going trains.

"Paddy has been on duty at the New

York Central Station so long, that, he says, he feels as though he is an employe of the railroad.

"He can tell about the trains, their scheduled arrival, whether they're late and answer most any other question he may be asked.

"He has had many unusual experi-

Loss Revealed in Line West Fuel Records for May

Division	Year	PASSENGER			FREIGHT			SWITCH						
		Pounds per Car-mile	Per cent increase or decrease	Rank	Pounds per locomotive-mile	Per cent increase or decrease	Rank	Pounds per locomotive-mile	Per cent increase or decrease	Rank				
Erie	'28	10.1			9.26			101.8						
Cleveland	'28	9.3	7.9†		9.95	10.2†	2,514	50,950	3	92.4	5.7†	3	7	1
Franklin	'28	12.8			8.02	120.9	2,085	36,156	4	88.8	1.6†	5	12	2
Illinois	'28	12.1	5.5*		8.71	5.7†	2,118	36,862	4	88.8	1.6†	5	12	2
Western	'28	21.1			4.22	139.2	2,029	31,374	4	78.8				
Alliance	'28	22.0	4.3*		4.25	139.2	2,084	36,800	6	65.6	16.8†	1	13	3
Lansing	'28	20.7			3.45	154.4	1,653	24,196	6	160.3				
Michigan	'28	20.6	.5†		4.24	154.4	1,803	26,556	2	178.4	11.3*	6	13	3
Toledo	'28	13.5			7.71	105.4	2,241	43,394	7	142.1	28.7*	9	18	5
Cleve. Ter'l.	'28	13.0	5.8†		8.21	112.9	2,578	43,464	7	142.1	28.7*	9	18	5
Third Dist.	'28	23.6			2.00	272.5	1,011	11,952	1	155.9				
Fourth Dist.	'28	26.2	11.0*		1.65	217.1	1,170	14,710	1	226.2	47.0*	10	19	6
Total	'28	24.4			3.42	260.3	731	6,845	123.3					
	'29	24.0	1.6†		3.41	279.6	651	6,114	8	140.6	14.0*	7	19	6
	'28	19.4			4.46	173.1	1,087	10,890	155.8					
	'29	21.4	10.3*		4.64	188.4	1,087	10,890	9	149.2	4.2†	4	20	8
	'28	9.5			9.54	96.4	2,383	45,040	116.0					
	'29	10.6	11.6*		10.31	9	2,358	45,399	5	135.2	16.6*	8	22	9
	'28									149.5				
	'29									130.2	12.9†	2	2	
	'28	11.3			8.52	116.2	2,240		88.5					
	'29	10.6	6.2†		9.17	109.8	2,256		80.5	9.0†				
	'28	12.8			7.39	123.6	1,874		117.5					
	'29	12.8			8.18	121.0	1,932		141.2	20.2*				
	'28	11.9			8.02	119.0	2,082	34,161	123.1					
	'29	11.3	3.4†		8.75	114.0	2,122	35,762	124.6	1.2*				

	CONSUMPTION		Loss of Saving Compared with May, 1928			
	Tons	Cost	Tons	Cost	Per cent	
Passenger	51,424	\$182,226	Saving	1,796	\$ 6,356	3.4
Freight	109,098	385,973	Saving	4,784	16,931	4.2
Switch	35,996	127,587	*Loss	478	1,692	1.3
Total	196,518	\$695,786	Saving	6,102	\$21,595	3.0

* Increase. † Decrease.
† Figures on basis of pounds per 1,000 G.T.M.—May, 1928, 37.1; 1929, 37.6.

Good Fuel Performance Run Made On Big Four

ON JULY 5, William Brenner, Supervisor of Fuel on the New York Central Railroad, in company with Traveling Fireman L. M. Underwood of the Big Four rode locomotive 6101 over the Michigan Division of the Big Four from Anderson to Jeffersonville, Ind., a distance of 137 miles.

The train left Anderson at 7:10 P. M. with 52 cars, 1,550 tons, and consumed three and one-half tons of coal to Greensburg, a distance of 58 miles, which produced 77.7 pounds per 1,000 gross-ton-miles.

It left Greensburg with 47 cars, 1,452 tons, and consumed three and one-half tons of coal from Greensburg to Jeffersonville, a distance of 79 miles, producing 60.8 pounds per 1,000 gross-ton-miles, or an average over the division of 68.3 pounds per 1,000 G. T. M. The train arrived at Jeffersonville at 2:30 A. M. The total time on duty was seven hours and thirty minutes.

Grates were not shaken or rake used during the trip over the division, and on arrival at the cinder pit, the firebox contained about eight inches of fire and ash.

Mohawk Division Crews Commended For Good Fuel Runs

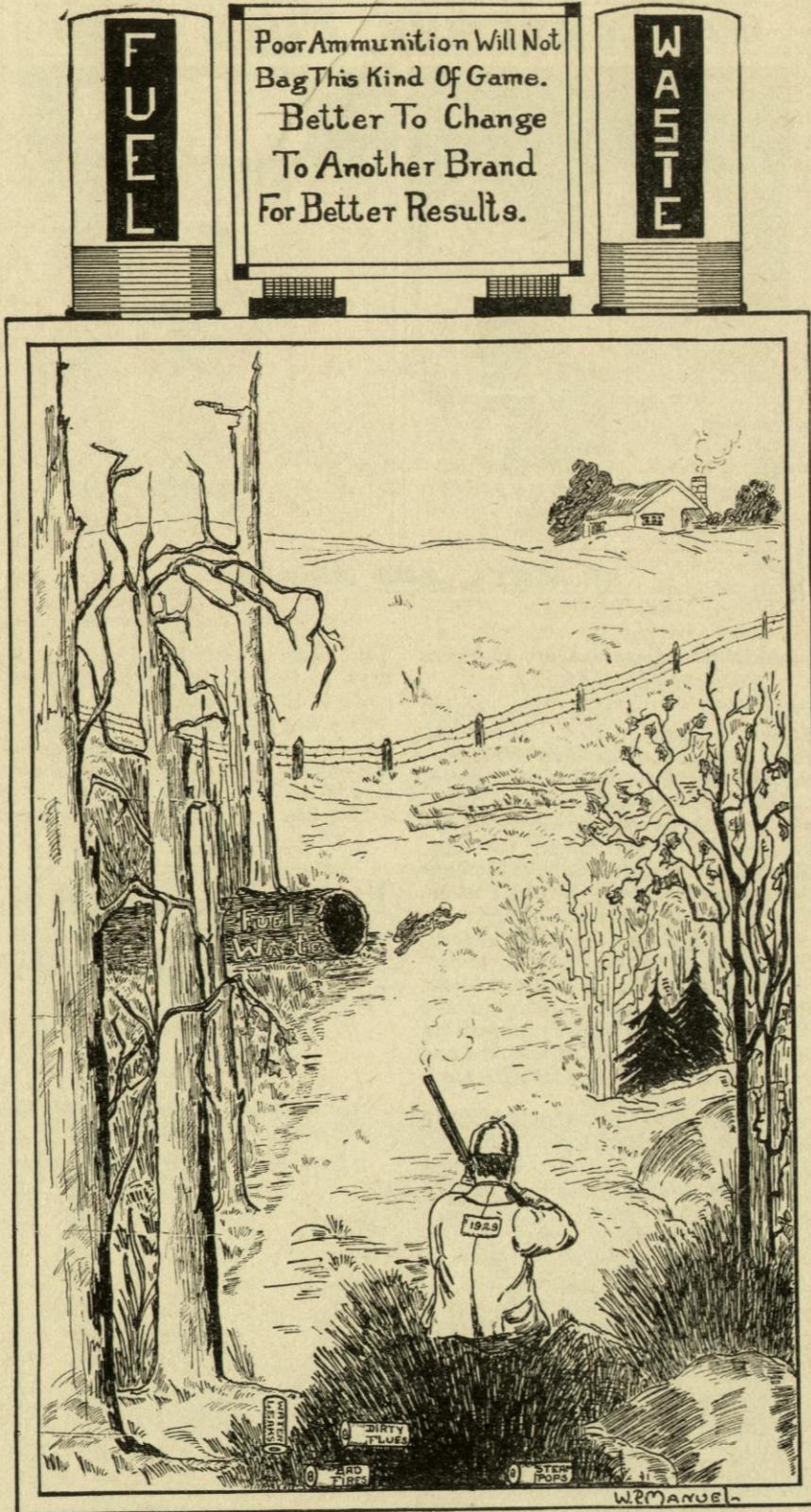
ENGINEMAN P. C. Helmer and Fireman W. T. Burgess have been commended for the satisfactory performance made on locomotive 2857, train BA-6, July 9.

The train consisted of 91 cars, 4,100 tons. It left Minoa at 5:50 P. M., arrived at Selkirk at 10:15 A. M., was delayed twenty minutes taking water at St. Johnsville, covering the division in actual running time of four hours and five minutes. Maximum pressure was maintained at all times with no pop openings, which shows results of co-operation with engineman and proper equipment.

Engineman J. Murray and Fireman I. J. Hinman have also been commended for the very satisfactory performance made with locomotive 2788 July 22, carrying 125 cars of coal, 9,065 tons. Leaving DeWitt at 5:34 A. M. they arrived at Selkirk Yard at 12:10 P. M., making but one stop on the division, which was at St. Johnsville where fifty minutes were spent, thirty minutes being consumed leaving a car with a hot journal.

E. F. Minch Proves He Can Save Coal

WHILE E. F. Minch was a member of the New York Central Fuel Committee he did everything in his power to conserve fuel for the Railroad. Some time ago he severed his connection with the Fuel Committee but he has remained an enthusiastic "conservatist." To prove that he was still actively



interested in conservation, though no longer a committee member, Engineman Minch took engine 3469, train 2nd-180, with twenty-three cars, and coaled at Syracuse. He then proceeded to Thirty-third Street, and from there, with the same engine on 131, twenty-three cars went to Rensselaer without

coaling. On arrival at Rensselaer there was still about 200 pounds of coal in the tank, and as the tank was a small one, his feat was all the more commendable. The fireman was F. Petropolo.

Engineman Minch was commended by Superintendent C. H. Wilson for his creditable performance.

Accidental Deaths on Increase

During 1928 employes of the New York Central Lines showed effectively the results of their interest in Safety. But in the first five months of 1929 the number of deaths from accidents increased at an alarming rate.

The report issued by Charles E. Hill, General Safety Agent, to the Interstate Commerce Commission in June, detailing these deaths, is reprinted here.

There were 61 employes killed on duty during the first five months of 1929 as compared with 38 during the same period of 1928. The 1929 deaths are segregated to the different roads as follows:

Line East	19	Pennsylvania & Lake Erie	5
Line West	15	Indiana Harbor Belt	3
Big Four	7	Peoria & Eastern	1
Michigan Central	10	Louisville & Jeffersonville Bridge	1
Total			61

Below is a segregation of the deaths for the first five months of 1929, to class of service and causes.

Class of Service		Causes	
Yard Brakemen	13	Struck by engines or cars	36
Section Laborers	7	Caught between cars	4
Brakemen	7	Fell from car	4
Car Repairers	3	Locomotive boiler explosion	2
Conductors	3	Collisions	2
Enginemen	2	Cars cornered	1
Firemen	2	Foot caught in frog	1
Switchtenders	2	Crushed between car and barge	1
Station Agents	1	Struck by tie plate	1
Engine House Laborers	2		
Section Foremen	2	Drowned	1
Carpenter Foremen	1	Electric shock	2
Ash Pit Men	1	Crushed between car and platform	1
Line Foremen	1	Struck head against car	1
Crossing Watchmen	1	Sudden stop	1
Train Masters	1	Caught in cable	1
Asst. Roundhouse Foremen	1	Fell from scaffold	1
Asst. men	1	Fell from bridge	1
Lampman	1		
Signal Helper	1		
Coal Dock Laborer	1		
Signalmen	2		

Thirty-six accidental deaths among employes during the first five months of this year (more than one-half the entire number) were due to one cause—being struck by engines or cars. Strict observance of Safety Rules 4007 and 4008 would have prevented all of these deaths. Read them again and see that they are obeyed. Careful observance of these and other Safety Rules will save human life. Do your part. Supervisory Officers should familiarize themselves with this statement and communicate this information to all employes under their supervision.

Charles Ziegler, Painter Foreman, Retires at Utica

AFTER fifty years of steady and faithful service on the New York Central, Charles Ziegler of 623 Lenox Avenue, Utica, has been retired on the pension list.



Mr. Ziegler started working for the railroad as a water boy May 1, 1879, at seven and one-half cents per hour.

After many years of hard work, and being desirous of becoming a painter, Mr. Zeigler was given a job as a helper in a road gang under foreman William Johnston. He was promoted to painter foreman in the Bridge and Building Department June 1, 1917, and worked in that capacity up to the time of his retirement.

Mr. Ziegler received many beautiful gifts from his fellow workmen upon the expiration of his many years of service for the railroad company.

July Fuel Records Made on Big Four

Division	Year	Standing	Pounds per passenger-car-mile	Cars handled per locomotive-mile	Division	Year	Standing	Pounds per 1,000 gross-ton-miles	Gross ton per locomotive mile	Division	Year	Standing	Pounds per switch-engine hour	Pounds of coal per car handled
PASSENGER														
C. I.	'28	1	10.6	7.9	C. N.	2	106.0	1,951	L. & J. B.	3	726.8	44.9		
	'29	1	11.1	7.7		1	98.9	1,921		1	484.0	35.6		
St. Louis	'28	5	14.5	7.4	Cairo	4	110.6	2,113	E.I.&T.H.	2	695.7	—		
	'29	5	12.9	8.2		2	99.3	2,089		2	709.6	—		
C. S.	'28	2	11.2	7.4	Springfield	1	102.3	1,894	C. S.	1	647.1	61.4		
	'29	3	13.0	7.4		3	102.2	1,806		3	733.4	72.3		
Chicago	'28	3	13.1	7.2	C. I.	3	108.9	2,007	Chicago	6	802.5	37.3		
	'29	4	13.2	6.7		4	107.3	2,007		4	772.9	38.6		
Michigan	'28	7	16.3	3.8	C. S.	5	113.4	2,372	C. I.	8	885.0	57.8		
	'29	5	17.2	3.7		5	109.4	2,410		5	805.3	57.0		
Cairo	'28	4	13.8	4.5	St. Louis	8	128.3	2,095	St. Louis	7	870.3	45.2		
	'29	6	17.5	4.6		6	116.7	2,083		6	830.3	44.2		
Springfield	'28	6	15.8	4.4	Chicago	7	123.4	1,759	C. N.	4	749.7	28.1		
	'29	7	18.1	4.2		7	122.2	1,909		7	835.9	23.4		
P. & E.	'28	8	20.7	4.6	Michigan	6	123.1	1,431	C. Term.	5	794.6	86.5		
	'29	8	22.2	4.4		8	124.5	1,534		8	857.5	96.3		
	'28				E.I.&T.H.	10	158.4	1,393	Cairo	10	917.9	64.9		
	'29					9	133.7	1,537		9	886.3	61.3		
	'28				P. & E.	9	157.7	1,253	I. Term.	11	1,002.5	76.8		
	'29					10	147.3	1,274		10	935.9	73.0		
	'28								Michigan	9	898.7	72.7		
	'29									11	969.9	66.3		
	'28									12	1,091.3	—		
	'29									12	1,083.0	—		
Big Four	'28		12.2	7.3	Big Four		116.5	1,989	Big Four		847.8	63.5		
	'29		12.5	7.3			112.3	2,037			838.9	64.3		

The standing of Divisions on this report is based on Division having the lowest consumption per unit of work performed.

Herman Kurth, Retired, Expects Now To Grow Younger

THOUGH he was retired as a clerk at the Third Street Station of the Michigan Central Railroad in Detroit on May 31 after thirty-eight years of service, Herman J. Kurth believes that he will grow younger instead of older now that he has moved to his cottage on Lake Chemung.



Herman Kurth

He entered service as a trucker in 1891 and was soon made a packer. Then came his promotion to time clerk, the position which he faithfully filled until his retirement. He was well known and liked by everyone and as a tribute, one of the boys at the Third Street Station composed the following poem:

A little man with quiet ways,
Who for a life-time spent his days
Around the old M. C. R. R.,
A-keeping time in fashion par.
With just a nickel to his name,
Down to the railroad Herman came,
And sought a job that he might make
A living for his young wife's sake.
For forty years he's kept the time
For Warehouse men right to the dime,
And not a man had aught to say
When he lined up to get his pay.
Now Father Time who turns the page,
Says he is seventy years of age:
We all regret to see him go,
This man with friends and not a foe.

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

George H. Walker, New York, Retires At Seventy

UNEXPECTED to many of his friends, the retirement of George H. Walker, Assistant General Attorney in the office of Alexander S. Lyman, General Attorney, came on September 1. On August 27, he reached his three score and ten.



G. H. Walker

Mr. Walker was graduated from Wesleyan University, class of 1881. He read law in the office of Mullin and Griffin, the company's local counsel at Watertown. In 1884 he was admitted to the bar and for three years was deputy county clerk of Jefferson County.

On March 10, 1892, he became the junior member of the firm of Mullin, Griffin & Walker, and while there he was United States Commissioner for several years. In 1901 Mr. Walker was called to New York by the late Ira A. Place, then General Attorney, to assist in the Law Department on account of the illness of the late Assistant General Attorney Trowbridge. His work was of such high character that Mr. Place was loath to let him return to Watertown. As a result he remained in the capacity of Assistant General Attorney until his retirement.

Mr. Walker handled to a large extent the grade crossings elimination work and had charge of all the condemnation cases on the Harlem Division from New York to North White Plains and on the Hudson Division to Croton during the electrification. He tried the first special franchise cases for the railroad company in New York State in 1908 and since that time has had charge of that branch of litigation. He is considered an authority in special franchise tax law in New York State.

Mr. Walker is a bachelor. His hobby is ocean travel. He has made sixteen crossings to Europe and last May had booked his seventeenth passage, but a few days before his boat was to sail he was taken ill while visiting his home in Watertown and for several weeks was confined to Mercy Hospital. He made a remarkable recovery and at the present time is living with his sister at 368 Franklin Street, that city.

The accompanying picture of Mr. Walker was taken on shipboard during his latest trip.

Charles Betts Lauded At Dinner On His Retirement

AS GUEST OF HONOR at a dinner to commemorate his retirement from the New York Central on August 1 as Foreman of the Upholstery Shops at West

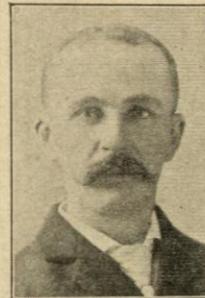
Albany, N. Y., Charles Betts heard himself repeatedly lauded by a score of speakers and applauded by more than one hundred of his fellow foreman at Jack's Restaurant on the evening of August 1.

John T. Grow, District Master Car Builder, was toastmaster and chairman of the entertainment committee. Among the speakers were A. E. Calkins, Superintendent of Rolling Stock; G. E. Calkins, retired Master Car Builder; James E. Roach, Foreman of the West Albany machine shop and Lieutenant Fortune Macri of the New York Central Police. The dinner was in charge of J. E. Roach, J. P. Keegan and H. W. Fox.

