

THE
DELAWARE AND HUDSON RAILROAD
BULLETIN

*The
D&H*

JUNE 1, 1937

Look Again

I SAW a thistle and a flower
 Growing side by side:
My eyes turned from the thistle to
 The flower it sought to hide.

I saw the angry heavens glowing,
 Presaging rain:
I caught a glimpse of sunshine when
 I chanced to look again.

And so we'll find that though this life
 Holds much of sunshine and rain;
We're sure to see the sunshine if
 We only look again.

—E. H. MORGAN.

"The D.H."

The
DELAWARE AND HUDSON RAILROAD
CORPORATION

"The D.H."

BULLETIN

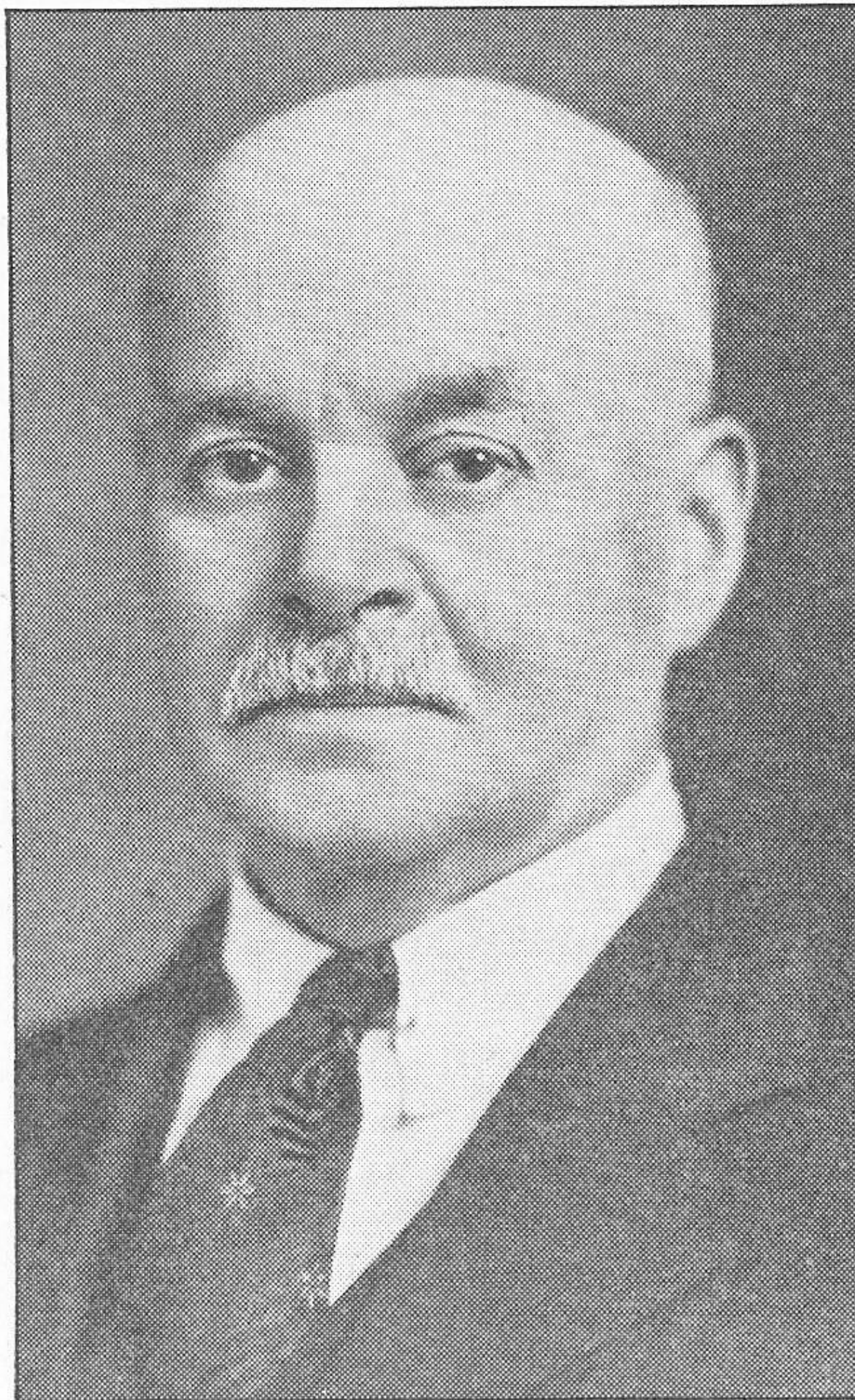
Learned Trade In England

Strict Rules of Apprenticeship Recalled by Retired Oneonta Foreman

HE shall not contract matrimony within the said term (seven years); nor play at cards or dice tables or any other unlawful games whereby his said masters may have any loss with his own goods or others during the said term without license of his said masters; he shall neither buy nor sell; he shall not haunt taverns or playhouses nor absent himself from his said masters' service day or night unlawfully."