After the dinner there was musical and vaudeville entertainment. Mr. Betts was presented an upholstered chair and a smoking set by Mr. Roach on behalf of the retiring foreman's associates.

Retiring Road Foreman Praises M. C. Officials

LIKE MOST of the veterans of the Michigan Central Railroad, William M. Apted believes that the one thing worth talking of out of the past is the fine body of officials that have governed the Michigan Central since he began work with that road in 1879. He cannot remember having one of those officials reprimand him for an infraction of railroad rules in all those years—but that must have come because Mr. Apted was such a conscientious employe.



Wm. M. Apted

Shortly after he entered service as a fireman at Niles, Mich., he was made a switch engineman, and later road engineman. He was appointed road foreman of engines at Detroit in 1913 and remained in that capacity until June 1 when he was retired.

The most interesting year in his career was 1904, when he was at the St. Louis World's Fair with engine 585. However, the past sixteen years at Detroit have been more than ordinarily pleasant to Mr. Apted. He served fifty years in all.

Peter Chickton Retires At North Tonawanda

AFTER twenty years of service as a crossing watchman at North Tonawanda, N. Y., and four years of service as bridge tender at the same place, Peter Chickton was retired on pension from the New York Central on February 1.

Mr. Chickton entered the employ of the Buffalo Division in 1905 as a bridge tender and was made crossing watchman four years later. All of his service has been at North Tonawanda.

Makes Farewell Run on Century To Syracuse

WEBSTER W. HARRIS is glad he was brought up in the old days, when a railroader's job was much more difficult than today, for, he says, "The hard job was a good lesson. You couldn't get the young fellows of today to do the things we used to do. But we didn't know then how much easier the work was going to be made for us later."



W. W. Harris

When Mr. Harris left New York City for Syracuse on the second section of the Century on July 31, he said goodbye to his railroading career—a career that started just an even fifty years ago when he enlisted as a trainman for the New York Central at Little Falls. He worked then under Major Zenas Priest, and except for a short time as freight conductor, has been a trainman all these years. "I have a wonderful job, now," he said on his last day of service, "with two fine trains. I'll miss working for a while, but I still expect to see a lot of the boys around Syracuse, and I'm just going to enjoy life from now on. My wife likes to ride as well as I like to drive our car, and we plan to travel about quite a bit. Then we want to go to the coast in the fall."

Mr. Harris's "two fine trains" are No. 40 east and 25 west. He has been working out of Buffalo, with Syracuse, his home city, as the point of change, for the last fifteen or sixteen years.

Emmet E. Benton Cherishes Memories Of Railroad Life

NOW THAT HE has been retired because of a disability, Emmet E. Benton looks back on the long years of service he gave to the New York Central with great delight and joy. He says that he will always cherish the memory of the many associations he made while employed by the railroad.



E. E. Benton

Mr. Benton entered service in 1896 as a freight handler at Elkhart, Ind., and was made a clerk in 1898. He became a moulder's helper in 1905, and three years later a carpenter. In 1915, he was appointed pattern maker, and in 1921, storekeeper, the position from which he was retired on March 1, 1928.



New Lightning Arrester Incorporates Filter Circuit and Static Reducer

ALTHOUGH lightning arresters were known long before radio became the national pastime, they have been used for years with practically no changes or improvements in design. The early types of arresters were made to protect heavy electrical apparatus, power lines and telephone and telegraph equipment.

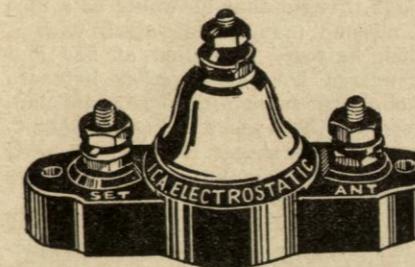
When radio receivers came into general use, existing lightning arresters were reduced in size and given a new job to perform. While it is true that these arresters did give a measure of protection, they were not designed for radio sets and hence it was impossible for them to perform efficiently.

Now, after almost ten years of radio, a lightning arrester specifically designed for radio sets makes its appearance. This arrester is the invention of Alexander G. Heller, Chief Engineer of the Insuline Corporation of America. The new device, which is known as the I.C.A. Electrostatic Arrester, possesses important and desirable features never before incorporated in lightning arresters.

First of all, it gives positive protection against lightning and static discharges. Secondly, it acts as a double fuse protection for the radio receiver. Third, it filters static, thus increasing the enjoyment of radio reception, even during periods of electrical disturbances.

The electrostatic arrester incorporates and combines several well-known and time-tried principles. It employs the usual high resistance leak from aerial to ground. This leak is of special material, offering high resistance to weak radio currents, but low resistance to powerful static or lightning discharges. Hence, the high potential currents due to lightning, pass easily to the ground, whereas the radio currents, being of low potential, pass into the set.

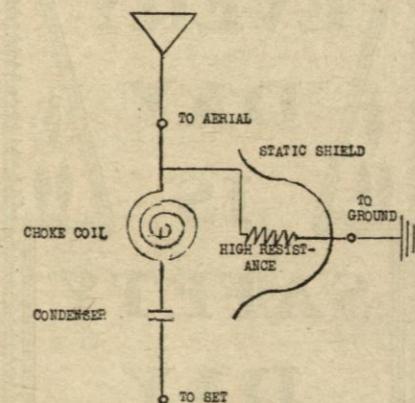
A static shield, which is a distinctive feature of this arrester, is placed over the ground terminal and is so shaped that it shields the set connection from the electrostatic field set up across the aerial and ground connections by the high frequency atmospheric electricity.



Employing several principles long used in earlier devices, the I. C. A. Electrostatic Lightning Arrester has been designed especially for radios.

Excessive static is thus by-passed to the ground and this prevents direct sparking between the aerial and set terminals. The shield also serves the purpose of adding a minute electrostatic capacity across the high resistance element of the arrester. This is very advantageous, since the static is thus noticeably reduced, resulting in more quiet operation of the receiver.

A choke coil and condenser are also incorporated in the arrester, being connected between the aerial and the set terminals. The constants of the coil and the condenser have such values that they permit the radio currents to pass into the set unobstructed, yet they offer a very high impedance to static



Placed on end, the above diagram shows in schematic form the construction of the new lightning arrester described here.

discharges of high frequency (low wave length), forcing them to take the path of least resistance to the ground. As a matter of fact, the inductance of the coil, in combination with the capacity of the condenser and the ohmic resistance of the high resistance element, forms the well-known filter circuit. This circuit is capable of filtering out certain troublesome frequencies of static electricity picked up by the aerial. Furthermore the additional loading effect makes the aerial system more efficient, thus resulting in increased sensitivity and volume.

The insulating property of the condenser protects the set from short-circuits due to accidental contact of the aerial with electric light or power lines. In the event that the condenser should fail, the choke coil in the arrester provides a secondary protection, since it is wound with fine wire, which will burn out before any harm can be done to the set. This arrester, therefore, affords double fuse protection.

It is easy to install and is rugged and weatherproof, having a highly glazed porcelain base fitted with two mounting screw holes. A \$100 free insurance bond is given with each arrester.

How Much House Current Does Your Radio Consume?

THE layman often questions the economy of radio receivers operated from the house current, when, according to George Lewis, Vice-President of the Arcturus Radio Tube Company of Newark, N. J., as a matter of fact, these receivers are necessarily the most economical type, because they have eliminated the charge-discharge inefficiencies of the battery sets.

"It is easy to check the current consumed by an all electric set and compare it with the current consumption of the average electric light lamps," says Mr. Lewis, "by noting how fast the metal disk revolves on the watt-hour meter.

"For instance, with all current in the house turned off, the disk should not move at all. If, with a 75-watt lamp turned on, the disk revolves five times

in one minute, and with only the radio set turned on, it revolves fifteen times in one minute, it is obvious that the radio consumes three times as much power as the 75-watt lamp, or 225 watts. Multiply this by the number of hours a month the set is in operation, divide by one thousand and multiply by the cost of electricity to you per kilowatt hour (refer to your bill) and you will know what it costs for current to operate your radio for one month. This will invariably be less than the cost of charging batteries and buying new B batteries."

Those Radio Programs

YOU WOULD be surprised to know how much better the morning programs are getting. There are quite a number of entertaining features now—the Good as Gold over WOR, the Evening Stars over WJZ and something similar over WEAJ on Wednesday, Charles Hamp in Thirty Minutes of Sunshine over WABC and WOR and a few more that escape this writer at the present time.

Retold Tales are now a Sunday feature over the NBC.

The Majestic Theatre of the Air on WABC every Sunday is good at times and then at other times it is vile. Wendall Hall, its master of ceremonies, has a habit of applying the honey too thick, and everyone knows that too much honey is sickening.

The Happiness Boys or the Interwoven Pair, as they are known now, are still hitting on all six. We recently had the pleasure, if it might be called that, of seeing these boys in a talking picture. The consensus of opinion in the theatre seemed to be that Jones and Hare should be heard and not seen. If some of you fans could only see your favorites in the flesh! Many think it is wonderful to be able to get into a studio while there is a big hour on the air, but it is not. You realize why when you really see the radio performers.

The Victor Company is sponsoring half-hour programs over NBC. Here is a good story about one of these programs. At present the artists appearing are members of popular jazz orchestras. It is expected of all performers on the air to show up thirty minutes before the time scheduled to appear. One of the leaders of these orchestras, who is very popular at the present time, did not make his appearance thirty minutes ahead of time, so they waited till ten minutes before he was supposed to broadcast, then frantically the publicity man phoned to him over in Brooklyn where he has been making personal appearances to find out what was the matter with him. There was something the matter with him, all right. He had forgotten about his appointment.

Visiting WOR During True Story Hour

I ARRIVED in the studio of WOR about three minutes before the True Story Hour went on the air. After we were all seated, a gentleman (whom we believed was the orchestra leader) informed the guests that their silence during the hour would be appreciated. However, the young woman next to me didn't take much stock in this speech.

At the stroke of nine the True Story opening melody was played by an orchestra of about twenty pieces. During this a gentleman stepped up and sang its chorus. The minute this singer came up to the microphone the young woman seated next to me bent over and whispered, "I am so disappointed! I always thought that he would be a nice handsome man, middle-aged, with a slick haircut." I smiled at her and wondered how many other listeners thought the same thing. To a radio man, however, there was nothing disappointing about the singer. He was heavy-set, of average looks, no slick haircut but a good radio voice.

When Ted Husing, the announcer of the hour, gave the customary introduction I was nudged by the young woman again and she made a face at me which did not denote pleasure. I looked at Husing and saw a young man, tall, collegiate, slick haircut, average looks—nothing to make faces about.

When "Mary and Bob" stepped before the "mike" the young woman smiled broadly and whispered to me, "Isn't she sweet?" I agreed with her. I expected to hear something about Bob, but no—she was still sizing him up.

To get back to the broadcasting, Mary and Bob were down in the wilds of "Virginny" and their car had just enticed a nail into one of the tires to flatten it, however only on the bottom. They had no spare so they looked for shelter or a gas station. They found the shelter and were cordially in-

vited in by an old southern colonel who asked them to stay until a tire was sent up from town. Entertainment was furnished, as there was a meeting going on. So after a song or two Mary and Bob induced their host to tell them a true story. (What else could he do? If he didn't the hour would be at a close.)

At this point the critical miss on my left said in a hushed tone, "Doesn't Bob ever smile?" I really didn't know so I shrugged my shoulders and replied, "Maybe it's the heat." She looked at me peculiarly—it was delightfully cool in the studio.

The orchestra now played a little piece and the announcer gave station announcements. Mary and Bob left the "mike" as the actors who unfolded the true story stepped forward. Mary went to the rear of the studio and started reading a paper, Bob left the studio for a while. They were through for the night. Once again I heard a feminine voice whispering in my ear: "And I thought Mary and Bob would be the hero and heroine of the story." I forced a smile in her direction.

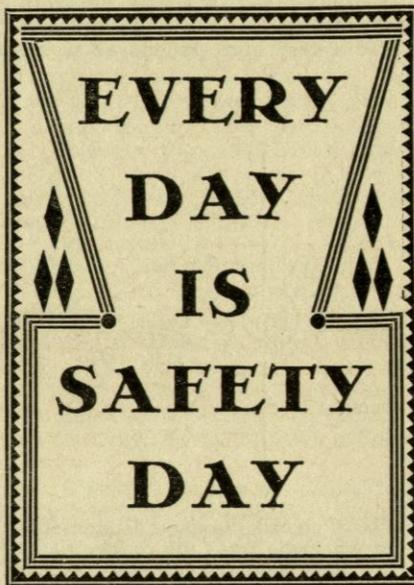
The tale was an interesting enough one about a cotton plantation—how the owner marries one of his cotton pickers against the will of the heroine's father, but everything turns out all right, even though the hero is arrested and thrown into jail.

I rushed out of the studio at the hour's close in order to avoid conversation with anyone but was nailed by the critical one while waiting for an elevator. The trend of her conversation was, "You know I am so disappointed! I thought that Mary and Bob enacted the story. I can't wait to get home to tell the folks. I didn't like the man who enacted the part of the hero at all; those pants of his were terrible. But you know it was interesting how they imitated a horse by taking two empty wooden cups and tapping on the floor, and wasn't that clever how they gave the illusion of water by moving beans around on a drum head? Why it was wonderful! The heroine was just too sweet for words, as was the heroine's mother. But her father, wasn't he a mean old guy? The hero in my estimation was a total loss.

"Another thing,—don't you think it strange that they read their lines from a sheet of paper instead of memorizing them? There is one thing I did enjoy, the reception room, it is so comfortable and—"

The elevator then came and saved me.

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.



Radio Magazine and Book Review

THE RADIO MANUAL—Sterling-Kruse; Publisher, D. Van Nostrand Company—\$6.

While the writer has only read the first chapter of this book he wants it known that the first chapter contains enough to reward any purchaser of this manual. The simplicity of its language makes this book very desirable for the amateur in radio. A complete review of this book will appear in our next issue.

RADIO NEWS MONTHLY MAGAZINE, twenty-five cents. August issue.

The August issue of Radio News contains some interesting articles. "What Power Should I Use?" is an analysis of the present available types of power tubes translated in terms of undistorted volume. Carl Dreher's story on talking pictures and J. Rider's Band Pass article should not be missed.

POPULAR SCIENCE MONTHLY MAGAZINE, twenty-five cents. August issue.

"Beware of Radio Bargains" and "Two New Tubes—What They Do" are two stories that will prove of unusual interest to radio fans. The first is an interview with a serviceman who tells of the tricks of unreliable radio dealers. The latter article gives all the dope on the new 224 and 245 tubes. "Short Wave Notes" are included in the radio section.

POPULAR MERCHANICS MONTHLY MAGAZINE, twenty-five cents. August issue.

"It's Easy to Make Your Own Stage Shields" is the name of an interesting descriptive story in this month's issue. For those who use shields in their sets this article will prove helpful. A short editorial on the construction of a 25-cycle supply charger is very good. Readers who are mechanically inclined should not miss this magazine.

A special subscription rate has been arranged for readers of the *New York Central Lines Magazine* by the publishers of *Radio News*. The regular price is \$2.50 yearly. The reduced rate for readers of this magazine is \$1.75. In mailing in a subscription this magazine must be mentioned.

RADIO BROADCAST, monthly, twenty-five cents. August issue.

This month's issue of Broadcast is excellent, especially the "Service Notes" and the Stromberg Carlson article. The monthly feature, "Strays from the Laboratory," is something that no radio fan can afford to miss.

POPULAR SCIENCE MONTHLY, September issue.

Some interesting information on page 73 on how to pep your battery set up is good reading, as well as the story on "How to Make Your Drill Behave." Other interesting bits will be found on Pages 32, 34 to 41, 25 and 17.

The Super-Tonatron

A NEW TYPE of Tonatron has been placed on the market by Electrad, Inc. Its many uses are shown in the accompanying diagrams.

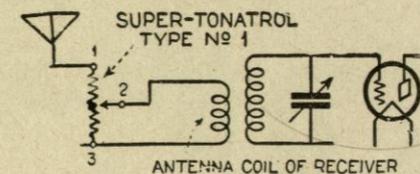


Figure I

Figure 1 shows the 25,000-ohm potentiometer type for control of antenna input volume.

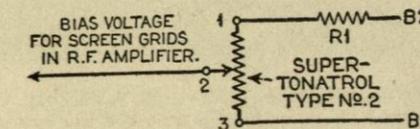


Figure II

Figure 2 is a 10,000-ohm potentiometer with a resistance curve especially adaptable for screen grid bias control for screen grid tubes in R.F. amplifiers.

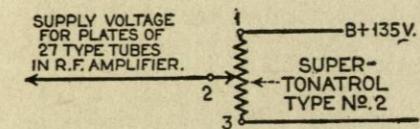


Figure III

Fig 3 shows a 10,000-ohm potentiometer used as plate voltage control.

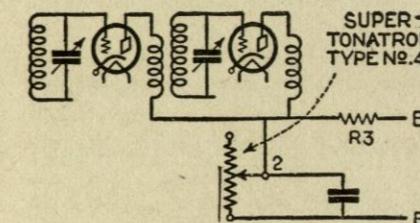


Figure IV

Figure 4 pictures 10,000-ohm rheostat especially adaptable for plate voltage shunt control.

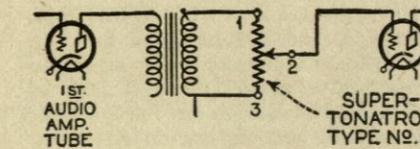


Figure V

Figure 5 is a 100,000-ohm potentiometer for controlling grid voltage from the secondary of audio frequency transformer.

Laboratory Notes

A few months ago we mentioned television. However, as the stations that broadcast the necessary signals were very weak, television was dropped. At this time we have received word that a powerful station is to be opened and by the time you are reading this it will be working full blast. So television articles will henceforth appear monthly.

The Temple Corporation submitted to the laboratory one of its new dynamic speakers. This speaker is encased in a walnut cabinet neat of design and rugged in construction. It is capable of handling the volume delivered by a 250 power tube without distorting and reproduces both high and low notes excellently. An unusual feature of this speaker is a hum eliminator that is adjustable and serves to make the reproduction absolutely void of hum. A switch that regulates tone will prove valuable to fans who like a somewhat different tone. This speaker lists at \$39.50.

To those readers who requested the Eliminator Manual published by Electrad, Inc., we are glad to write that they are now ready to be sent out. A liberal supply has been forwarded to us and any reader wanting one should write to this department.

The manufacturers of the HFL Nine have just turned out a new A.C. model that logged New Zealand. This is a superheterodyne that employs four of the new 224 shielded grid tubes as well as two 245 power tubes in push-pull amplification.

Some interesting literature on line regulation has been received from the Radiall Company, makers of Amperites. This device is to be tested in the labs presently and we hope to give out some good news.

From now on, all letters will be answered through the mails instead of through the medium of these columns. Some of the more interesting questions, however, will be published.

A taxi company installed radios in the cars for the amusement of patrons but the stunt was ruled out by the Police Commissioner. This is noteworthy, as recently a million dollar corporation was formed, featuring radio for automobiles. Numerous sets have been installed in cars and now the commissioner rules that the radio distracts the driver's attention and will serve to make the city noisier than it is. It makes no difference to the writer about this ruling as he has found out that traveling in the country on bumpy roads does not do the tubes, that is, the radio, not the inner tubes any good. But I think that something interesting is going to happen regarding this regulation.



SUPERVISORS OF THE DEPEW SHOPS AT THEIR ANNUAL OUTING ON JULY 14.

Forty-eight supervisors of the New York Central Shops at Depew attended the outing and spent the day throwing horseshoes and quoits, besides indulging in a fast game of baseball. Music and other activities kept the picnickers busy until dinner time.

Storage batteries do not hold their charge as well in the summer as they do in the winter. Why? It's the heat and nothing else. * * *

That the 224 will be the general purpose tube of the future, there is no doubt, but the sets the manufacturers have been turning out employing these tubes are now very nasal in tone. Adenoids or something like that is the trouble. Improvements are needed before they can be universally accepted. * * *

Some data on the National Screen Grid Tuner will be ready soon. * * *

If you build your own sets and plan to construct one using heater type tubes, do not fail to secure a heater transformer that delivers less than the necessary 2.5 volts. Either 2.3 or 2.4 volts will operate the 227 and 224 satisfactorily. * * *

A new Thordarson Compact, the 245, will be described in these columns soon. This is another one of those excellent power amplifiers and "B" supply jobs by Thordarson that are so easy to construct. * * *

The Table Type Clarostat as a volume control cannot be beaten if your speaker is separated from your set. This may be connected to your speaker and volume may be regulated at the speaker instead of at the set. * * *

Here is some good news. The National Company is forwarding to the laboratory the new Screen Grid Tuner designed by Glenn Browning (of Browning Drake fame) and James Millen (Chief Engineer of the National Company). There have been many

letters regarding this kit so the next issue will give full details as to the results obtained in the labs. * * *

The Van Horne Tube Company of Franklin, Ohio, is forwarding a shipment of tubes for test. This company makes its tubes by hand, an unusual procedure in this machine age. * * *

From the Polymet Manufacturing Corporation the labs have received some excellent condensers for power supply units. * * *

Do not fail to read the article in this issue on the Electrostatic Lightning Arrester. This is something new in the radio line. * * *

The *Laboratory Save-'Em Sheets* will be continued in next month's issue.

Practical Pointers on Handling Radio Tubes

EVERYONE who owns a radio set should know something about the proper handling of radio tubes, for the vacuum tube is the vital factor in every receiver. It is unnecessary to master the principle of operation of vacuum tubes in order to use them. One puts the tubes in their designated sockets and the set operates.

Nevertheless, according to David M. Kasson, General Manager of the Van Horne Tube Company, tubes are often subjected to abuse, through lack of practical knowledge on the part of users. Most set owners do not know that all the elements on the various types of vacuum tubes must be perfectly aligned and spaced with respect to each other, to secure proper operation. In constructing the tube, filaments and heaters must be held within exact

limits, to provide for correct voltage and current operating characteristics. For this reason, a vacuum tube should be handled with the same care as that given a fine watch and it should be protected against knocks, jars or undue vibration.

Many set owners do not realize that they can paralyze their tubes by applying more than the rated plate voltage. This is often done in trying out a new "B" eliminator. Of course, when overvoltage is applied to the tube filament, the tube burns out and must be replaced. The paralyzed tube stays lit, but spoils the operation of the receiver.

In replacing a burnt-out tube, in a set which has been in operation for some time, Mr. Kasson recommends that the entire set of tubes be changed instead of just the burnt-out tube, since new tubes do not operate efficiently with old ones. When trouble is experienced with the radio set, it is best to call in a service man, before making matters worse by inexperienced tinkering. Never use a screw driver within the set while the tubes are lit, as this is a prolific cause of short circuits.

War Orders

DURING THE LATE WAR, Lieutenant F—, in charge of operations of an American railroad yard somewhere in France, had occasion to investigate the wrecking of a car, which occurred during yard operations. Investigation developed that the accident occurred while making a flying switch.

The next morning the lieutenant placed the following on the bulletin board:

"All flying switches will be removed from the yard at once and placed in the scrap-heap back of the roundhouse."



Autumn Charm in Clothes and Complexion

By Carla Ryder
Style Consultant

SEPTEMBER is the turning point of the year—it should be the New Year, for it marks the change far more than does January.

With September we put away all summer joys and the relaxations that are so much a part of that season, and we draw a long breath before plunging into the winter's activities, business and social.

This is a good time to have the face lifted if it is to be done and the hair touched up or perhaps the tan of the summer and seashore bleached. There will be many this coming season who will regret the lasting effects of the sun, for though it certainly is becoming in summer frocks, it may not be quite as attractive in your evening gowns of the winter. And the slow fading is something to evade if possible, for there is one phase when you look as if you had jaundice.

However, the sun-tan fad seems to have only commenced, for once the doctors and the cosmeticians have joined hands, with the doctors advocating the health-giving rays of the sun and the cosmeticians supplying us with excellent imitations in bottles and jars, there is no reason why any of us should look anaemic this winter. There is no doubt that this fad is really a healthful one and I for one say, "Long may it wave," but we are so much more apt to consider looks than health that I am afraid the actual flare for tan will not be long-lived.

In the mad chase for tan we are a bit forgetful of the fact that the effect of the direct sun's rays on the hair is not quite so good. A little goes a long way and the hair is apt to become brittle, but during this month it is easy to get the hair, and incidently the scalp, which I regret to say is not taken into consideration enough, into a healthy state.

The concensus of opinion seems to be that constant brushing both at home and abroad (meaning when you are visiting) is what does the hair and scalp the most good. Anna Burk, a well-known specialist, emphasizes this. She separates the hair into strands and brushes upward briskly. Remember the direction—it's always up. The Ogilvie



Photo by Gabor Eder

For early autumn travel nothing could combine practicality and style more effectively than this cape-coat ensemble of rayon wool and crepe. Joseph of New York has designed it in beige, with beige felt hat to match and slippers of bisque-royale kid.

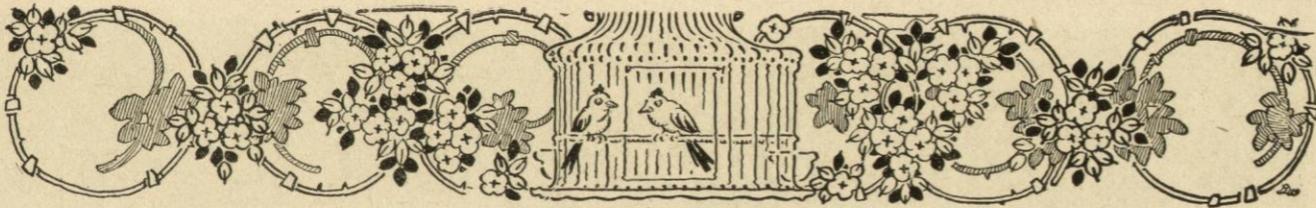
Sisters all agree that brushing stimulates the circulation of the scalp.

You know that the reason our hair turns gray is that the color glands do not receive enough good red blood, so the hair in middle age begins to fade and sometimes departs entirely. Hence the stimulation that is remedial in its results. Even if the white hair can not regain its original color, at least brushing will give it a radiance that is most

attractive. Charles-of-the-Ritz is another who counsels brushing—but sad as it may be, the simpler the prescription the less we are apt to take it. By the way, the various authorities on the care of the hair seem to be coming around to the idea that the hair should be washed frequently—even once a week may not be too much. Frankly, I cannot understand why we should not keep our hair as immaculately clean as the rest of us. There was a time when it was against the law to take a bath—and this in Boston. It was thought unhealthy in the "nth" degree—and look at us now, even Boston! So the time will come, I verily believe, when we will all wash our hair every single day as do the Mexicans, who are famous for their marvelous hair. With them the hair is washed more frequently than the body—which just goes to show that what is right in one country may be considered wrong in another; what is smart here may be the reverse there, and so on.

This washing is sometimes difficult, especially when one is working during the sunny hours and no one claims that artificial heat is the best to dry the hair—but cheer up, I heard the other day of a liquid that when poured on the hair will remove all the dirt, yet leave the permanent and finger wave as good as ever. This is a wonderful time saver and can be used just before going out, as it dries almost instantly. All that is necessary is to pour a little on—and the bottle contains enough for three cleanings—then dress, and by the time you are ready for the party, dinner or dance, your hair is as dry and fluffy as if you had had a shampoo in the good old-fashioned way. But though this is excellent in an emergency, I do not advocate its use to the elimination of soap and water.

September is never a good month to buy. No one knows what is what in September save a few stylists who make it their business to keep ahead of the season. And even they cannot be infallible, for the American woman may absolutely turn down a certain mode that has been chosen, and pick one that has not. However, if you choose your wardrobe with thought from season to season and decide def-



initely on your color scheme, then it is quite possible to purchase gowns and wraps at excellent values, for no shop wishes to carry its stock over from one year to the next. But in order to do this you must know that general trend of styles or else you will find yourself with things that you will not be able to wear.

There is every indication that tweeds will be worn more than ever this coming autumn, and they are even softer than before. A tweed coat is almost indispensable and there will again be the tweed ensembles—hats, coats, shoes and bags, all of matching tweed.

Printed materials also hang on and come in every material made, I believe, from velvet to chiffon. They certainly are most practical, especially for us working women, as they do not show the signs of wear and tear as do the plain materials, though no print can be as distinctive as plain color.

There is no doubt that we will all go in for the ultra-feminine, at least at some time of the day. Ruffles and frills have come into their own after being abolished for several seasons. It almost seems as if the couturiers have gone mad on the subject, especially the American. They seem to think that if one ruffle is smart, more are smarter. But there should be a fine discrimination. One may be subtly flattering where two may ruin the entire costume.

The millinery trade is also looking up, for we are not all wearing the same models this year. The hats logically follow the feminine trend, and for that reason should be chosen with greater care than ever before. The sad part of this mode is that we no longer are able to don our hats in the early morning and wear them the entire day and night. For the hat that looks well with our office frock may be far from smart with our more formal dress of the evening.

By the way, have you noticed how the shops are featuring—I will not call them corsets, but their equivalent. If they are to be believed, every smartly clad woman must have some firmer foundation than has been given her by nature. This is rather appalling, just as we have adapted ourselves to freedom. We may criticize the men for wearing such hot garments as they do during the warm weather, but they would never allow themselves to be crammed into anything even faintly resembling a corset. Yet we seem to be willing to sacrifice all for style and to allow the designer to put almost anything over on us.

Just a word about furs—like cosmetics there is no such thing as "good

cheap" furs. To be sure that you are getting your money value, the safest thing to do is to go to a really reliable place. This does not necessarily mean an expensive one. I know of several that are both reliable and not too expensive.

Just what the difference between a bromide and a trueism is I am sure I do not know, but the line about necessity being the mother of invention is both. This was brought to me forcibly the other day by this story, which is the mother of a marvelously convenient bag. It goes this way: One day an active and inquiring reporter on the scent of something unusual interviewed a little lady from Italy. This little lady, though she does not look the keen business woman, has a mind that never sleeps. The reporter asked for an interview. This being granted she began



Photo by I. Weingarten

Copied directly from a recently imported model, an evening wrap like the one above in green and gold makes the winter opera, theater and party season something to look forward to with keener-than-ever anticipation.

madly to search for the necessary pencil and pad with which to take the interview—but though everything but the kitchen stove fell out of her bag she could not locate the implements of her trade, which finally were provided by the lady from Italy.

The interview progressed as interviews do, and the reporter arose to depart when the little lady stopped her and asked just why she had so much difficulty in keeping her various reporting materials at hand and just what she would like to have for a bag. The reporter's reply was that first and foremost was a place for a pad and pencil—with a place for a pen thrown in if possible, also of course a bill fold, a mirror, and space for odds and ends so dear to even a reporter's heart, if said reporter is of the feminine persuasion.

Before she went to sleep the lady from Italy designed a bag so perfect not only for reporters but for any woman, that it really leaves nothing to long for it is so complete. There is even room for a nightie or the newer pajamas. It is now being sold by an importer who has another bag for the traveler. This has a compartment for the passport and money, then on the other side a place for the book without which no traveler is comfortable and a nice little pad to jot down first impressions. This shop is well worth a visit—it is high up in a building in the East Thirties, and will give one a taste of Florence without the trip.

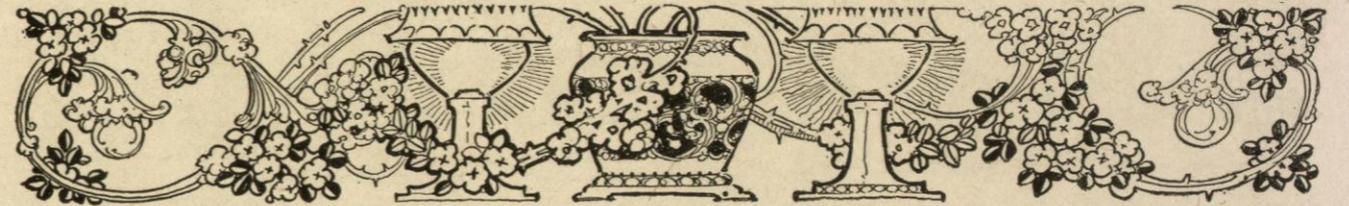
Carla Ryder will always be more than glad to answer any questions asked and write on any subject that the readers would like.

Baths May Benefit Children's Behavior

IF YOUR CHILD is unruly and restless at school, don't jump to the conclusion that he is "stubborn" or "bad." Perhaps his behavior may be easily improved. So simple a matter as more frequent bathing may help the situation. Modern physiologists and educators maintain that cleanliness and bathing are important factors not only in physical welfare but also in mental and psychic hygiene.

A significant example of the beneficial effects of bathing was brought out in a report recently made by the principal of a school for colored children in Baltimore.

"The effect of bathing upon the discipline of the school was very noticeable," the principal maintained. "Pu-



pils who were clean were generally well behaved; the bathing seemed to act as a sedative. Not only was this true, but we found a marked improvement in their appearance. They not only wanted to be clean, but they wanted to look neat as well.

"Moreover, in consulting our sick card, we found that fewer children were reported to the nurse for absence on account of illness. We had only a small proportion of our children out of school on account of bad colds. In short, the health conditions of the children were improved."

Household Helps from Handy Ann

Piecing Out the Meal

WHEN THE leftover meat is not quite sufficient for a meal, whip up an omelet and serve that along with what you have. You will enjoy the combination and have such a satisfied feeling about having used your leftovers.

Don't Peel Potatoes

Starch constitutes nine-elevenths of the food value of the potato. The contained alkaline salts in combination with citric and malic acids—the acids of the lemon and apple—are just under the skin, and for this reason, says the *Medical Standard*, potatoes should not be pared before being cooked. Those salts tend to neutralize the acid condition of the blood caused by the use of meat, and are especially useful in the nutrition of growing children.

The Right Amount of Bluing

A sprinkler top put on the bluing bottle will be found convenient to regulate the amount of bluing in the water for the laundry. We so often get too much bluing with just an open-mouthed bottle.

In Embroidering

If you have "cut out" part of the embroidery pattern and the stamped portion shows up alongside of your work, the stamping can be removed by wiping carefully with a soft cloth saturated with gasoline.

To Remove Varnish

Equal portions of water and ammonia will remove varnish from furniture.

In the Lunch Box

Bacon sandwiches are delicious in the packed lunch—yet so often unthought of.

Finger Marks Removed

Purè soap and cheesecloth are best

for removing finger marks from door-knobs.

To Thin Batter

Should the cake batter seem too stiff beat an egg and add a bit at a time until the batter is of the consistency desired. Never pour in milk to thin a batter; it will result in poor cake.

Home Made Dog Biscuit

Put your stale bread in the oven until it is as crisp as pulled bread. Store in a tin and use with the dog's meat and gravy. It will save you buying dog biscuit.



Carol Louise Guyette is the little daughter of Allan Guyette of Buffalo, who with his father, Felix Guyette, is seen regularly at New York Central affairs, photographing officers, pensioners, families, teams and other groups for the New York Central Lines Magazine.

Concerning Cereals

NATURE stored away some of her most precious food materials in tiny grains or cereals. In this form one can secure a maximum of food value at a minimum of expenditure. Cooked cereals, such as oatmeal, rolled oats, wheat preparations, cornmeal, etc., are especially desirable for breakfast. Served with milk or cream any of these cereal dishes make an ideal and healthful morning meal. It is best to have cereals of several kinds on hand so

that a variety may be served.

A double boiler is best to boil cereals. Fill the lower part of the double boiler about one-third full of water and put in the upper pan the amount of water required to cook the cereal you are preparing. Let the water come to full boil then add salt and stir the cereal in slowly so that the water does not stop boiling. Allow to steam the required time for the cereal you are cooking. Add more boiling water if the cereal seems too thick.

Cooked cereals may have their flavor changed and improved by the addition of well-washed raisins, dried apricots or peaches, dates, etc., before boiling. If preferred, steamed cereals may be served with any variety of fruit which has been already stewed.

Cooking cereals in milk instead of water gives added nutriment. Cereals cooked in strained fruit juices are also tasty and healthful. Cereals cooked in soup stock make a hearty luncheon dish.

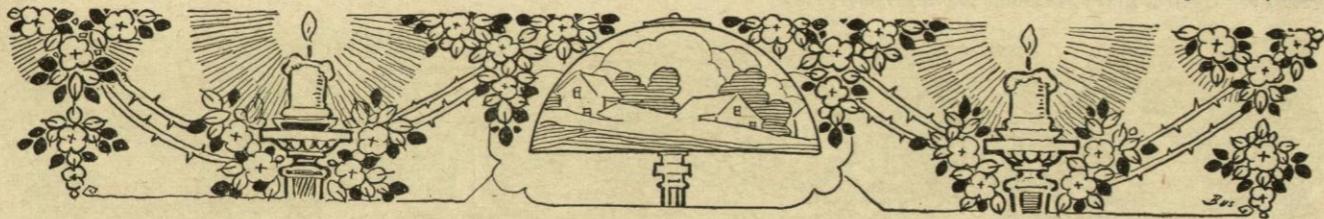
Left-over cereals molded in cups make attractive and satisfying desserts if served with stewed fruits, bits of tart jelly, or thick cream. Left over cereal can be utilized for luncheon or supper. Cut the cold molded cereal in slices and fry like mush.

Broom Pointers

IN buying a broom be sure to select one made of fine, green, pliable broom corn. It is false economy to buy one of the cheaper kind which are made from the riper and coarser broom corn which is not pliable and will soon break with use.