A sheepskin certificate of indenture still in the possession of retired Car Foreman FRED CUNDY, who completed his apprenticeship to a wheelwright and carpenter in 1888 set forth, among other conditions which bound apprentice boys in nineteenth century England, a strict set of rules governing their conduct 24 hours a day.

In return, MR. CUNDY was to receive the equivalent of four cents a day until his final year when he was to receive 28 cents per day. It is signed, "In the forty-sixth year of the reign of our Sovereign Lady Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith and in the year of our Lord one thousand eight hundred and eighty-two."



FRED CUNDY

Born at St. Blazey Gate, Cornwall, England, in 1868, FRED had completed his high school education at the age of fourteen. At that time English school-children's vacations were limited to two weeks in the summer and two days at Christmas time, a fact which helps to account for his early graduation.

Shortly thereafter he began serving his apprenticeship in a shop doing all types of cabinet and carpentry work in addition to building farm and clay wagons, the latter for use in carting potters' clay from the pits to the pottery. The wagons were of as much as six tons capacity, to be drawn by three heavy horses harnessed in tandem. Wheel-making was an art in it-

self. If, when the elm hub, oak spokes, ash rim, and iron tire were assembled, the wheel carried its load soundlessly, it was considered to be properly built; if it squeaked, it was faulty.

Even the larger wagon parts were hand made. Large pieces of wood were cut with a two-man saw; one man stood in a saw pit pushing and pulling vertically while his partner stood on the floor level guiding the saw along a chalk line as he worked.

One unwritten but rigidly enforced rule of the

shop was that an apprentice should save the equivalent of his wages for his employer every day in addition to his regular duties. When no other opportunity offered, MR. CUNDY would make up several "separators"—wooden blocks to be placed between a horse's harness and the draft chains to prevent them from chafing the animal's skin.

In 1891, MR. CUNDY, who had married shortly after being out of his apprenticeship, sailed for America on the *S. S. Umbria*.

Arriving in Carbondale, where his wife's brother was employed in the Delaware and Hudson Car Shops, he was hired as a car framer by Master Car Builder Thomas Orchard, and went to work in the mill at the head of Main Street, directly in back of the present division offices. All Delaware and Hudson coaches and freight cars were then built by the company's forces. MR. CUNDY built the frames of hundreds of "Jimmy" cars, which were 12 feet 8 inches long, 4 feet 2 inches wide, had 18- to 24-inch wheels, were of 4-foot 3-inch gauge, carried 5 tons of coal, and weighed 5,800 pounds. (In comparison, a modern composite hopper car is 35 feet long, 10 feet wide, has 33-inch wheels, is, of course, of standard gauge, carries 55 tons, and weighs 42,800 pounds.)

In 1899 MR. CUNDY was appointed machine carpenter by Mr. Orchard, who had designed and supervised the construction of the six wood-working machines in the wood mill. Mr. Orchard had a very efficient system of checking the work of a wood machine operator. When a large quantity of lumber of one size was to be cut, the first piece put through the machine had to be brought to the office where it was put in his safe. When the order was completed, the last piece was also brought to Mr. Orchard who then compared the two. If they were alike within one-thirty-second of an inch the work was approved; if not, there was a vacancy on the force. To guard against trickery, he sometimes called for a piece from the middle of a lot for inspection.

Some of the coach interiors of that day were masterpieces of the wood-worker's art, says MR. CUNDY. The walls were of bird's eye maple, white maple, quartered oak, or ash, while the ceilings were covered with scenic paintings. Each car was heated by a stove and illuminated by twelve oil lamps.

Bearing out MR. CUNDY'S statement as to the craftsmanship of that period is the fact that in 1925 an old Gravity Railroad coach was secured from a Carbondale contractor who had been using it as an office, so it could be reconditioned and placed on exhibition. While some parts required replacement, others were still in serviceable condi-

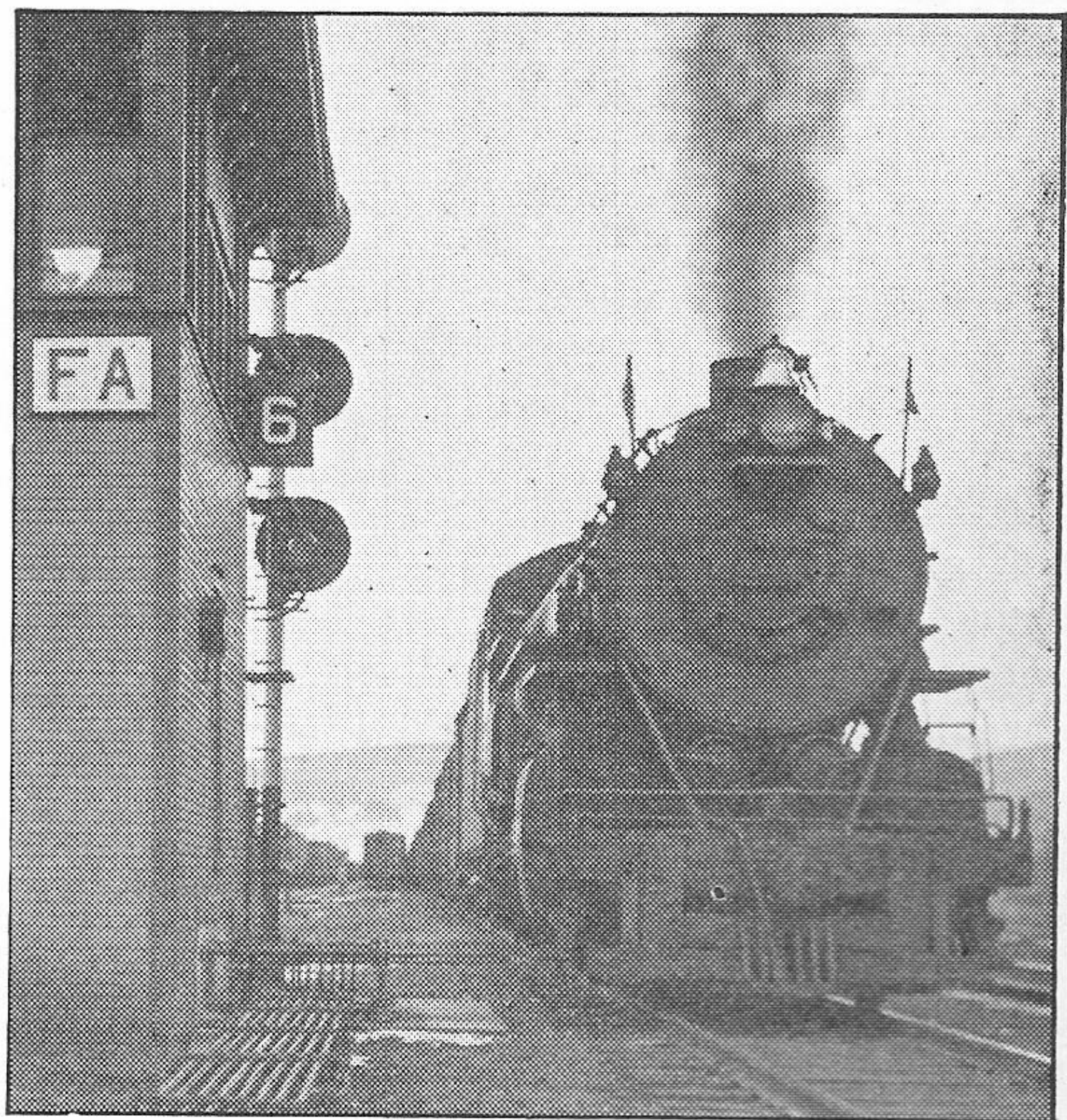
tion. The paintings on the ceiling were found to be in a perfect state of preservation, needing only washing and a coat of varnish.

In 1907 MR. CUNDY was promoted to the rank of leading machine hand, it being his duty to repair as well as operate all the wood-working machines. By that time there were fourteen machines in the shop, all run by a single vertical one-cylinder steam engine. They prepared all the lumber used by the Car, Motive Power, and Maintenance of Way Departments.

Six months later, on May 1, 1908, MR. CUNDY became wood mill foreman, a position he occupied until the shop was closed in 1928. Early the next year he was transferred to Oneonta as millwright foreman. The last five of his 44 years' service were spent as painter foreman, in charge of the painting and stenciling of cars.

MR. CUNDY, who owns his own home at 144 Chestnut Street, Oneonta, is a Mason, a member of The Delaware and Hudson Veteran's Association, the Car Department Supervisors' Association, and St. James Episcopal Church of Oneonta. Incidentally, he was for 38 years a tenor singer in the Episcopal Church choir at Carbondale and has for nine years been a member of the choir at Oneonta. MR. CUNDY has two sons: Frederick C., a machinist at Buffalo, N. Y.; and Harry C., a foreman in the Locomotive Department of the Erie at Hornell.

Highball!



"The Comet," Extra 1117 North, leaves Oneonta for Mechanicville

Petropolis Incline

Brazilian Rack-Railroad Climbs
19 Per Cent Grade and Negotiates
Curves of as Much as 17 Degrees