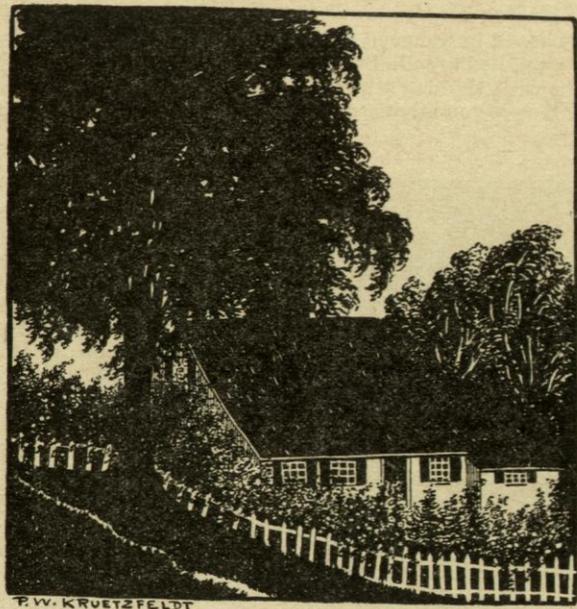
Do not select a broom with such a heavy handle that there will be too much extra weight. Remember even a little extra weight will add materially to the labor of the sweeping process. The handle should, of course, be stout enough to hold up well but slender instead of heavy.

It is the part of wisdom to have several brooms always on hand. Most housewives have two, but some find that three are better. One housewife who advocates the use of three brooms keeps one for sweeping rugs, carpets and floors, another for use in the cellar, and a third for outside scrubbing. In this way she always has a clean broom for inside cleaning and also has a broom handy in the cellar. When a new broom is bought it is used for inside cleaning and the older one demoted for out-door or cellar work. She finds her plan economical.



Grandmother's Garden

By Emma A. E. Lente



F. W. KRUEZELDT

OH, dear is it, and quaint is it, and filled with happy things
That haste from ever-living roots to greet the joyous springs;
And all the garden-beds are gay with blossoms fragrant-sweet,
Where bees and butterflies and birds in pleasant revel meet.

And there Grandmother lingers long, watching each bud and flower;
A garden-place has been her joy since childhood's earliest hour.
The pansies smile into her face, roses and lilies greet
Her loving eyes, and lowly blooms cluster about her feet.

The dahlias lift their royal heads, asters and zinnias blow,
And Christ-flowers hold their lovely grace, till comes frost and snow.
Grandmother's steps are wavering through the garden's winding ways,
But still she walks enraptured there on all the sun-filled days.

And if a wistful prayer for her might kindly granted be—
Not Heavenly mansions, but a house, a porch, a friendly tree,
A little rippling brook in sight whereby a robin sings,
A garden-closure where she'll find her dear, familiar things,
And where in golden noons, and in the dreamy after-glow,
There's one to keep in step beside, who loved her long ago!

Brooms not in use should always be hung up. There are many patent spring hangers on the market which are good but, lacking one of these, a screw-eye put firmly into the end of the handle will answer nicely. The screw-eye can

be hung over a nail placed where the broom is to hang.

Broom handles cannot help getting dirty from much handling. They should be washed occasionally. If painted they are easier to keep clean.

Punch and Sherbet Recipes for Large Parties

FIFTY PERSONS may be served with the following recipe for punch. When the other preparations are to be used for large crowds, all that is necessary is to increase the amounts in even proportions.

Party Punch

2 pounds sugar 2 cups crushed pine-
1 quart water apple
2 quarts freshly made 1 bottle maraschino
tea cherries and their
1 cup lemon juice juice
10 cups orange juice 6 sliced oranges
8 cups iced water, plain or charged 2 bottles ginger ale

Make a syrup by boiling sugar and water together for five minutes. Add the tea, and cool. Add chilled fruit juices and crushed fruit. Orange slices should be cut into small pieces. Cherries may be cut up if desired. Pour mixture over block of ice in punch bowl. If lemons are very sour, additional syrup may be needed, though care should be taken to avoid getting punch too sweet, as it would be less refreshing. Indeed, for a dance, a plain orangeade, trimmed up a bit with maraschino cherries, is preferred by many hostesses as being most refreshing and cooling for the guests.

Lemon Sherbet

2 cups sugar 2 tablespoons cold
4 cups water water
2 teaspoons gelatine ½ cup lemon juice
grated rind from ½ lemon

Soak gelatine in cold water for five minutes. Boil sugar, water and lemon rind together for five minutes. Add softened gelatine, remove from heat and stir until it dissolves. Chill, add lemon juice, strain and freeze.

Orange Milk Sherbet

3 cups milk 1½ cups sugar
1½ cups orange juice
Add the strained orange juice to the sugar, add milk and freeze.

Frozen Punch

1½ cups water 3 cups weak tea or
2 cups sugar ginger ale
1 small bunch mint ½ cup lemon juice
2 cups orange juice

Boil sugar, water and mint together five minutes. Chill, add other ingredients, strain through a fine strainer or cheese cloth and freeze.

Biscuit Kinks

SUMMER OR WINTER, there are few things so easy to make that are so delicious and appealing as dainty little hot baking powder biscuits. Everybody likes to eat them, but not all women like to make them.

Perhaps biscuits would be more popular with the cook if she knew that she could make them at her own conven-

ience, instead of immediately before the meal at which they are to be served. Mix, roll, cut and place in the tins ready for baking, then set them away in the ice-box, or in a cold pantry in winter, and they will wait for hours, or even all night without deteriorating in the least. The secret lies in keeping them *very* cold. Knowing this is a boon to the busy housewife. She can have hot biscuits for breakfast without rushing, if she gets them ready the night before; she can have hot biscuits to go with the chicken gravy for Sunday dinner, by making them before she starts for church. She can entertain company all Sunday afternoon and yet serve hot biscuits for supper, if she has made them early in the day before her guests came.

If you wish to serve biscuits at a party, a buffet supper or a "lap" supper, where passing butter and asking each guest to butter his own would be awkward and messy, just butter your biscuits before you bake them. Cut the biscuits as usual, having rolled the dough rather thin, put a dab of butter on half the rounds, cover with a plain round, and bake. The butter will melt and impart a delicious buttery flavor to both upper and lower layers of the biscuit, yet it will not be at all greasy to handle, therefore it is especially nice for afternoon tea or buffet suppers.

If you are serving a fruit salad, accompany it with these delicious sweetened biscuits:

Orange Biscuits

2 cups sifted flour
4 teaspoons baking powder
½ teaspoon salt
2 tablespoons sugar
4 tablespoons shortening
1 tablespoon grated orange peel
¾ cup milk
12 cubes or dominoes sugar
¾ cup orange juice

Sift all dry ingredients, mix in shortening, add milk, mix, and roll biscuits one-half inch thick. On top of each put one-half lump of sugar that has been dipped in orange juice long enough to absorb all it will without dissolving. Bake in hot oven (400 degrees) for fifteen minutes. The recipe makes twenty-four small biscuits.

Cheese biscuits are a pleasant variation of this popular form of bread. They need a little more baking powder than ordinary biscuits to make them light.

Cheese Biscuits

2 cups sifted flour
5 teaspoons baking powder
1 teaspoon salt
2 tablespoons shortening
1 cup grated cheese
¾ cup milk and water, equal parts

Sift flour, baking powder and salt together twice. Cut in the shortening and cheese. Add liquid slowly and mix with a knife. Roll out one-third inch thick on a floured board. Bake in quick oven (450 degrees) for fifteen minutes. The recipe makes twenty-four small biscuits.

When an aluminum pan is badly burned, wash it, dry thoroughly and place it on top of a *very* slow oven. The gradual heat will peel off the burnt portion



Practical New Dresses For Late Summer Wear

No. 346—SHOWING THE MODERNISTIC TREND. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 3½ yards of 40-inch material with ¾ yard of 40-inch contrasting.

No. 329—JUNIOR SPORTS DRESS. This style is designed in sizes 8, 10, 12 and 14 years. Size 8 requires 1½ yards of 40-inch material with ¾ yard of 36-inch contrasting and 2 yards of ribbon.

No. 390—PRINTS ARE STILL SMART EVERYWHERE. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 5¾ yards of 40-inch material with ¾ yard of 10-inch contrasting.

No. 375—TWEED BOLERO FOR THE YOUNGER GIRL. This style is designed in sizes 6, 8, 10, 12 and 14 years. Size 8 requires 2¾ yards of 40-inch material for bolero and skirt and 1¾ yards of 36-inch plain material.

No. 468—LINES THAT SOFTEN THE FIGURE. This style is designed in sizes 16, 18, 20 years, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 36 requires 3¾ yards of 40-inch material with ¾ yard of 27-inch contrasting.

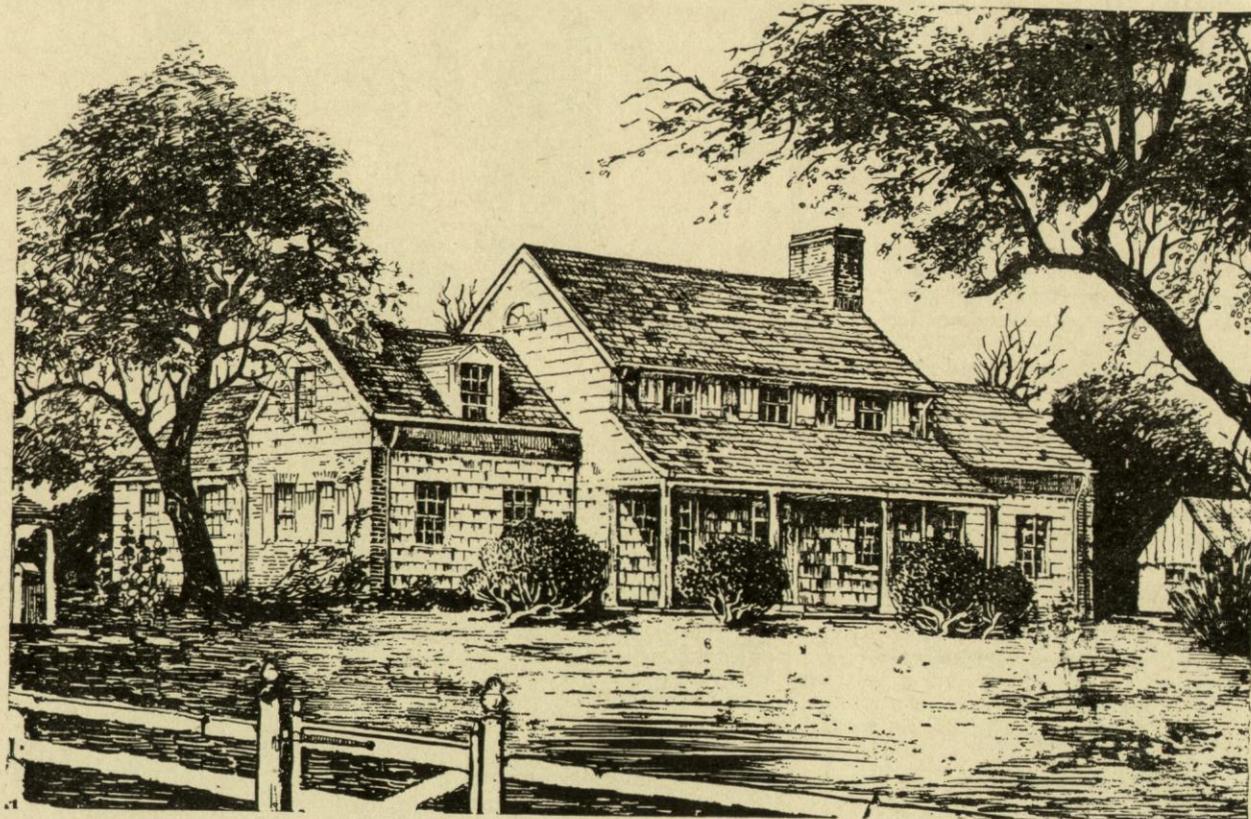
Emb. No. 11143—SHIP DESIGNS AND HOUSEHOLD MOTIFS. Pattern contains two ship designs, measuring about 12¼ inches wide and 6¼ inches high, including the water line; also two motifs for trimming household linen, measuring about 7¾ inches wide and 3 inches high. (Blue).

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.

Forecasting the styles for fall and winter, the new Fashion Magazine is now ready to be distributed. Enclose ten cents additional, when sending for a pattern, if you wish a copy to help you in planning the rest of your autumn wardrobe. You will find attractive patterns for yourself and your children, suitable for all occasions.

A House that Will Grow with the Family

Its First Unit, Ample For Usual Living Purposes, Costs Only \$7,750



Following early American design, this four-room Colonial cottage may grow to an eight-room type of country home with garage attached.

PLANNED to grow with the family as its size and income increases, this house, shown as plan No. 21 in the New York Central Lines series, is intended to develop with the years from the small inexpensive central unit which is built first. Architectural merit is retained through all its stages.

C. C. Wendehack of New York City, member of the American Institute of Architects, is the designer. While Mr. Wendehack is best known for country club design, he has developed a number of residences among which this one is perhaps the most interesting.

In the first unit, designated on the floor plans by the heavy black lines, efficient and ample living quarters for the small family are provided. Following early American precedent the design will be completed as the years pass through wing-by-wing construction. Thus it may grow from a four-room Colonial cottage to an eight-room, rambling type country home with garage attached.

If family needs are met by the first unit, a forty-foot lot would be ample, esthetic taste and limited budget being

By L. Porter Moore
President, Home Owners Institute, Inc.

satisfied. White stained shingles enclose side walls, while asbestos shingles give a permanent, fire-resisting roof. Steel casements could well be used together with other first quality materials.

Living room, with one corner partitioned off for kitchen, is amply large for entertaining; it will be a pleasant place to dine with a fire crackling on the hearth, while in warm weather the table may be moved to the porch. Kitchen, too, is of sufficient size and will be a comfortable place to work in.

Double windows at either end may be converted into French doors or trimmed openings as wings are added, so saving cost. The same forethought is apparent in the second floor plan, where two bedrooms and the bath are situated.

Assuming the first unit is built, dining-room and kitchen wing come next. Living room is enlarged to full size. A kitchen such as every born housekeeper desires is made possible, while dining-room with chamber above give welcome

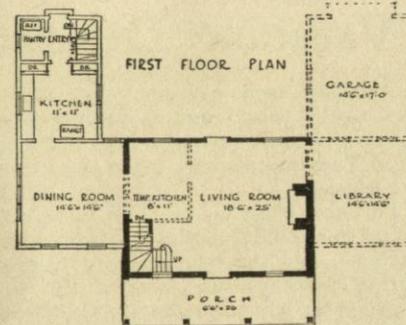
space. Note the pantry and stairs to the basement laundry back of the kitchen. A full basement is recommended. A larger heater than that needed for the first unit will be required.

With completed house enclosing three sides of a rectangle, a formal garden with tiled terrace and fountain, making a charming enclosed retreat where outdoor meals, sun-bathing and other pleasures may be enjoyed, is made possible.

Arthur Bates Lincoln, consulting architect, estimates that the cost of the first unit will be about \$7,750, and this unit, containing 15,500 cubic feet, forms a substantial home in itself without additions. The cubage of the various wings follows: Dining-room and kitchen, 9,400 cubic feet; library with bedroom above, 3,600 cubic feet; garage, 2,900 cubic feet. If the house in its enlarged form is built at one time, a budget of approximately \$16,000 will cover it.

An outline of specifications for the economic construction of this house follows:

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. 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.

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. Steel bridging for floor joists. Sub-floors laid diagonally. Insulation recommended for walls and roof. Exterior walls finished with white stained cedar shingles.

Trim—California white pine for exterior mill-work 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 with rustless sheet metal table and work tops as required in detail specification. Hardware throughout shall be rust-proof brass or bronze, design and finish as selected.

Roofing—Roof of rigid asbestos shingles, styles, thicknesses, colors, sizes and shapes as specified; to be laid in accordance with manufacturer's instructions.

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 multiple units with transom as shown on drawings 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.

Plastering and Lathing—Three-coat work over metal lath is recommended. Where first coat is more important than quality, two-coat work can be resorted to on any plaster 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 nickel-copper sheet metal alloy from second floor to basement laundry, with self-closing service doors on each floor.

Plumbing—Brass piping for hot and cold water lines. Gas or coal-fired 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 and bathroom and lavatory. Heavy gauge sheet metal sink of a rustless nickel-copper alloy at

For Those Who Are Building

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.

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. Hallways, sunporch, veranda, terrace floors may be faience or ceramic floor tile, depending on house design. All fixtures shall be built-in and match wall tile colors.

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.

Proper Ventilation Important In Heating System

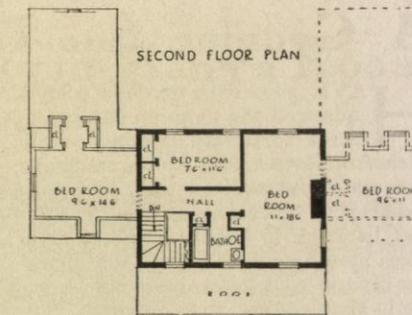
By Jean Prescott Adams

EVENLY DISTRIBUTED heat is the only kind that can possibly give you the use of all the house in cold weather.

When cold corners are discovered, the average family tries closing up a room or two. It is too bad to pay rent for an eight-room house and only use four rooms with comfort. It is still worse to buy or build a six to ten-room house and find that the winter months give you only half that number of livably warm rooms, and winter is the time we want to use the house to its greatest capacity.

Fortunately there are inexpensive ways of making any house livably warm from attic to cellar if we put all our knowledge to work. The heating plant and insulation are the two faulty factors when the house is cold.

We must have circulation of air with fresh air coming in to produce the best heat. In fact, successful heating can not be accomplished by an attempt continually to reheat stale air. The fresh, cold air, however, should be guided to the lower air section of the heating plant to be drawn up over the fire through a slotted fire pot. Some of the oxygen carried to the top of the bed of fire in your furnace then helps to burn



all the soot or gas. The rest of the oxygen is released into your rooms with the blast of hot air that rises from the register of the modern furnace.

A lecture last winter forced my stay over in a home I had visited a few years before. It was a beautiful home in summer and should have been an ideal place for friendly winter gatherings and general comfort. However, my previous visit made me dread a winter evening and night in the chill of rooms the heating plant wouldn't reach.

It was my surprise at finding warmth in every room that inspired me to discover just what made the difference. My hostess was justly proud of the comfort of her home. First she explained the registers. Two admitted cold air to follow its natural course and descend. The cold air was drawn from all the rooms to these two downward outlets it was seeking. There it went down to the furnace. Then from a centrally placed large register the June-like warm air had a chance to rise evenly and circulate throughout the house. She explained that warm air rushes in to take the place of the colder air that is drawn out of the room. The entire house was cozily comfortable with the outside thermometer registering zero. The kiddies could play any place in the house with no worry to their mother about cold. And all this comfort came with less fuel and effort than had been used with her old heating system that had forced warm and cold air into the house through the same register.

One thing to look for in this all-important heating problem is a furnace with a large combustion chamber. Once, long ago, I had a smoke and gas consumer added to a furnace of my own at considerable expense. The larger combustion chamber now built in the efficient furnace allows for the burning up of any gas or soot. The furnace and pipes keep soot-free and clean and there is never the possibility of unpleasant and unhealthful coal gas. Considering that more than half the fires are known as roof fires caused by chimneys burning out the accumulated soot, a large combustion chamber becomes an insurance.

Every wise home-maker will see to it that before another winter comes, she will have the equipment that will heat her house for comfort and health.