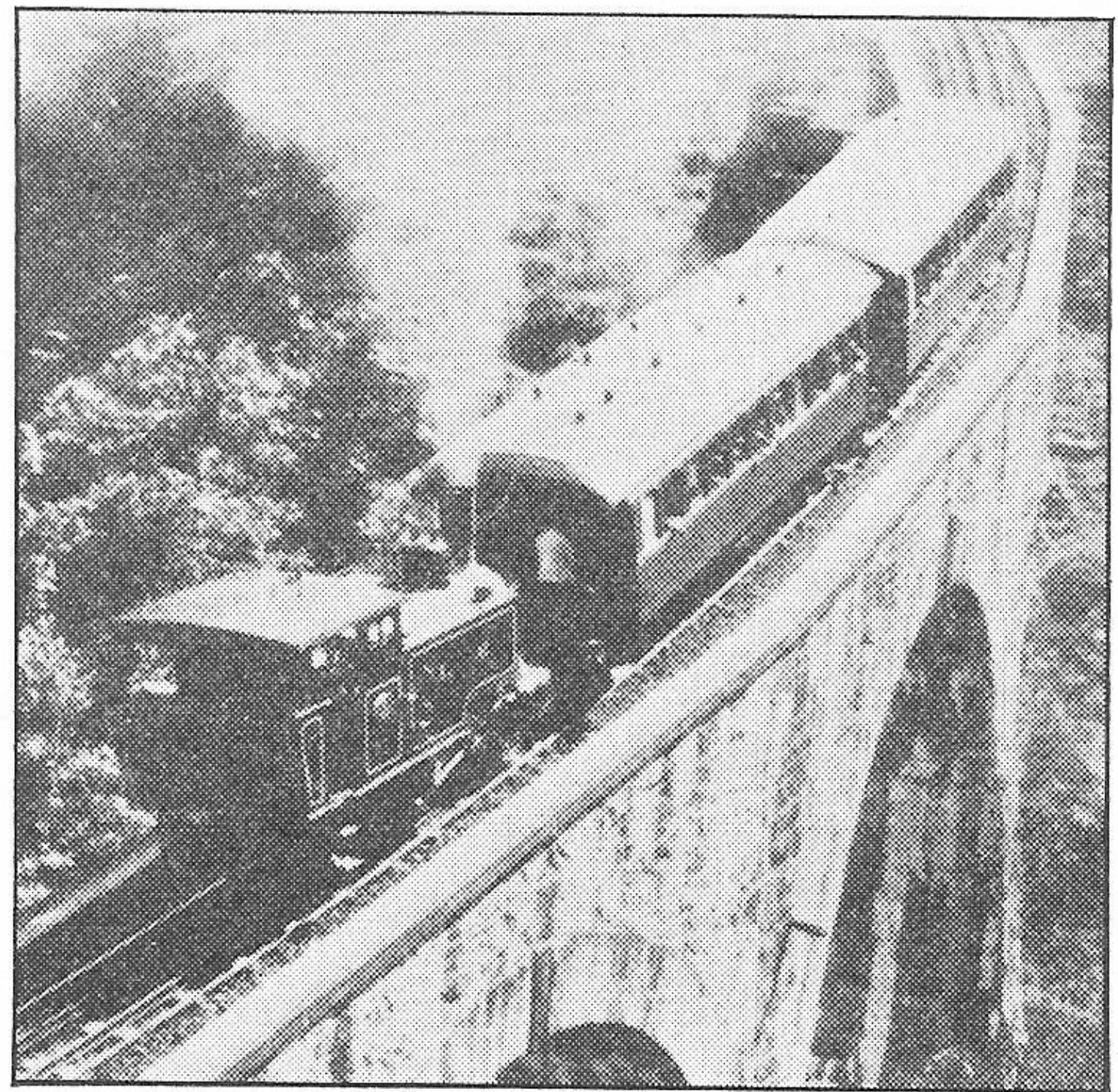
ONE of the world's most interesting pieces of railroad track is the rack-operated Petropolis Incline of the Leopoldina Railway, Brazil, which climbs 2,657 feet in 3.77 miles, over an average grade of 13.3 per cent or 1 foot up in every 7.5 ahead. The incline starts at Raiz da Serra station, 30.68 miles from Rio de Janeiro, and terminates at Alto da Serra, 1.8 miles beyond. The maximum grade is 19 per cent over a distance of 131 feet; the sharpest curve is nearly 17 degrees.



Boilers Set Level on the Incline

The meter (39.37") gauge single track is laid with T-section, 75-pound rails, in earth ballast. The ties are spaced at meter intervals, this spacing being maintained by longitudinal channel-irons fixed on both ends of the ties to prevent creep. The rack rails, which are about 10 feet long, rest on cast-iron chairs bolted to the ties. The Riggerbach rack system is employed, all rack materials being imported from Switzerland.

From an engineering standpoint, two interesting features of the line are the bridges spanning two deep chasms. The first is of reinforced concrete, 103 feet long, with a center span of 59 feet and two end cantilevers of 20 and 25 feet respectively. This bridge was built after a severe cloudburst in 1930, when thousands of tons of rocks, trees, and debris were brought down the mountainside, de-



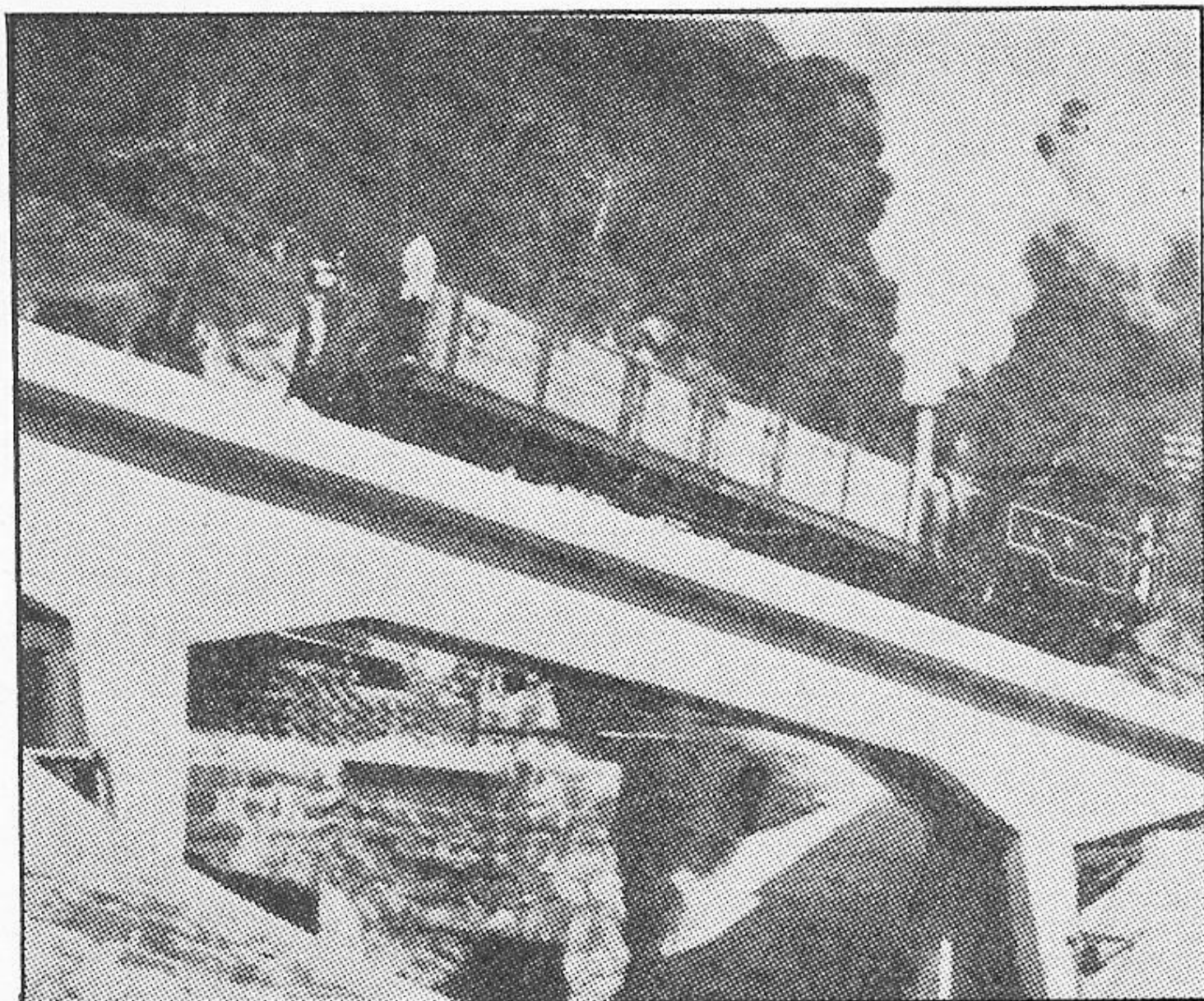
On Grotta Fonda Viaduct

stroying the old 25-foot span girder bridge and approximately 230 feet of track. The other bridge is of stone with a 104-foot arch 82 feet high.

The line operates 20 rack engines, all but two of which were built in Germany and Switzerland. The others were constructed in the railroad's own shops, although the boilers, cylinders, rack spur-wheels, gear wheels, pinions, connecting rods, injectors and gauges were imported finished. Wheel centers, axles, tires, and frames are imported rough and finished in the shops at Alto da Serra.

The locomotives are of one standard type, having a single rack spur-wheel and four carrying wheels, and weigh 26 tons in working order. Twelve engines use saturated steam in $13\frac{3}{4} \times 19\frac{3}{4}$ -inch cylinders; the other eight have superheaters and $14 \frac{3}{16} \times 19\frac{3}{4}$ -inch cylinders. All 20 boilers carry 195 pounds steam pressure. The locomotives are designed to push a maximum passenger load of 32 tons at a speed of 7.6 miles per hour up the incline; the maximum freight loading is 35 tons, with an extra minute allowed for each kilometer (3,281 feet.) Power is transmitted to the rack spur-wheel by an intermediate driving shaft geared at a ratio of 2 to 1. Because of the heavy stresses to which they are subjected, driving shafts at one time gave considerable lubrication trouble, although this is being overcome by forced feed lubrication. However, it is still necessary to replace driving shafts after only 2,500 miles of operation on the rack.

The descent of the incline, with a maximum loading of 32 tons for both freight and passenger trains, is made chiefly by the retarding action of the



Testing New Concrete Bridge

Le Chatelier counter-pressure brake. As the engine approaches the main descent, the valve gear is put into reverse, clean air is sucked in by the pistons through relief valves. At the same time the engineer turns on a water jet which plays on the air stream, the wet air being compressed and blown through a discharge pipe, culminating in a control valve and silencer, from which it issues in the form of steam.