A Genuine Sun-Tan Instead of Mere Vacation Dreams

HAVE you, with envious glance, admired the genuine sun-tan of some fortunate friend brought back from two weeks at the seashore, and suddenly realized that you must spend your vacation at home? Have you listened to enthusiastic tales of hikes along mountain trails and morning dips in cool lakes, knowing all the while that during your vacation your only swims would be taken in the bath tub—your only scenery the brick wall of the apartment house opposite your bedroom window?

Perhaps you have just seen a snapshot of some fisherman's "biggest catch of the year" drawn deftly from a trout stream upstate. Or has the boss held you enthralled with detailed adventures of a motor tour covering Washington and the lovely Shenandoah? Possibly some traveler has reminded you of the beauty of Niagara Falls—a sight you've always wanted to see.

If all your reactions to these glowing accounts are merely those of the dreamer who would like to have been there too, start now to make your dreams come true next year. How? Well, start now to put away a little of your earnings each week, and at the end of next July you will be surprised to find funds available for a real vacation.

Trip Abroad for Railroad Woman

Then you might find it possible to follow the example of an enthusiastic voyager who found that saving could provide thrilling traveling experiences as well as funds for serious things such as a home and a means of support when one wishes to work no longer. Her account of experiences on a trip abroad has just come to me. She is Miss Emily T. Sanford, an employe of the New York Central Railroad and a member of our Association. Part of her letter reads:

"I have had a savings account with Railroad Co-operative Building Loan almost from the time the Association was organized. I was brought up with the idea that saving for a 'rainy day' and old age dependency was a real duty, and so I saved conscientiously and not because I found much pleasure in it. Then a piece of literature on travel came to me and the thought occurred that I could continue my 'duty' savings and at the same time put some money away for pleasure. A trip abroad had always seemed a wild dream, impossible of realization and not to be thought of seriously until I read of the journeys so interestingly outlined with cost and time so carefully specified.

"Well, the outcome was that I started saving for a trip abroad and had a wonderful vacation in Europe that I shall always remember. Even though that was two years ago, when cares now press heavily upon me I can

By Isabella F. Henderson
Secretary, Railroad Co-operative
Building and Loan Association

put them aside for the moment and relive that trip. After a little day dreaming the wheels of progress slip along more smoothly. I am now planning to go again and am saving for that purpose."

What a Dollar a Week Will Do

Putting away a dollar each week in the year will earn you a two-weeks' vacation at some small summer resort not too far from your home to make the fare expensive. You'd scarcely miss that dollar a week, but oh, how you would enjoy those two weeks at seashore or mountains or farm or lake! If you can possibly afford to increase your dollar a week to three dollars or five dollars you will find yourself with a real fortune on hand in vacation funds. For while the dollar a week will amount in a year to \$50, three dollars a week will amount to \$150 and five dollars to \$250. Then the pink coral sands of Bermuda or the cool recesses of the Maine woods or the quaint beauty of old Quebec will not be inaccessible to you. Armed with your savings you may fare forth to new adventures of body and mind and spirit.

For there's more to this "time-off" than we realize at first glance. Big business houses have recognized that free time given to its employes is repaid in increased enthusiasm for work on their part when they return. In order that the individual may get the best out of this vacation period, a change in scenery and mode of living is essential. These are obtainable only when funds are available.

Permanent Investments Made Possible

By steadily adding to a vacation account, often so large a sum is available when vacation time does come that a more permanent investment is possible than just an addition to good time memories. An automobile of the used-car class may be procured with the year's savings. In that case vacation will spread itself over the whole summer with week-ends in the mountains, at the seashore or camping expeditions where we broil our own cabobs over an open fire. And did ever food taste better than these luscious bits of steak, tomato and bacon broiled over a wood fire "far from the maddening crowd"?

A friend of mine found that an investment of \$100 in a used car gave her a summer of unforgettable vacations—fifteen trips in all to a spot in the mountains which otherwise would have proved inaccessible to her and her friends. "Our mountains," they called the secluded mountain spot which they discovered in that rambling car of ancient vintage.

Another used car not only gave pleasurable week-ends at seashore or country but also proved a help in business. Vacation savings made the little car possible.

Perhaps your hobby, like mine, is found in the old Colonial buildings, the customs, and the belongings of those sturdy forbears who started life so bravely on what was in the 1600s a wild and dangerous land. How satisfying to visit Independence Hall at Philadelphia or Faneuil Hall in Boston or Henry Ford's Wayside Inn on your vacation!

Recently during a visit to the toy department of a large metropolitan store a woman clerk told me that little boys displayed more interest in airplanes and accessories than in any other toys which that huge department offered. The younger generation is air-minded. Perhaps you, like these youngsters, have been longing for a trip in a real plane. Vacation money will make an airplane journey possible, too. The recently inaugurated service of the New York Central which links trains with airplanes is one of several possible airplane tours.

A Vacation Home for Every Year

Intensive savings may lead to another form of permanent vacation and permanent investment. Sometimes a summer home can be purchased for the amount which would otherwise go into the hands of hotel or innkeepers, or just the first payment toward a permanent summer home may be made with one year's vacation money.

During the past summer some fortunate and thrifty friends of mine procured a delightful little Colonial farmhouse surrounded by ten acres of land for considerably less than \$1,500. They had visited the spot last summer and were determined to return to it as permanent residents this summer. It was not too difficult to forego some expensive theatres and evening gowns and coats during the winter, putting all possible savings toward that little house where the hollyhocks beckoned so gaily. They were, nevertheless, folks of modest income and wide interests and some self-restraint and sacrifice were necessary.

In early spring they again visited the little house and made their decision. And now, like folks much wealthier, they can boast that they have a country home. And they can enjoy it as well—enjoy its broad porch, its rough brick fireplace, the two great elms which shadow it, its patch of garden which gives them fresh vegetables all summer, its swimming hole, and the homely atmosphere it provides for tired friends from the city. A summer home to be paid for with vacation money these thrifty folk have gotten from a little

planning, a little sacrifice, and a little common sense.

Among the building-loan association's many services for savers is a vacation-travel club. One may put into this club just what one can afford from one dollar a week upward. It differs from most clubs in that the term of membership is not limited to one year and you may join it any time. Membership may be terminated whenever the sum desired has been saved. Dividends of 5 per cent are paid January 1 and July 1 on all amounts invested for more than three months before those dates.

In case two sisters or a husband and wife are planning a trip together and want to save for it together they may open a joint account. In that case both parties will fill out signature cards and register their account in the two names.

Whether you look forward to seashore or mountains or ocean voyage next year, start planning for it now so that you may be well prepared by the time the year has rolled around its speedy cycle.

Cellar and Roof Designs

MANY FOLKS are now at work home building. For these, and for those of our readers who contemplate a home of their own, the following booklets will prove helpful. The small sums listed cover postage only and may be sent in stamps. The booklets themselves are free. Write to Home Owners Institute, 441 Lexington Avenue, New York City.

"Modern Cellar Designs" not only illustrates how the cellar may be furnished to bring about comfort and beauty but it also illustrates, by means of floor plans, how the basement may be arranged to provide maximum space for living and entertainment purposes.

"From Rock to Roof," a booklet descriptive of slate roofing, shows how slate is quarried and describes various types of roofs for which it is most suitable.

Hints for the Home

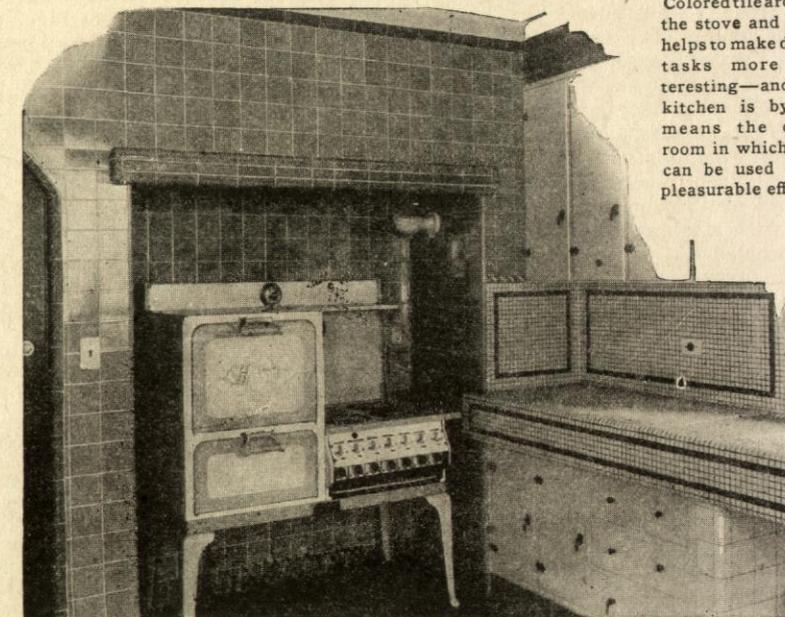
One housewife finds it a good thing to have her cellar steps painted with a light color of paint. She can more easily see just where they are in the darkened stairway and is less likely to have a mishap in her frequent passages to and from the cellar.

* * *

For chilly days paper logs come in handy for use in the open fireplace. Twist pieces of waste paper as they accumulate into firm, compact pieces. Pack these into pasteboard cartons in which groceries come packed, or into cereal boxes. Use as wood logs on chilly days to cheer and warm the living room. It is surprising how much heat is given off from these paper logs. This method solves the problem of disposing of waste paper as well,

Tile Can Add Beauty to Many a Room

By Jennie Moore



Colored tile around the stove and sink helps to make daily tasks more interesting—and the kitchen is by no means the only room in which tile can be used with pleasurable effect.

THE beauty and utility of tile has long been appreciated in the kitchen and bathroom of the American home. Now this colorful building material is finding its way into other parts of the modern house, taking hints for its use from homes in foreign lands.

Spain reminds us that her patio gardens are finished with tile benches, tiled walks, fountains, walls and steps. The porch or terrace of our own gardens may follow this suggestion, letting broad expanses of tile on veranda or terrace form a background for the varied hues of our American garden flowers. The individualist desiring something new and different in his foyer may well specify tile floors and walls in the entrance to his new home.

Just as the Dutch and Swiss used tile stoves, so we may apply tile to our hearths and to the facings of our fireplaces, thus introducing both permanent color and design into our living room interiors. The low tile wainscot is particularly effective as a form of wall decoration in living-room and hall. Its height will naturally depend upon the size and proportion of the room, but as an average, twelve to eighteen inches is considered a satisfactory height. Colored inserts of square hand decorated tiles or tiles of special shades may be effectively introduced at the top of the low wainscot. Particularly is this wall decoration popular with the rough textured walls now often used in home interiors.

The famous Majolica tile which sunny Italy has used for chapel and house floors suggests that the floors of our sunrooms may be of modern tile with fine artistic effect. Its brilliant

colors may be combined to express the texture of a tapestry which catches and holds sunlight.

Like the housekeepers of those Oriental climates where dry dust often fills the air, the modern housekeeper appreciates the easily cleaned surface of the tiled wall or floor. In the kitchen no permanent spots result from spilling grease or acid on the tiled floor. A damp cloth easily removes the results of such small disasters. A tiled wall back of the sink is as easily cleaned as is the modern sink itself—merely by good soap and water.

With the present style for colored kitchen stoves, sinks, refrigerators, and cooking utensils, the tiled wall may offer neutral background to the display of color in these kitchen appurtenances. Where the household budget is too limited to allow for a full tiled wall that portion or alcove of the room in which the stove is placed may well be selected as the section where tile will be used. Cooking fumes will not cling to this hard-surfaced material, nor will the sweat and grease which follows all cooking affect it. As a splash-proof background tile may also well surround the kitchen sink.

With color pervading bathroom as well as kitchen, the most artistic results are usually obtained by a tile wall of contrasting color to the tub, toilet and washtand. Such accessories as soap-dishes, towel-racks, grab-rails, tooth-brush holders become a permanent part of the bathroom itself when built into a tile wall at the time the house is built. Splashing is a logical bathroom pastime for the youngsters. The waterproof surface of tiled walls and floors are impervious to moisture

and are easily mopped up after Junior has given more attention to his pet bathtub frog than to keeping the room dry.

Youngsters romping in from the afternoon's play may dispense with their muddy overshoes or snowy galoshes on the tiled floor of the downstairs lavatory without a call-down from mother because of "tracked-up" floors. The first floor lavatory just inside front entrance or back door is rightfully popular with the mother of small children. When the floor and half the wall are finished in tile it is kept clean with a minimum of effort.

Wherever tile is used the dull unglazed texture may be mixed with faience inserts with their high-fired glazes catching the light. Tile is now available in a variety of finishes, among them the dull mat glazed surface, the bright glazed surface, and the entirely unglazed surface. The shapes, sizes, colors and designs available in floor and wall tiles make possible an unending series of pattern variations.

Both for its beauty and for its labor-saving sanitation tile may well be included in many parts of the home.

The Stuff Was Potent

Housewife—Will that cleaning fluid really make things clean?

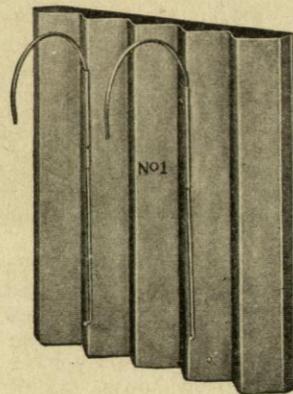
Salesman—Say, lady, I rubbed some of it on a copy of "Scandalous Stories" and it turned into "The Sunday School Advocate."

Moist Air for Health

By Jennie Moore

Any atmosphere, whether warm or cold, is hungry for moisture up to or nearly to the point of saturation. Air which is being warmed is correspondingly thirsty. Its demands are imperative. It has the faculty of going where it pleases in the hunt of this moisture. It seeks it from the glue of the furniture (which makes the furniture fall to pieces). It seeks it also from the skin, the eyes, the nose, the lips, the ears of the unfortunate person who, in the modern home, school or office, is condemned by custom to live in such an atmosphere. Breathing super-heated, dried, indoor air produces headaches, colds, grippe and pneumonia.

This direct cause of so much dis-



Attached to the back of the radiator, this air moistener will make indoor air more comfortable and will improve one's health.

comforture can easily be overcome by placing an air moistener, filled with water, on the back of the radiators out of sight, or under hot air registers and thereby converting the dry, vitiated indoor air into moist, wholesome, healthful atmosphere which good health demands.

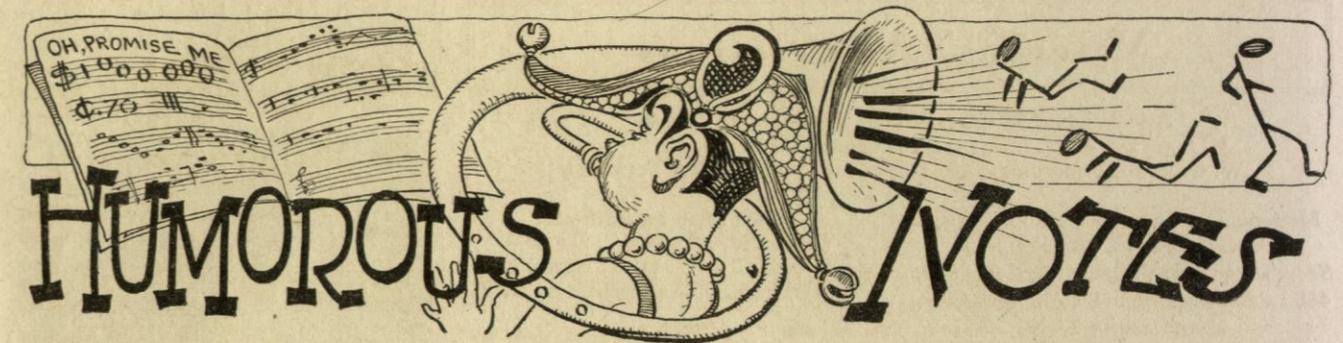
A moistener similar to the one illustrated on this page may be procured for about three dollars. Prices of different models vary from one dollar and a half to five dollars. The use of rust-resisting metal in the manufacture of this device makes it serviceable for many years. One moistener is sufficient for 3,000 cubic feet of space, and it will fit on the back of a radiator where the space between the wall and radiator is one and a half inches or more. Aluminum or gold bronze enamel finishes are furnished by the manufacturers of the device. Sizes range between 5 by 9 inches and 12 by 16 inches.

Generous

Two Georgia darkies were talking about Mr. Jones the banker.

"What do you think about Mr. Jones, Sam?"

"Mr. Jones, de bankah? Well, Ah thinks he's a fine man. Why, borrowed ten bucks from him more'n two years ago an' he ain't nevah ast fer it yet. Ah jest brings him fifty cents a week wot he calls int'rest, an' he says let de principal go."



The Female of the Species

A merchant, unable to sleep, tossed fretfully on his bed and muttered unintelligible words. The wife of his bosom sought the cause of his restlessness. In answer to her inquiries he said:

"You should expect me to sleep when my note to my chief creditor comes due tomorrow for \$5,000 and there's only \$2,000 in the bank to meet it."

"It is?" said the faithful wife. "Then I'll tell you what you should do. You should get up and go over to your creditor's house and tell him and then come back and go to sleep. Let him stay awake."

He Swore

Village Constable (to villager who has been knocked down by passing motorist)—You didn't see the number, but you could swear to the man?

Villager—I did, but I don't think 'e 'eard me.

Getting Them Cashed

Mrs. Bingham (shocked)—Why do you let the postman kiss you, Genelle?

Maid—Please, ma'am, somebody sent me kisses through the post.

Exit Father

The man paced up and down before the closed door. He clenched his hands and bit his lips.

"Don't worry, old man," said the doctor jokingly, "we've never lost a father yet."

"Triplets," said the nurse, putting her head around the door.

And thereupon they lost the first father.

One Way and Another

Pater—So, you want to marry my daughter?

Senior—Yes, sir.

Pater—Do you think that you can keep her in the same shape I have?

Senior—Well, from what I've seen of her at the beach it's surely worth a try.

Need Vulcanizing

Little Maurice had just seen—and heard—his father step on a tack with his bare foot, and came running to his mother in wild excitement.

"Ma, come quick," he called, "Pa's got a puncture."

Not That Fellow

A timekeeper of a negro extra gang on a southern railroad asked a new hand his name.

"George Washington, sir," replied the new man.

"You're not the man who cut down the cherry tree, are you?" joked the timekeeper.

"No, suh. This is the first work I've done for ovah a year."

Sound Advice

The Bride—I want a nice piece of meat without bone, fat or gristle.

Butcher—Madam, I think you'd better have an egg.

Beyond His Depth

Jim—Are you an expert on baseball?

Will—I thought so until I tried to explain the game to my best girl.

Chemistry

Teacher—Name a liquid that won't freeze.

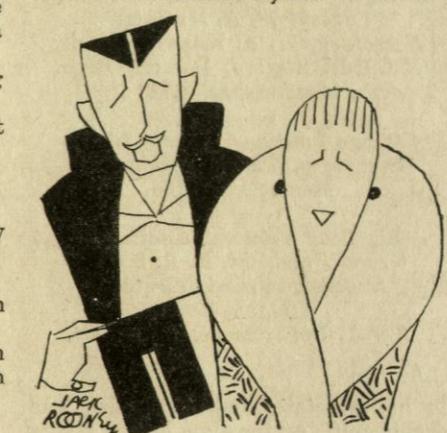
Bright—Hot water.