The front axle of each engine also carries a floating spur-wheel engaging with the rack and carrying a pair of cast steel drums; this is an auxiliary brake, and in practice is used only for switching or in the event of a defect in the Le Chatelier brake. A third brake is fitted to the

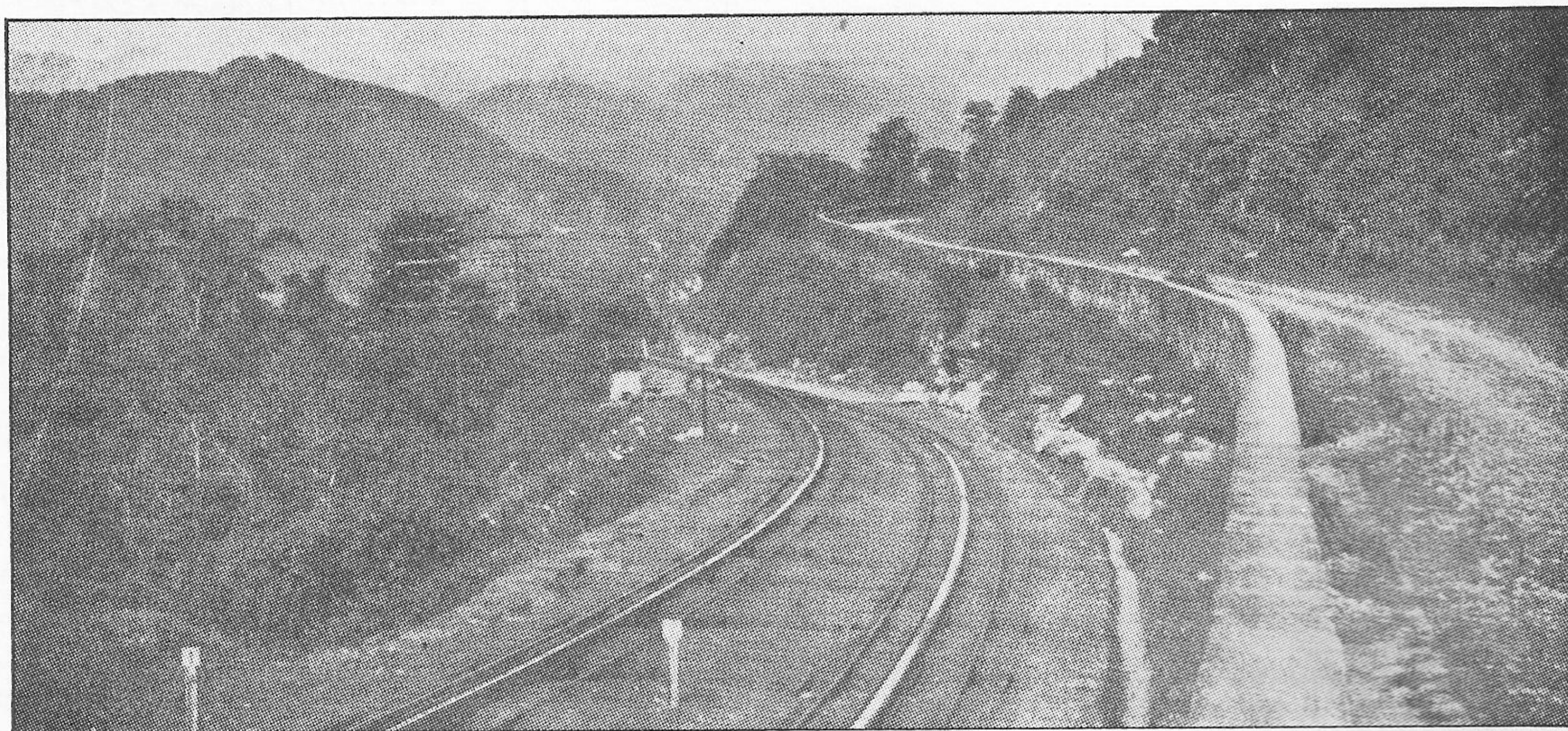
crank discs of the driving shaft, and is of the band type lined with hardwood blocks. This is a very powerful brake, and is intended only for holding a stationary train on the rack. All passenger and freight cars operating on the incline have one axle fitted with a floating spur-wheel and drums carrying hand-operated brake gear, each vehicle being manned by a brakeman whose duty it is to apply these hand brakes during the descent.

Arriving at the bottom of the incline, rack engines pass through a shed and are watered and fueled. For a full load on the ascent 25 to 30 briquettes, each weighing about 23 pounds, are loaded on the engine. Generally, however, this is not quite enough to reach the summit, 3 or 4 more blocks being broken up and sprinkled over the fire to give the locomotive sufficient steam for the final stretch of 19 per cent grade. Fuel consumption averages 95.7 pounds per mile for the saturated and 88.7 pounds per mile for the super-heated engines.

Traffic on the incline is very heavy: there are 16 scheduled passenger trains daily in the summer and 13 in the winter, with 14 on Sundays and holidays in both seasons, and there are always freight cars waiting movement up and down during the available intervals. As Petropolis is an ideal summer resort for Rio business men, many of whom reside there from the beginning of December to the end of March, the problem of providing coaches for the upward evening and downward morning "commuter" trains is acute. This condition is accentuated on hot summer days when the

(Concluded on page 92)

Photos by courtesy of "Railway Gazette"



Meio da Serra station is quite unpretentious

Scouts Trek to Jamboree

Railroads to Carry 30,000 to Washington for Mammoth Demonstration

BETWEEN 25 and 30 thousand Boy Scouts of America and 24 foreign countries will gather in Washington, D. C., June 30 for a ten-day jamboree, the first event of its kind having been postponed last year due to health conditions in states near the capital when the site was 95 per cent complete. At "Jamboree City," built on 350 acres of land on both sides of the Potomac River, loaned by the federal government, nearly all within view of the Capital, Washington Monument, and Lincoln Memorial, the scouts will enjoy a program of camping, pageantry, sightseeing, sports and national functions in which the President of the United States, foreign ambassadors and leading national figures are expected to participate. The grounds surrounding the Washington Monument will be available for demonstrations and mass gatherings of scouts and a flood-lighted arena, seating 25,000, will be erected for afternoon and evening displays.

Each troop will bring its own tentage and the jamboree will therefore be a show of camping methods used throughout America. The community of boys will have its own water supply, eight miles of mains bringing 1,000,000 gallons of water a day to the site from three sources in the District of Columbia and nearby Virginia. More than 20,000 feet of sewage disposal lines will remove all shower and kitchen waste. The city will be made up of 25 villages of 1,260 persons each. Each village will have its own commissary disbursement depot, like a country store; its own post office and "trading post"; its own hospital and medical staff; and a food depot in a 40 by 80-foot

tent where trucks will leave the enormous food supply twice daily.

Communication with the outside world will be maintained through a 15-trunk line switchboard at general headquarters. Eighty lines from this board will connect with the sectional camps.

Scout reporters, editors, cartoonists, and photographers will publish a 16-page, illustrated tabloid newspaper with an estimated circulation of 50,000 copies from June 20 to July 9, inclusive. Actual printing will be done on the presses of a Washington newspaper. Before sunrise on each of the eleven days of its life the *Jamboree Journal's*

circulation staff will distribute it to the 20 sectional camps as well as to local hotels where the thousands of visitors expected will be housed, while thousands of additional copies will be mailed back home. Other scouts will write their experiences for home town newspapers.

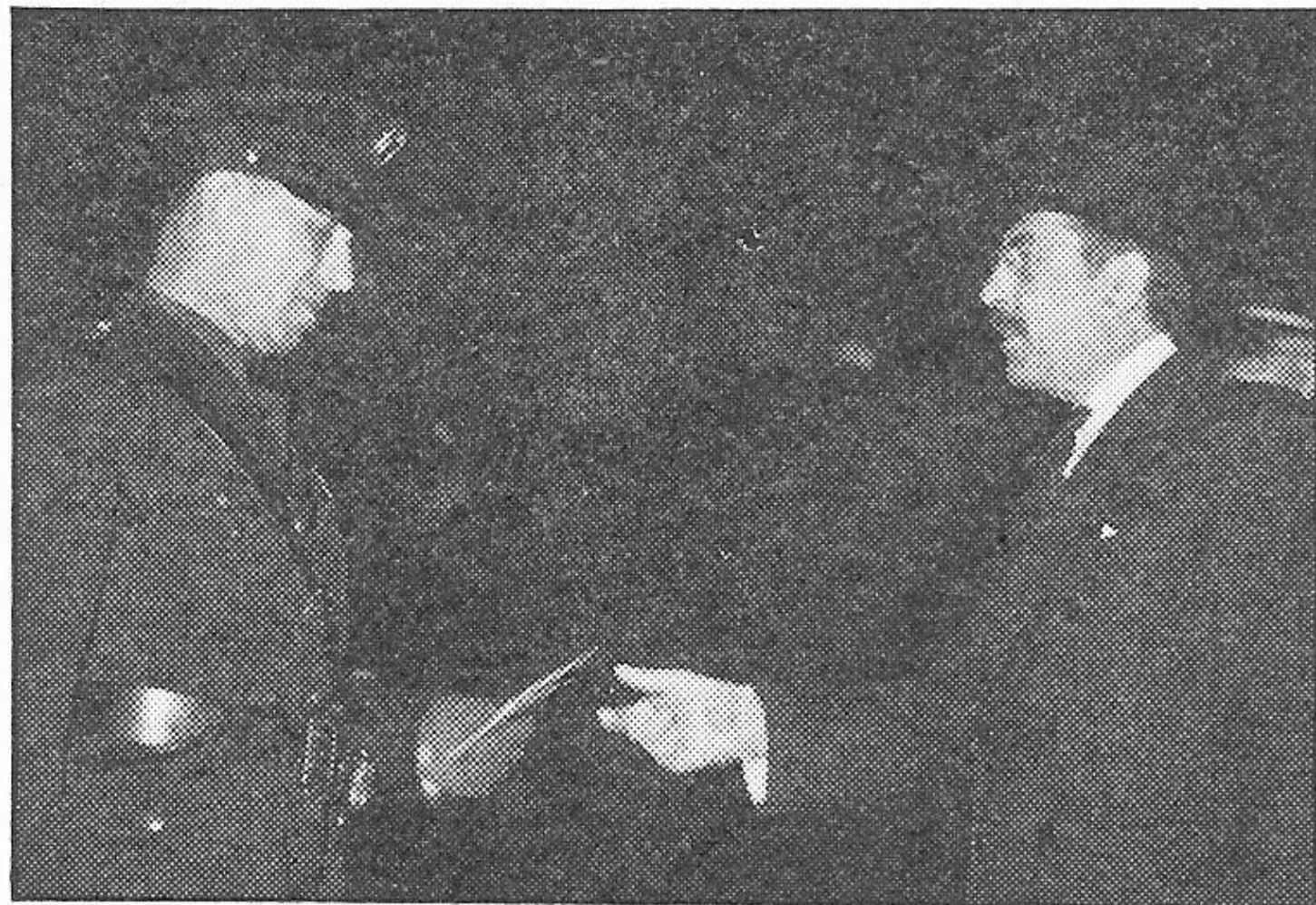
Nearly all American railroads have agreed to reduce the fare to one cent a mile in coaches for scouts and leaders in parties of ten or more going to and returning from Washington.