Cash Wanted

Judge—You can take your choice, \$10 or ten days.

Prisoner (still in a foggy condition)—I'll take (hic) the money, y'r honor.

The Deadly Sex



Mr. Wagner—I saw a headline in the paper today that said, "Seven Men Killed by Ethyl Gas." Isn't it terrible what we are coming to?

Mrs. Wagner—Yes; she must be a very bad woman. How did she do it—with poison or a revolver?

The Idea!

The traffic policeman had raised his hand and the woman motorist stopped with a jerk.

Said the policeman as he drew out his little book: "As soon as I saw you come round the bend I said to myself, 'forty-five, at least.'"

"Officer," remonstrated the woman indignantly, "you are very much mistaken. It's this hat that makes me look so old."

A Born Trader

Cohen ordered a slice of chocolate cake in a lunch stand, but sent it back, canceling the order, and ordered a piece of apple pie instead. He ate it, got up and was about to leave when the waiter accosted him:

"Say, you haven't paid for that pie yet."

"Vot?" replied Cohen indignantly. "Didn't I gif you the chawclate cake for it?"

"But you didn't pay for that, either." "And vy should I? Did I eat it?"

Mental Consequences

"Why is it, Rastus," an old negro was asked by his employer, "that so few negroes ever commit suicide?"

"It's dis way boss," replied Rastus. "When a white man gets in trouble and sets down to worry over it, he gets despret and kills hisself. When a nigger sets down he jus' goes to sleep."

No Help At All

Visitor—We're getting up a raffle for a poor old man. Won't you buy a ticket, my dear?

Sweet Thing—Mercy, no! What would I do with him if I won him?

The Real Loss

The worried countenance of the bridegroom disturbed the best man. Tiptoeing up the aisle, he whispered:

"What's the matter, Jock? Hae ye lost the ring?"

"No," blurted out the unhappy Jock, "the ring's safe eno'. But, mon, I've lost ma enthusiasm."

Words

Judge—The police say that you and your wife had some words.

Prisoner—I had some, but didn't get a chance to use them.

Your Dream Home



in building Master Model Homes in various metropolitan centers of the country. Such demonstration houses have been opened in New York, Chicago, San Francisco, Atlanta, Washington, D.C., Portland, Ore., and other cities.

Select your plan from this group or from among the others in the book. All designs are the work of eminent American architects. Complete blueprint working drawings and specifications are available through the Institute at low cost. Build your house according to the suggestions as to building materials and methods given in the back of the book. The coupon below will bring all this to you.



HOME BUILDERS DEPT.

N. Y. Central Lines Magazine

466 Lexington Avenue
New York City, N. Y.

I enclose herewith \$3.00 in cash,
check or money order. Please send

me my copy of Vol. I—Books of a Thousand Homes.

Name.....

Address.....

Somewhere between the covers of Volume One—The Books of a Thousand Homes, among the 500 plans shown you will find that perfect brick, stucco, or wood design in the architectural type you desire. You will find houses of four to eight rooms. You will find bungalows, story-and-a-half, and two-story dwellings.

Let your new home to be a model home, as it will be if you build from a plan offered in this volume. For the Books of a Thousand Homes, edited by Henry Atterbury Smith, contain the twenty-four master plans used by Home Owners Institute

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, New York City

President, J. M. WOOLDRIDGE

Secretary, G. E. V. OSBORNE, Room 534,
466 Lexington Avenue, New York City.

Membership, 1,300.

Capitol Chapter, Albany

President, D. C. SHERWOOD

Secretary-Treasurer, E. F. MCMAHON

Membership, 2,449.

DeWitt Clinton Auxiliary

Chief Director,

MRS. GEORGE H. WORTHINGTON

Corresponding Secretary,

MRS. MABEL MACMARTIN

Niagara Frontier Chapter, Buffalo

President, M. C. SLATTERY

Secretary, R. C. BENSON, Room 2,
Exchange Street Station, Buffalo.

Membership, 1,243.

N. Y. C.-Fall Brook Association,

Corning, N. Y.

President, NATHAN W. COLE

Secretary, L. J. CUSHING

Membership, 60 Veterans.

425 Juniors.

Adirondack Chapter, Utica

President, L. H. HASSEL

Secretary-Treasurer, G. F. FUNK

Membership, 840

Mohawk Valley Auxiliary

President, MRS. A. E. MOORE

Secretary, MRS. N. M. MCCLEARY

Onondaga Chapter, Syracuse

President, CHARLES H. BELDING

Secretary-Treasurer,

W. V. MCCARTHY, New York Central
Station, Syracuse, N. Y.

Lake Shore Pioneer Chapter, Cleveland

President, J. W. SENGER

Secretary-Treasurer, C. S. GOODWIN

Membership, 4,495.

Genesee Chapter, Rochester

President, ARTHUR C. MOAK

Secretary, C. A. YACKEL, New York
Central Ticket Office, Rochester, N. Y.

Scioto Chapter, Columbus

President, G. L. WHEELER

Secretary-Treasurer, F. S. WILSON,
Columbus.

Membership, 500.

Scioto Auxiliary

Chief Director, MRS. W. A. JEX

Corresponding Secretary,

MRS. W. R. HOPKINS

R. W. & O. Pioneer Chapter, Oswego

President, HARRY S. RAUCH

Secretary-Treasurer, J. H. POWERS,
Oswego, N. Y.

Membership, 950.

Crowley Auxiliary

President, MRS. C. F. MOYER.

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Ontario Auxiliary

President, MRS. H. S. RAUCH

Corresponding Secretary,

MRS. P. K. WALES

Beech Creek Chapter, Clearfield, Pa.

President, J. R. TRIBLEY

Secretary-Treasurer, T. D. PARKER,
Clearfield.

Membership, 501.

Michigan Central Pioneer Association

President, A. M. GAGE

Secretary, W. A. KEAVY, Detroit,
M.C.R.R. Station, Detroit, Mich.

Membership, 4,728

Chicago Junction Chapter, Chicago

Secretary, THOMAS GALLIVAN

Membership, 165.

Big Four Veterans' Association

Grand President, R. R. HARRIS

Executive Grand Secretary,

WILLIAM KOCH

A.F.A. Department, Cincinnati.

John J. Kinsella

JOHN J. KINSELLA, known throughout the Chicago Junction Railway and in every quarter of the Central Manu-



John J. Kinsella

facturing and Union Stock Yards districts as "Red Jack," who retired a year ago as Assistant Superintendent of the Chicago Junction Railway, died suddenly on August 4. Mr. Kinsella was listening to his radio, and apparently was in the best of health

at the time of his death.

"Red Jack" was one of the picturesque railroad characters of the old school. Back in October, 1879, he had moved up from the job of switchman to the position of conductor, and it so happened that on one of his trains during that month the entire crew was composed of Kinsellas. All of these Chicago Kinsellas were brothers, and while "Red Jack" operated the train as conductor, his brother Thomas was engineman, his brother Michael the fireman, and his brothers Sylvester and Edward acted as brakemen on this "All-Kinsella Special."

Mr. Kinsella was born in South Charleston, Ohio, April 30, 1858. He went to Chicago in 1877 and attained the position of yard master in 1881. In 1890 he entered the service of the Stock Yards Switching Association which later was taken over by the Chicago Junction Railway. In 1910 he was promoted to train master, and in 1917 to assistant superintendent, the position he held until a year ago when he retired.

Gregory Ganoe

SUCCUMBING to an illness which forced him to relinquish his duties as an engineman for the Pennsylvania Division of the New York Central in 1925, Gregory Ganoe, a pensioner since January 1, 1927, died on July 28.

Mr. Ganoe had been with the New York Central Lines since 1895, when he started with the Beech Creek Railroad as a fireman. He was made an engineman in 1900 and remained in that position until the condition of his health necessitated a leave of absence. Unable to resume his duties, Mr. Ganoe, who was fifty-six, was granted a pension in 1927.

Charles Vanderbeck

AFTER a long illness, Charles Vanderbeck, forty-three, died at his home in New Port Richey, Fla., on July 26. Mr. Vanderbeck was a pensioner of the New York Central, having been retired in July 1927, because of disability.

He had been with the New York

Central since 1904, first at Weehawken as a clerk, and later in New York City. Illness caused him to give up his duties in 1927 and take treatments at Bergen Pines, N. J. He later moved to Florida in an attempt to regain his health.

A. N. Lyon

A. N. LYON, Assistant General Superintendent of the Ohio Central Lines,



A. N. Lyon

He received the successive promotions of train dispatcher, train master and superintendent, holding the latter for almost twenty years, until February, 1927, when he was retired on account of ill health. At that time the position of Assistant General Superintendent was created for him.

Mr. Lyon was a member of the First Presbyterian Church, the Rotary Club, Knight Templars and Shrine, all of Charleston, W. Va.; also a member of Scioto Chapter, New York Central Veterans' Association, and the Charleston New York Central Athletic Association.

He was personally acquainted with nearly every employe on the Southern Division and had a large acquaintance among the friends and patrons of the New York Central Railroad over the entire division.

Surviving are his widow, one daughter, one son and a sister.

Angus Lalonde

ANGUS LALONDE, retired Bridge and Building Foreman of the Ottawa Division of the New York Central, died at his home in Cornwall, Ontario, on August 10. Mr. Lalonde was seventy-one years of age.

He had served the New York Central as Bridge and Building Foreman for thirteen years, being retired on December 31, 1927. Mr. Lalonde was widely known in the City of Cornwall and was prominent in public affairs, serving at one time as Mayor of the city.

Jacob G. Schwendler

JACOB G. SCHWENDLER, who was well known in railroad circles in Rochester, N. Y., died at his home in Rochester on July 14.

Mr. Schwendler was for many years connected with the firm of Lewis & Company, ticket brokers in Rochester. Later he was associated with the Consolidated Ticket Office in Exchange Street, and with the Canada Steamship Lines.



He stands at the busiest crossing in the world!

Meet one of the busiest men in the country. He stands at the busiest crossing in the world—at the 16th Street yards of the Chicago Terminal of seven of the United States Class 1 railroads. Yard conductor "Larry" Heckman is taking no chances with the downpour in the offing—as he pulls on his "U. S." Galoshes, the kind that have protected him through cold, wet and snow for years.

"I prefer 'U. S.' Galoshes," says Conductor Larry Heckman, "because they grip the ground better. You can't afford to slip and slide on a job like this. They fit well and last longer than any galoshes I've ever had. No wet, cold feet for me."

There are thousands of railroad men throughout the country who are en-

thusiastic about the "U. S." Galosh.

Its soft, fine quality cashmerette upper fits snugly around the ankle. It keeps your feet warm and dry.

The "U. S." Galosh has a long-wearing gray or red sole—and there's a fleece lining for extra warmth.

You can buy the "U. S." Galosh in 4- or 5-buckle lengths. Look for "U. S." seal on the bottom of shoe.

Men in bridge gangs will

like this "U. S." Blue Rib-

bon Boot. From the seven

rubber ribs over the instep

which prevent fatiguing

pressure on the big veins,

to the gum-duck reinforcement

that stops rubbing at the

ankle, every "U. S." Blue

Ribbon Boot feature is

designed for protection

and comfort. In knee and

hip lengths.



"U.S." BLUE RIBBON heavy footwear



(Continued from page 75)

Buildings. While in that post he had charge of the maintenance of the old Grand Central Terminal. He was transferred to Albany in 1898 in the same capacity, and in 1921 he was made Supervisor of Bridges and Buildings.

Mr. Hamer was held in high regard

by his associates and his passing was deeply felt. At the time of the Myers store collapse in North Pearl Street, Albany, he was placed in charge of the removal of the wreckage by the coroner, and directed the shoring of the remaining portions of the building.

Surviving are his widow and one sister.

Elizabeth M. Parker

RETURNING from a western trip last month, Elizabeth M. Parker, daughter of C. J. Parker, Superintendent of Insurance for the New York Central in New York, was stricken with spinal meningitis from which she died at the family home in Bronxville, August 13.

Miss Parker was taken ill the previous Sunday night on the train. She had completed her course in the Bronxville High School in June where she had been active in the Glee Club, in dramatics, in the student governing council and in Girl Scout work.

She was preparing at the time she was taken ill for a trip with her troop

of Girl Scouts to Lake Mahopac, where they had intended to remain the rest of the summer.

Frank Cole

WITHOUT WARNING, Frank Cole, sixty-seven, pensioned from the New York Central service at Clayton, N. Y., four years ago, succumbed after a fainting spell with which he was stricken at his home August 10.

He had worked as brakeman and conductor at various locations for the New York Central in Northern New York since 1880 and was pensioned because of disability in 1926. For several years he had been conductor on the morning club train running between Clayton and Syracuse during the winter, and station master during the summer, and thus became well known to travelers to the Thousand Islands.

Joseph B. Gallery

APPARENTLY on his way to catch a late freight home to Minoa after his day's work, Joseph B. Gallery fell from a culvert near Oneida, N. Y., on August 10 and was killed.

He was an engineman on the Mohawk Division, having worked up through various jobs since he first entered service in 1905. He was forty-seven years old.

Frank J. Weilguny

PENSIONED by the New York Central since he reached the age of seventy early in 1925, Frank J. Weilguny died August 4 at his home after a short illness.

An Austrian by birth, he had lived in Oswego ever since coming to this country as a young man. He had served the New York Central as machinist's helper for twenty-three years.

James Lee

JAMES LEE, retired two years ago as a tank foreman for the New York Central at Oswego, died after a two weeks' illness August 3.

He had served the New York Central in his home city since 1883.

Harry Oakleaf

HARRY OAKLEAF, aged seventy-eight, a New York Central veteran of forty years' service, died at his home in Lyons, N. Y., on August 10.

He spent his entire New York Central career at Lyons, where he served as brakeman, sectionman and flagman.

John H. Riley

JOHN H. RILEY, Passenger Conductor for the Rutland Railroad, died at his home in Brandon, Vt., on July 15. Mr. Riley, who was widely known on the Rutland Railroad, was sixty-seven years old, and had been in the service of the railroad for the last thirty-seven years.

Andrew Hunter

ANDREW HUNTER, a pensioner of the Michigan Central since October 1, 1922, died in Los Angeles on July 20. He was seventy-two years old, and had

been in Michigan Central service at West Detroit for forty-eight years.

Reuben R. Huff

AT ELKHART on August 3, Reuben R. Huff died after a month's illness from pleural pneumonia. He was sixty-five years old and leaves his widow and two brothers.



Reuben R. Huff

As indicative of his double service with the New York Central and with Western Union, he was a member of Lake Shore Pioneer Chapter of New York Central Veterans and of the Association of Western Union Employees. He was likewise a member of the Moose, K. of P. and the Maccabees.

John J. Burns

JOHN J. BURNS, whose death was recorded in the August issue of the Magazine, is shown here as he appeared about the time of his retirement, which occurred when he was taken ill nearly two years ago. He had then worked for the New York Central at Niagara Falls, his native city, for forty-six years.



John J. Burns



Genuine A. P. W. Satin Tissue can be ordered by mail

A. P. W. is the smooth, absorbent toilet paper chosen by America's fine hotels — the universal standard. It is chosen by 35 hospitals in New York City alone.

To insure fastidiousness and health, don't be content with less. Cheap, coarse toilet paper is much less economical. One dollar with the coupon will bring the A. P. W. Jr. carton of four rolls — more than six months' supply for the average family.

Six months' supply — coupon offer

A. P. W. PAPER CO., Albany, N. Y. G15
I enclose \$1.00. Please send carton of A. P. W. Jr. Satin Tissue — six months' supply.

Name.....
Address.....
City..... State.....

SAVE FUEL!



Conductor Herbert M. Smith Is Retired As Army Captain

HERBERT M. SMITH, Conductor for the Ohio Central at Corning, Ohio, has been placed on the retired list of United States Army officers with the rank of captain, with pay from March 22, 1929.

Captain Smith started his military career in 1902, serving as a private in Company F, 26th United States Infantry, and served in the Philippines. He again enlisted in Company F in 1909 and served for six years, being discharged in 1915 with the rank of sergeant. At the outbreak of the World War he was called back for duty and in May, 1917, he was commissioned a captain of infantry.

He was made commanding officer of the Machine Gun Company of the 332nd Infantry and as such was sent to Italy. He was wounded in the side and blood poisoning resulted, from which he never fully recovered. He is now vice-commander of the Corning Post of the American Legion.

A quick thinker has averted many an accident.



The BURLESON SANITARIUM
GRAND RAPIDS, MICHIGAN

Devoted exclusively, for over twenty-five years, to the treatment of all Rectal Diseases — except Cancer. Here, more than twenty-seven thousand patients have been permanently freed of their troubles. The Burleson Treatment is guaranteed to entirely free you from your disease, or no charge is made for the treatment.

If you are troubled with hemorrhoids, fistula, fissure, or any other rectal disease, the record of the Burleson Treatment — the testimony of grateful men and women — the assurance of permanent relief, warrant your investigation — Now.

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The Burleson Sanitarium, Dept. A-133 Grand Rapids, Mich.
Please tell me more about your Treatment.

Name.....
Street.....
City..... State.....

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The only high-grade watch sold direct from factory!

Imagine being able to purchase these magnificent thin model watches at lowest factory prices on easy payments out of your income, or for cash! Let us send you one of these marvelous watches — you are under no obligation to keep it. You'll agree it is the world's greatest watch value. Write for free 6-color book and learn the true facts!

FREE 6-Color Book

If you write at once we will send beautiful style book, showing lowest factory prices on these lifetime insured watches. Thousands save money this way. Write today!

WRITE!

Luxurious strap and bracelet watches at remarkably low prices! Write for free style book TODAY!

STUDEBAKER WATCH COMPANY
Directed by the Studebaker Family—known for Three-quarters of a century of fair dealing
Dept. NQ88 South Bend, Indiana
Canadian Address: Windsor, Ont.

A GOOD WATCH DESERVES A GOOD CHAIN

It's a long day and a hard day for your watch-chain. Work, and lots of it . . . plenty of handling . . . and fighting dust, dirt and grime in all weather. It takes a real chain to stand up under such punishment — a strong, serviceable chain—a Simmons chain!

Make yours a Simmons. The attractive chain illustrated on the Illinois watch is yellow gold-filled, number 30977, and costs \$9, alone. The next time you have your watch inspected, look this chain over. R. F. Simmons Co., Attleboro, Mass.

SIMMONS
TRADE MARK
CHAINS

The swivel says it's a Simmons

(Continued from page 23)

in demurrage charges, but that, after all, is not the purpose of railroad transportation. The railways are carriers, not warehousemen. And that, in turn, recalls the statement made a few years ago by a prominent official of a storage company, who said: "The efficient service rendered by the carriers has had a serious effect on the warehouse business. This is not a complaint. It is a plain statement of fact."

Improvement a Process of Evolution

This entire achievement by the railways has been a process of evolution, extending over a period of years. No magic wand was waved over the railway tracks and cars; no orders came from headquarters directing that an immediate 10 per cent improvement be made; no overnight change from chaos to efficiency was responsible. It was the natural result of more intensive studies into movements of trains and cars. The Baltimore & Ohio, for example, discovered the self-evident fact that "main-tracking" a train eliminated delays. A minimum of switching en route, as a result of a pre-arranged plan for making up the train, enabled it to adhere to a fast schedule, and the officials began to wonder why they had never thought of such a scheme before. Other railroads followed suit and one phase of reducing delays in transit became standard on trunk line railroads.

Yard delays were studied and needless switching and cutting up of trains was eliminated. Shippers were urged to co-operate and they responded nobly. All these factors—railway initiative, employe co-operation, shipper interest—contributed in large measure to the change in methods and results which have characterized railroading in the past decade. Today we regard it almost as a matter of course.

One could, of course, search the traffic files of various railroads for numerous letters of commendation which grateful patrons have sent the carriers expressing their appreciation of fast service performed by the rail lines. Some of these might be sufficiently specific to permit of resolving special items into dollars and cents value. But this is hardly necessary. Everyone is aware of the railroad contribution toward prosperity and as one recalls the harrowing days of 1916 to 1920, with embargoes everywhere, car

shortages, inexplicable delays in the movement of cars between two large terminals, and withal, a general indifference on the part of many employes toward the situation, the change in status is the more spectacular.

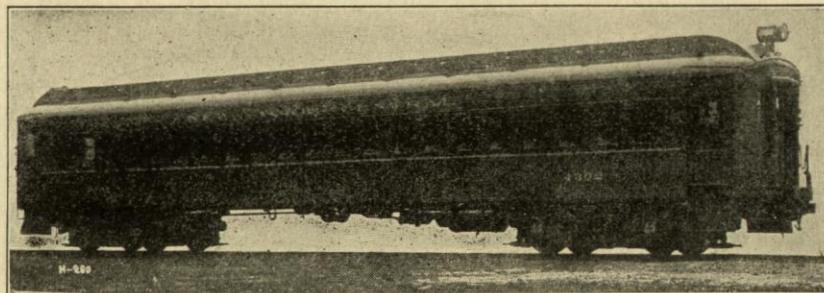
One becomes accustomed to excel-

lence in service, and is prone to forget former shortcomings, but there is an element of good-will manifested toward the railroads by their patrons which is evidence of the cordial relations now existing, brought about in large part by the desire of the rail-

Standard Steel Car Company

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For all classes of Service, from our Standard Designs, or according to Specifications of Purchasers



Steel Car Underframes, Trucks
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Capacity 50,000 Cars per Annum

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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.

HALE & KILBURN COMPANY
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.

ways to provide the service of which they have proved themselves capable of performing and for which the patron has every right to ask. And the mutual understanding and appreciation of the joint problems of shipper and railroad man, as a result of the co-operative boards established in various sections to act as harmonizers of shipper-carrier relations, are constantly contributing to an even better railway service with resultant gain to shippers.

Cash Prizes Offered for Budget for Business Girls

BUDGETS for business girls, outlining the amount of money they may spend for a year on their clothing, may bring them substantial cash rewards if their plans are deemed workable.

The Bowery Savings Bank of New York City and the Exposition of Women's Arts and Industries, Incorporated, have announced a contest to be known as the Business Girls' Clothing Budget Contest, open to all girls in Greater New York earning from \$15 to \$35 a week.

Contestants may register in any one of four groups, divided as follows: Group A—those earning \$15 to \$19 a week; Group B—those earning \$20 to \$24 a week; Group C—those earning \$25 to \$29 a week, and Group D—those earning \$30 to \$35 a week. The first prize is \$50 for the best plan submitted. The second prize is \$25 to each

winner in the four groups, and the third prize is \$15 to each winner in the four groups. The prizes will be awarded at the Exposition of Women's Arts and Industries, Incorporated, at the Hotel Astor, during the week of September 30 to October 5.

The contest is open to any self-supporting girl earning the salary named. If she lives at home she may enter only if she is paying a reasonable amount of board at home. The budget is to be for one full year, to include everything spent for clothing, repair, and dry cleaning (not laundry). All contestants must enter the group which is covered by her income.

To obtain registration blanks for entry in this contest, girls should write the Business Girl's Clothing Budget Contest Committee, Miss Adeline Evans Leiser, Chairman, The Bowery Savings Bank, 110 East Forty-second Street, New York City. Each blank must be returned to the bank by Friday, September 20.

Found—a Gold Mine

ON THE PROPERTY of the New York Central one day last month Harry Leo, Switchman, on the Syracuse Division, found a ladies' hand bag containing the following:

Powder puff, two matinee tickets, pair of scissors, five samples of gingham, three skeins of silk, five recipes for cooking, seven newspaper clippings, bottle of smelling salts, three door keys, toothbrush, box of rouge, handkerchief, three hair-pins, five safety pins, pair of gloves, three street car tickets, thirty-seven dry good store ads, grocery list, memorandum book, package of chewing gum, pair of eye glasses, small oval looking glass, can of floor stain, two shoe buckles, one broken garter, nineteen invitations to recitals, manicure set, curling iron, small pair of tweezers, package of toothache gum, one dozen picture postal cards, one sample package of breakfast food, gas bill, New York Central time table, three photographs of young men, knob from bureau drawer and nine cents in real money.

The bag was promptly turned over to the Station Master, where it awaits claim at Syracuse Station.

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.

Your friends who travel should know the advantages of the New York Central Lines. Tell them, then send your DPA a Traffic Tip.

Use This Coupon—Save Money

BUILD on Your Lot!
THIS book tells how to save \$500 to \$2,000. Explains \$20 to \$85 Monthly Payment Plan and our new long time building loan. Get it FREE.



"The Lewiston" Monthly Payments \$35
5 Rooms and Bath as low as
SEARS, ROEBUCK and CO.
CHICAGO or PHILADELPHIA

Please send New Building Book shown in N. Y. Central, September, 1929.

Name _____

Address _____

Pantasote

Trade Mark

The National Standard for Car Curtains and Car Upholstery Since 1897

Agasote Headlinings

Trade Mark

The only headlining made in one solid piece. It is waterproof and will not separate, warp or blister. Agasote, in fact, actually improves with age.

The Pantasote Company, Inc.

250 Park Avenue . . . New York City
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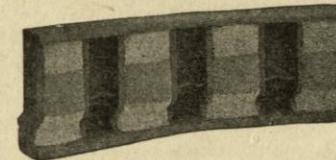


PIG IRON IRON ORE COAL

THE M.A. HANNA CO.

Buffalo	CLEVELAND	Detroit
Cincinnati	Pittsburgh	Toronto
New York	Philadelphia	Toledo
Baltimore	Williamsport	Chicago

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.

HEDSTROM-BARRY COMPANY

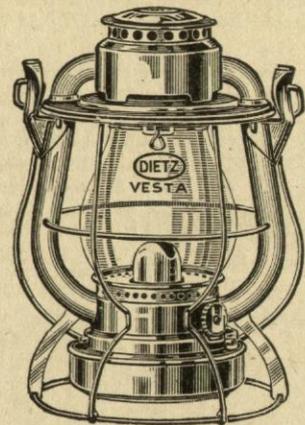
Railroad and Commercial

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618-20 South Sherman St. CHICAGO



**DIETZ
VESTA
RAILROAD LANTERN
FOR KEROSENE**

**Avoid an
ECLIPSE!**

LET your Vesta Lantern Globe become soiled and the rays of light are shut off just as they are when you look at the sun through a smoked glass.

Vesta sheds more light than any other railroad hand lantern—but keep the globe CLEAN!

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**

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.

- NEW YORK CENTRAL LINE EAST**
 F. E. Blanchard, Signalman, SS-34, Rome, N. Y.
 J. J. Crowley, Brakeman, Selkirk, N. Y.
 F. W. Galbraith, Signalman, SS-13, Amsterdam, N. Y.
 F. Johns, Pumpman, Herkimer, N. Y.
 John Kane, Crossing Watchman, Little Falls, N. Y.
 S. E. Lewis, Signalman, SS-45, Minoa, N. Y.
 W. P. Matchett, Signalman, SS-D, Rensselaer, N. Y.
 Frank A. Price, Conductor, Selkirk, N. Y.
 H. T. Thackrah, Signal Maintainer, Albany, N. Y.
 Charles J. Wells, Signalman, SS-4, Chelsea, N. Y.
 M. H. Rhueben, Brakeman, Watertown, N. Y.
 J. F. Flannery, Telegrapher, SS-B, Lockport, N. Y.
 Frank Bullion, Conductor, Batavia, N. Y.
 P. H. Fennell, Agent, Watkins Glen, N. Y.
 W. D. Hurd, Telegraph Operator, Lawrenceville, Pa.
 R. E. Specchio, Telegraph Operator, Barnes, N. Y.
 E. D. Vaughn, Telegraph Operator, Ellis, N. Y.
 Angelo Picarazzi, Section Foreman, Corning, N. Y.
 P. Miller, Engineman, Chelsea, N. Y.

LINE WEST
 W. G. Tinkham, Agent, Granville, Ill.

OHIO CENTRAL
 Ed. Hammond, Conductor, Toledo, Ohio.
 H. H. Root, Brakeman, Hobson, Ohio.

BIG FOUR
 E. T. Finrock, Conductor, Linndale, Ohio.
 V. W. Lohr, Bellefontaine, Ohio.
 Harry Lynch, Engineman, Linndale, Ohio.
 Harry Dunning, Fireman, Linndale, Ohio.
 J. A. Farquar, Operator, Alexandria, Ind.
 R. H. Ferverda, Agent, Silver Lake, Ind.
 W. G. Faber, Conductor, Cleveland Division, Fred Montonye, Operator, Pana, Ill.

MICHIGAN CENTRAL
 F. J. Sharkey, Brakeman, Niles, Mich.
 C. J. Sheeran, Conductor, Saginaw Division.

PITTSBURGH & LAKE ERIE
 F. O. Allen, Bridge Watchman, Beaver, Pa.

BOSTON & ALBANY
 J. J. Cronin, Car Inspector, Worcester, Mass.
 George Mercier, Assistant Supervisor of Track, Framingham, Mass.
 M. J. Kelleher, Car Inspector, Framingham, Mass.

Station Moved Near His Home

INSTEAD OF ALIGHTING from New York Central train No. 625 at the Sunnyside, Ohio, station on July 31 and walking a half-mile to his home as he had been doing for the past twenty-one years, Martin Gerke stepped off the train at Brownhelm, just west of Cleveland, walked down a few steps and was within a stone's throw of his home. For the New York Central had moved the station from Sunnyside to Brownhelm.

When a friend of his mentioned that even though the New York Central was a great railway system, it was human to move the station for him, Mr. Gerke replied, "They didn't move the station for my benefit, I'm sure." But the friend insisted that the New York Central wanted to show him its appreciation for his patronage.

Brownhelm was a flourishing place a half century ago. Great stone quarries were running, employing many men. Fisheries on Lake Erie, a mile or so away, shipped tons of fish daily. Then the quarries closed down. Fishing was stopped and shipping went to other points. Other towns absorbed Brownhelm's population. The station was moved to Sunnyside. Now the New York Central has moved it back to Brownhelm, only a stone's throw from Martin Gerke's home.

Longer Trains



Call for still greater care in selecting air and steam line pipe

Formerly, when trains were not so long, nor motive power so great, ordinary pipe material served fairly well for maintaining necessary air and steam pressures.

Gradually, however, with the increase of size in motive power, trains were made longer. Under these new conditions, ordinary pipe materials began to show a large number of failures. One by one, roads sought pipe that would resist rust and fracture under strain, fatigue, and vibration. So they logically turned to genuine wrought iron.

By reason of its inherent fibrous structure, wrought iron pipe successfully resisted fatigue and corrosion. More Byers Pipe is being used today for railroad service than ever before. With more complicated locomotives and longer trains, operated at high speed, the quality of pipe plays an important role in the maintenance and operation of our railroads.

A. M. BYERS COMPANY
 Established 1864 PITTSBURGH PA.

Send for Bulletin No. 44 Analyzing the causes of pipe failure in railway service. The Spiral Stripe protects you against mistakes and substitutions.

BYERS PIPE
 GENUINE WROUGHT IRON



Big Four Gloom Busters Present Clever Vaudeville Act

MIXING PLEASURE with business, not only for their own personal profit, but for their employer, two New York Central Lines men, Page & Sutliff, commonly known throughout the State of Ohio as the "Big Four Gloom Busters," have been appearing before large audiences in theaters, clubs, high schools, churches and service organizations, disseminating good cheer and fun to their listeners, and at the same time doing a little advertising for the New York Central Lines.

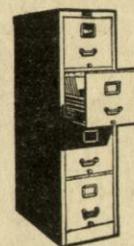
The Page of the "Gloom Busters" is J. H. Page, Agent for the Big Four at Wellington, Ohio, and the Sutliff of the "Busters" is W. H. Sutliff, Extra Crossing Watchman at the same place. They have been partners on the stage for the last three years, singing their own songs and carrying out their own acts.

The team is a black and white one,



Page & Sutliff, Gloom Busters, ready to do their stuff on the stage.

For Every Office



GF Allsteel
OFFICE EQUIPMENT

The General Fireproofing Co.
 Youngstown, Ohio

Sutliff donning the grease paint before he puts on the accent of the South. It is their boast that they can entertain any kind of an audience. The acts are clean and up-to-the-minute and are of standard vaudeville length, from twelve to fifteen minutes. Included in their song hits is one which has for its theme the New York Central Lines. The boys in their own inimitable fashion, explain why their road is the best road over which people travel and ship freight.

The team is anxious to appear before New York Central audiences to show their wares. Any organization on the system can secure their services by writing or wiring to Agent Page at Wellington.

Among the many press notices they have received is one from Thurman (Dusty) Miller of Wilmington, Ohio, who said: "I liked your act: it's good."

P. & L. E. Engineman Commended

CLOSE ATTENTION to duty while on a yard assignment at Newell, Pa., on July 9, made it possible for Engineman C. C. Henry of the Pittsburgh & Lake Erie Railroad to detect and report a brake rigging down on K car 64,828, fifteen cars from the caboose on west-bound engine 9583, while the train was passing the west end of the Newell classification yard. The train was immediately stopped and the car switched out, possibly preventing a serious accident. Engineman Henry was commended by J. E. Hughes, Superintendent, for his close observance and prompt action.



C. C. Henry

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

Hundred B. & A. Employes From South Station Go On Outing

MORE THAN one hundred employes of the Boston & Albany Railroad at South Station, Boston, enjoyed the first annual office outing at the Pemberton, Mass., Inn grounds on July 27. Races of all kinds, swimming and a baseball game between the married and single men were the feature events of the day.

The married men walked away with the ball game, blanking the bachelors 4-0. Eva Sanborn won the twenty-five yard dash for women; Robert McCartney won the fifty-yard dash for men, and A. E. Felsch and C. Hagan struggled along to win the three-legged race. Other events held were sack races, potato races, three-legged races, tugs-of-war for women and men and a wheelbarrow race.

R. D. Fuller headed the committees, and D. F. Lynch was chairman of athletics. Other committeemen were Howard Atwood, Fred Boyns, Jack Fitzgerald, Charles T. Hagan and Guy W. Ople.

RADIO FREE CATALOG
AT WHOLESALE PRICES
 196 pages of radio bargains. New Screen Grid, all-electric, A. C. Sets in beautiful consoles—also battery operated sets as low as \$15.95. Write today.
ALLIED RADIO CORPORATION
 711 W. LAKE ST., DEPT. 58 CHICAGO



Send us a hand, men!

We want to borrow a hand—the hardest-to-clean hand that ever did a dirt-collecting job. In 58 seconds we'll give back that hand so clean that its owner and his wife won't know it. How will we clean it? With Lava Soap. That's all. But that's enough—because Lava is made to drag out grime and grease quicker than any other soap in the world—without hurting the skin. Lava contains pulverized Italian pumice ground almost as fine as flour. It makes a rich, fast-working lather—even in cold or hard water—a lather that gets the dirt and protects the skin. Lava costs only 6 cents or a dime—at any grocery or drug store.

George, the Lava Soap Man

IF YOU'VE NEVER TRIED LAVA SOAP SEND FOR A FREE SAMPLE CAKE

Procter & Gamble, Dept. H929 Cincinnati, Ohio

Send me a free sample cake of Lava Soap.

Name.....
 Street or R. F. D. route.....
 City..... State.....

Book Reviews

"Little Blacknose," a True Story of DeWitt Clinton

AN ENTERTAINING story of the DeWitt Clinton engine, the original locomotive of the Mohawk & Hudson Rail Road, in which the engine, under the name of "Little Blacknose," is given a personality as vivid as any human being, is coming from the press of Harcourt, Brace & Company, this month.

Though Hildegard Hoyt Swift, the author, has written her book with children from six to ten in mind it will bring a smile and a pang from many an older reader.

Lynd Ward has illustrated the entire volume exquisitely.

The book opens with little Blacknose's trip up the Hudson to Albany, passing on his way the West Point foundry where he was born. Silently he takes the ride on the big river boat, longing to speak to the boat's engine beside which he is placed—but he cannot, for he has as yet no steam.

In Albany still he can talk to no one. None of the comments on his long black smokestack, his incongruous shape or his possibilities on the rails can he answer. Not even to the ugly roan horse who throughout the book calls him a "horrid brute" can he reply. Not until the trial trip is made to Schenectady with David Mathew at the engine is little Blacknose able to talk. Then:

Te-dick, te-dack,
Get off the track,
T-double-Y-ditty,
T-double-Y-ditty—

And as he approached the end of his first run he sang over and over again:

Sche-nec-tady,
Sche-nec-tady!
Can this be
SCHE-nec-TADY

A human heart is beating within little Blacknose's boiler as he sees and hears and does things. The excursion from Albany to Schenectady on August 9, 1831, was a great event of his early life. The Ex-Governor was there, the High Constable and crowds of picturesque people in striped trousers, tall beaver hats, flowered bonnets and broad, full skirts. He was given the name of *DeWitt Clinton* for "the best governor New York ever had." He became the King of the Rails.

But one day an English engine, the *Robert Fulton*, came to Albany, and little Blacknose's heart sank to his wheels. The rivalry at first was bitter. But soon these two first engines of the first line of the New York Central became friends, and for many years they worked together, alternating trips, and talked together when put away in their engine house.

Little Blacknose had heard that all old engines some day had to be scrapped, and as the years wore on he dreamed sadly of this day to come.

After fourteen years of making trips between Albany and Schenectady, one day he was lifted in a great crane and carried to a storage room in the Albany station. He feared—but no, they did not scrap little Blacknose. Instead, he had a long, long rest. For fifty years he stood there in the dark, sleeping, dreaming of the days gone by; sometimes of the fearful day he thought would come when, like other engines, he would be taken to pieces.

One day he was removed from the store-room and swung on another great crane down to the station yard below. Men began tearing away the rusty plates from his sides; they took out the copper tubes and removed the long black smoke stack of which he had been proud. But, still they did not scrap little Blacknose. Instead they gave him new and shiny parts and his next home was at the World's Fair in Chicago, in 1893, where he again met his old friend, the English engine. One joyful year he spent there, then thirty-three years more in the darkness of the Albany Station. He felt his end had surely come—but still more happiness was on hand for him.

Again he was removed. Delicious pitch was fed into his fire box—and as his steam came up he murmured the words:

"Delish-sh-sh-shious pitch, delish-sh-sh—" and soon he was able really to talk again. He was put on a track and as he moved the old song came back to him:

Te-dick, te-dack,
Get off the track,
T-double Y-ditty,
Off for Schenectady!

He talked with the gigantic engine of the Twentieth Century Limited beside which he had been placed. He did not know what it was all about but he was happy and very proud. The occasion was the one-hundredth birthday of the New York Central. And then

OFFERING every banking and trust convenience, the Lincoln Office brings to the Grand Central District every advantage of an institution with resources of \$650,000,000. Our experience and advice are always available to aid you in solving your financial problems.

Safe Deposit Facilities

LINCOLN OFFICE

IRVING TRUST COMPANY

Forty-second Street at Park Avenue, New York

heaven actually came for little Blacknose—at least, he thought it must be a kind of engine-heaven, for above him in the distance he could see stars in the blue sky, while around him all the time walked crowds of admiring people. What more could a proud little engine ask for?

His last home, his permanent home, is on the balcony at Grand Central Terminal, New York, where little Blacknose, the *DeWitt Clinton* of 1831, is part of the New York Central's Transportation Exposition.

When the reader, whether six, ten or more years old, leaves little Blacknose there, he feels that he has followed a human character, through a long and very human life.

"Wall Street and Washington"

UNDER THE TITLE of "Wall Street and Washington," a volume which contains a deal of information useful to the most of us, written by Joseph Stagg Lawrence, author of "Stabilization of Prices," has just come from Princeton University Press.

The excitement in Congress during the early summer over extraordinary

activities in the stock market prompted the author to take his pen in hand. "It seems incredible," says he, "that in the year of our grace 1929 a body of presumably intelligent public men should permit fanatical passions and provincial ignorance to find expression in unrestrained virulence. Yet that is precisely what has taken place. It is impossible to dignify these wanton attacks on the financial community as discussions. Such a term implies reason and restraint. When the senator from the Old Dominion rose in that chamber of absurdities, sometimes referred to as a deliberative assembly, his remarks were characterized by neither reason nor restraint. Blatant bigotry and turbulent provincialism joined to condemn an innocent community. It is a disturbing reminder to intelligent Americans that we have failed to attain maturity, and that we are still in that state of recalcitrant and uninformed puerility from which only added generations of education can emancipate us. The rhetorical saturnalia in which the Senate of the United States has been indulging is a measure of the distance we must travel."

Having thus relieved his mind in the preface, Professor Lawrence continues in chapter one:

"It must not be assumed that this conflict between Wall Street and Washington dates back only to that day in February of the current year when the Federal Reserve Board in the columns of the public press advised the world that a state of speculation existed in lower Manhattan which was fraught with grave peril to the rest of the community. Such is not the case. The present controversy is but one phase of a struggle which has given the history of this republic a curious flavor since it was founded and which may in fact be discovered long before we succeeded in severing our connection with the mother country."

Follows then an exposition of the alleged gold "shortage," the danger of general credit inflation, speculation and the danger to business, the responsibility of the stock market for the increase in bank credit, the discount rate. "Wall Street and Washington" makes a book of 468 pages set in type that is easily read. The price is five dollars and the book is worth it.

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SALES MAN starts out to take a trip
Puts on his best suit and takes his grip,
Intended first to take the "flivver"
Going for a short trip down the river.
Wife looks at sky, says, "Looks like rain."
He says, "Good, let's take New York Central
train."
Calls a taxi—what's that—the horn?
That is service, sure as you're born.
Whizzes to the station; well, I declare,
There is George, the redcap, standing there,
Who takes his grip and sees that he
Is extended every courtesy.
A bite to eat before we go,
Looks at watch—can it be slow?
But he knows that George will see
He doesn't miss the 8:33.
A paper, sure! Wife says he's a thoughtful man.
She starts to eat; he, the front page to scan.

Had a good breakfast; it's starting to rain;
Glad now he decided to take the train,
Takes you safe and brings you back;
No delays from blowouts, or picking up a tack;
Across the room a sign we see;
It reads, "We specialize in COURTESY."
The train is called; we've finished our eats,
George takes the baggage to a seat;
Says, "I hope you finds business good,"
And I am sure that you should."
Bids both good-bye; both crack a smile;
Train moves out. . . . We've made a mile.
"Tickets, please," you hear him say.
"Good morning! How are you all today?"
Knows them all by their first name—
"Ned and Irving, Sarah, Mame."
Look at the gold bars on his sleeve—
Forty years, would you believe?
He looks so neat; how the buttons shine!
The niftiest dresser on the line.
He is the man we like to see;
He spells it with capitals—C O U R T E S Y ;
It's practised here, practised there,
Practised in fact, almost everywhere.

That is the word that starts you right,
And makes the day seem much more bright.
You take off the receiver and hear some one say,
"Good morning, how are you today?"
I'm routing five cars o'er your line."
"We thank you, that is mighty fine."
The next time he is phoning in
He will say, "Route that new load of tin
Over New York Central and I know
'Twill be here in a day or so."
It pays to smile; look cheerful, laugh,
The man who doesn't soon gets the "gaff;"
You pay attention and you will see
It brings the business—COURTESY.
A man calls in and asks for a rate
Gets it and says, "Your service—great!"
You can never tell from a telephone ring
How much business it may bring.
Use an inquirer with disdain,
And he may never call again.
COURTESY—it paves the way,
Gets business, for N.Y.C. is here to stay;
When the phone rings, look pleasant, grin;
Perhaps it's another rooter with a load of tin.

Railroad Boys Are These

WILLIAM, JR., below, and Kenneth, at the right, are the sons of William L. Cook, Piece Work Inspector in the Car Department, New York Central, at Wesleyville, Pa.



Proud of their railroad daddy are these two youngsters who like nearly all good railroad sons will undoubtedly follow their father's steps when they grow up.

Trans-Siberian Railroad Is 4,465 Miles Long

THE SINGLE STRETCH of railway line across Siberia, from Sverdlovsk, in the Ural Mountain region, to Vladivostok on the Pacific Coast, described in the August issue of the Magazine, measures 7,186 kilometers, or 4,465 miles.

A trip of more than 10,000 kilometers can be made without changing trains, through arrangements with several of the railroads of the Union of Soviet Socialist Republics. From Negoreloye, on the Polish border, or from Riga, in Latvia, one can travel straight across to the eastern border of Siberia, journeying most of the way on the Trans-Siberian Railroad. With only one change, it is possible to travel by train across all of Europe and Asia, starting at Paris, Calais or Ostend. The trip from Paris to Pekin, a distance of 12,060 kilometers (nearly 7,500 miles) is made in twelve and one-half days.

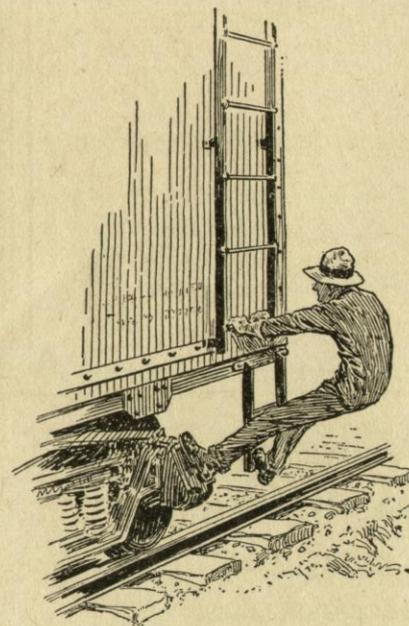


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Two Bad Habits For Trainmen To Avoid



Trainmen's Auxiliary to Meet in Syracuse

THE LADIES' AUXILIARY to the Brotherhood of Railroad Trainmen of the State of New York will hold a Union Meeting, sponsored by Easter Lodge No. 122 of East Syracuse, N. Y., in the Onondaga Hotel at Syracuse, on October 16. It is expected that many of the officers of the Grand Lodge of the Brotherhood will be present at the meeting, as well as Clara Bradley, Augusta Statzer, Delia Leonard and Mary Cusack from the Auxiliary.

The meeting will be opened at 9:30 a. m. by Mayors Hanna of Syracuse and Gilson of East Syracuse. An entertainment and banquet will follow the business sessions of the day at 6:30 in the Grand Ballroom of the hotel, followed by the ball at 9 p. m.

Tickets and reservations for the meeting, banquet and ball may be procured by writing the president and head of all committees, Dorothy H. Donnelly, 231 W. Heman Street, East Syracuse,

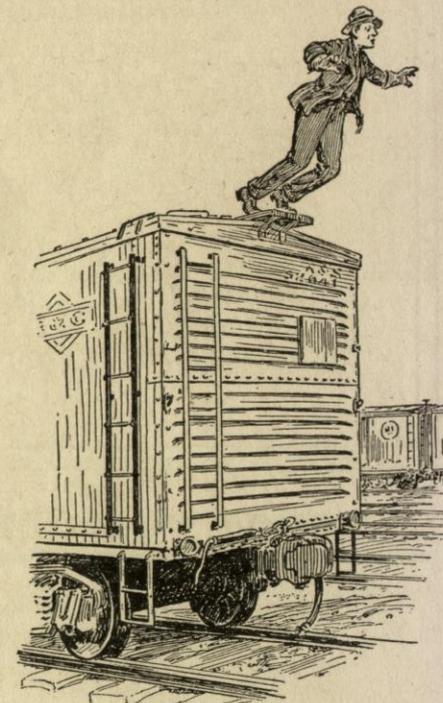
FAILURE to secure a good hold on the car on which he is riding is one of the greatest dangers to the railroad man, according to the American Railway Association, which has compiled figures as to the number of deaths and injuries caused during 1928 as the result of sudden starts, stops and jerks in, on, and from cars and locomotives.

There were thirty-three deaths and 2,996 injuries caused in this manner last year.

Most frequently the injuries do not occur as a direct result of sudden starts or stops, but because the employe has not made his hold secure, as stops and starts can and should be anticipated. Jerky train handling, however, should be reduced. Some of the causes of undesired sudden stops, starts, and jerks are as follows:

- Short flagging by yard or road flagmen and section forces.
- Excessive speed or lack of control in yard limits.
- Rough and improper handling of air.
- Burst air hose and break-in-two.

As these causes are subject to correction by the individual, by supervision, and by careful inspection of rolling stock, trainmasters and yard masters should notice men placing themselves in unsafe positions and prevent accidents before they occur. They



should educate the trainmen to place themselves always in a safe position; and short flagging, excessive speed, rough handling and improper handling of air should be cared for and corrected as a matter of routine duty.

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THE CANADIAN BANK OF COMMERCE

with which is amalgamated The Standard Bank of Canada

Capital Paid Up \$24,823,400 Reserve Fund \$24,823,400

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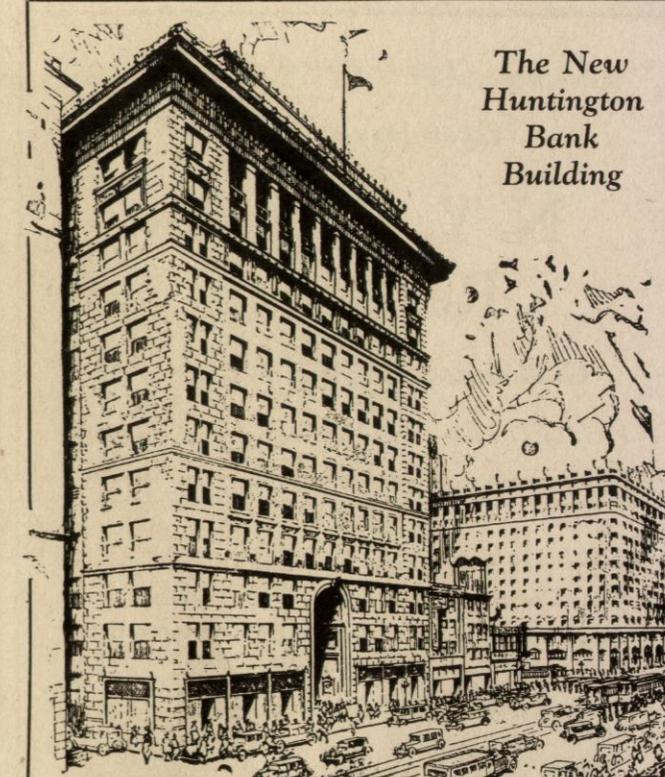
THE man who saves is going somewhere. He has an object in view. The spender is going nowhere but to dissipation. If you have some goal ahead, let this bank help you by taking care of your money.

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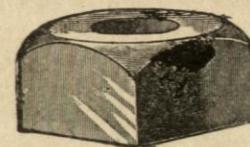
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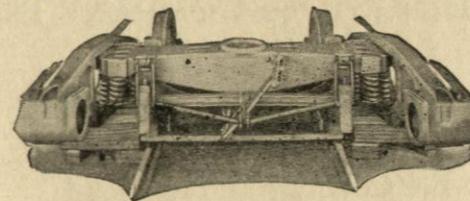
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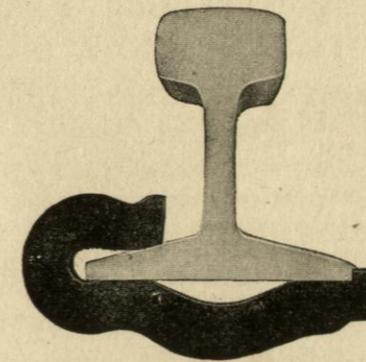
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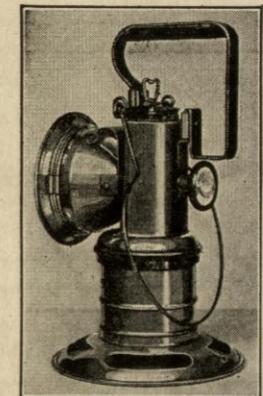
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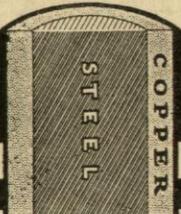
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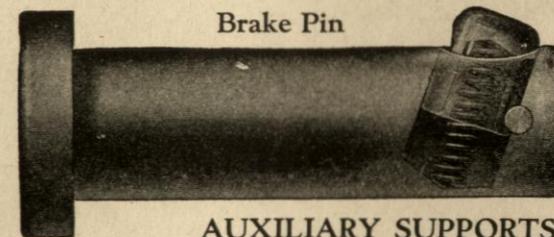
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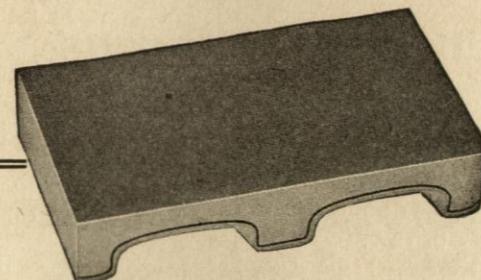
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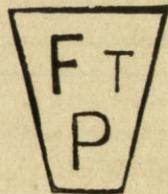
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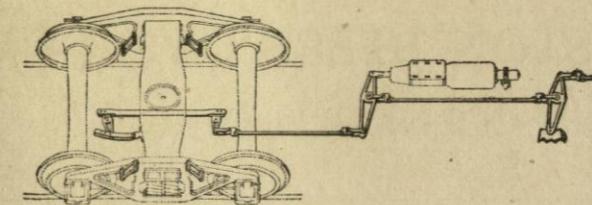
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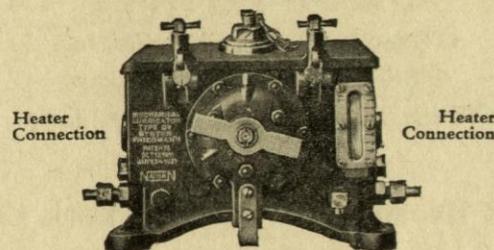
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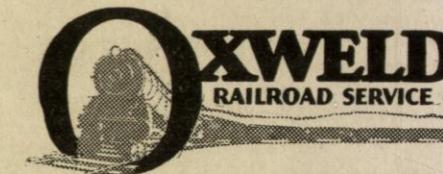
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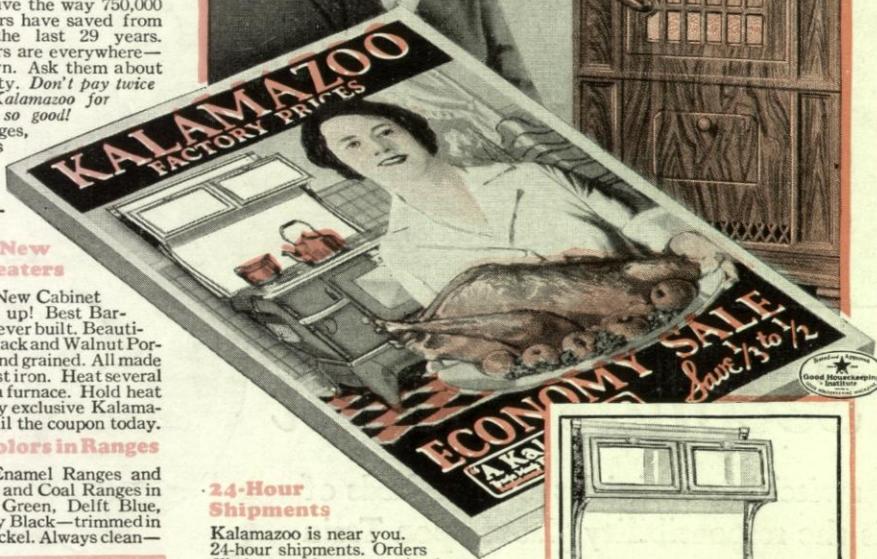


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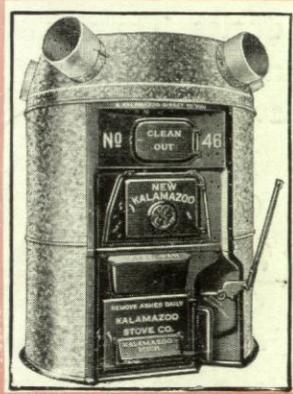
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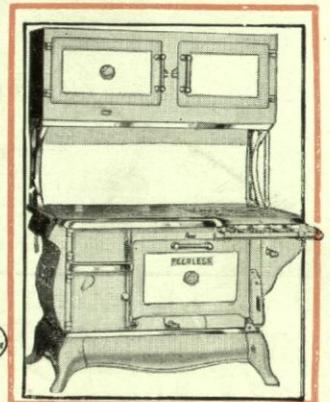
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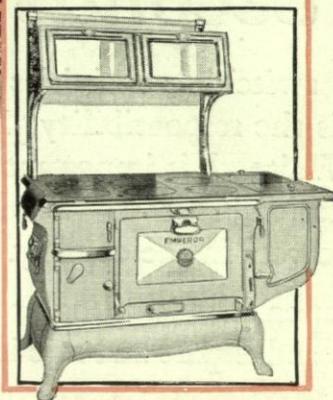


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