Highlights of the Jamboree will include the opening review of the scout troops on Constitution Avenue by President Roosevelt and other national figures, a convocation at the Washington Monument on the evening of July 4, pageants, demonstrations, and the closing campfire on the night of July 8.

W. D. MACBRIDE, National Field Executive in Delaware and Hudson territory, reports that many scouts from communities on the line have made reservations, railroad travel being favored for safety and economy.



Official Jamboree Uniform



Patrolman Brehm receives \$5 Prize

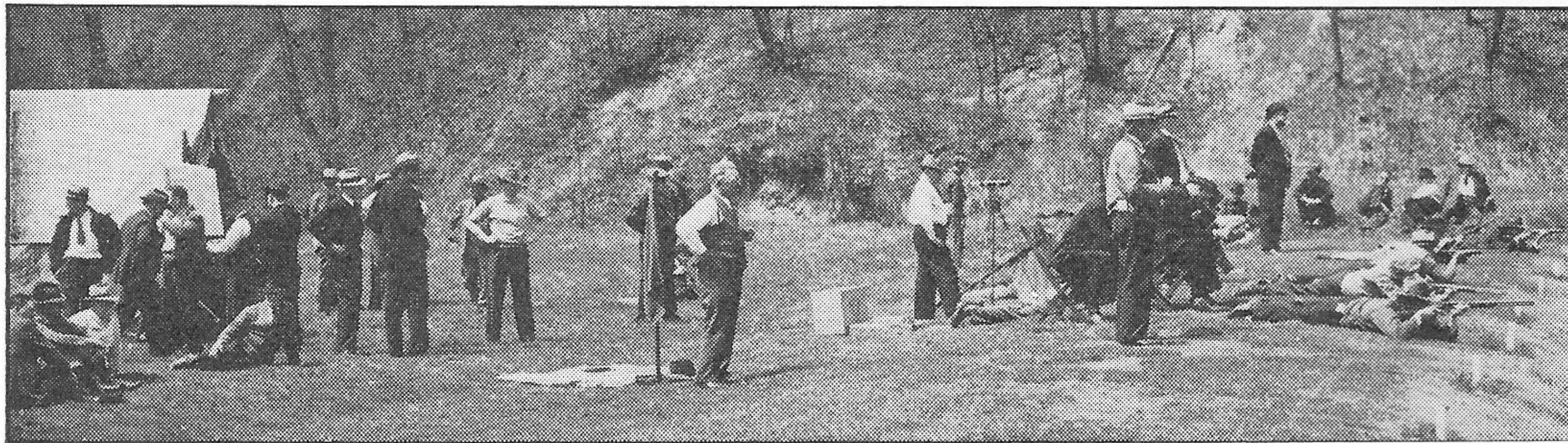
CHIEFS of police of six communities on the line attended the Fifteenth Annual Inspection and Review of The Delaware and Hudson Railroad Police Department, in the Tenth Infantry Armory, Albany, Friday afternoon, May 7, as guests of COL. J. T. LOREE, Vice-President and General Manager. They were: David Smurl, Al-

Inspection Concludes

Marksmanship Awards Presented by C

Barre for the inspection, were formed into a provisional battalion of three companies, color guard, and a special detachment, under the command of MAJOR THIESSEN, with INSPECTOR JOSEPH P. ANDRES, as adjutant.

Company "A," acting as an escort company, stood at attention to receive the inspecting party which included, in addition to COL. LOREE, H. F. BURCH, Assistant to General Manager; W. W. BATES, Assistant to General Manager; CAPT. E. B. GORE, Executive Secretary to the Vice-President; and LT. COL. O. J. ROSS, Special Agent, upon its arrival at the armory at 3:30 P. M. Following a battalion review, the department was formed into a column of companies for the detailed inspection of each man's equipment by COL. LOREE.

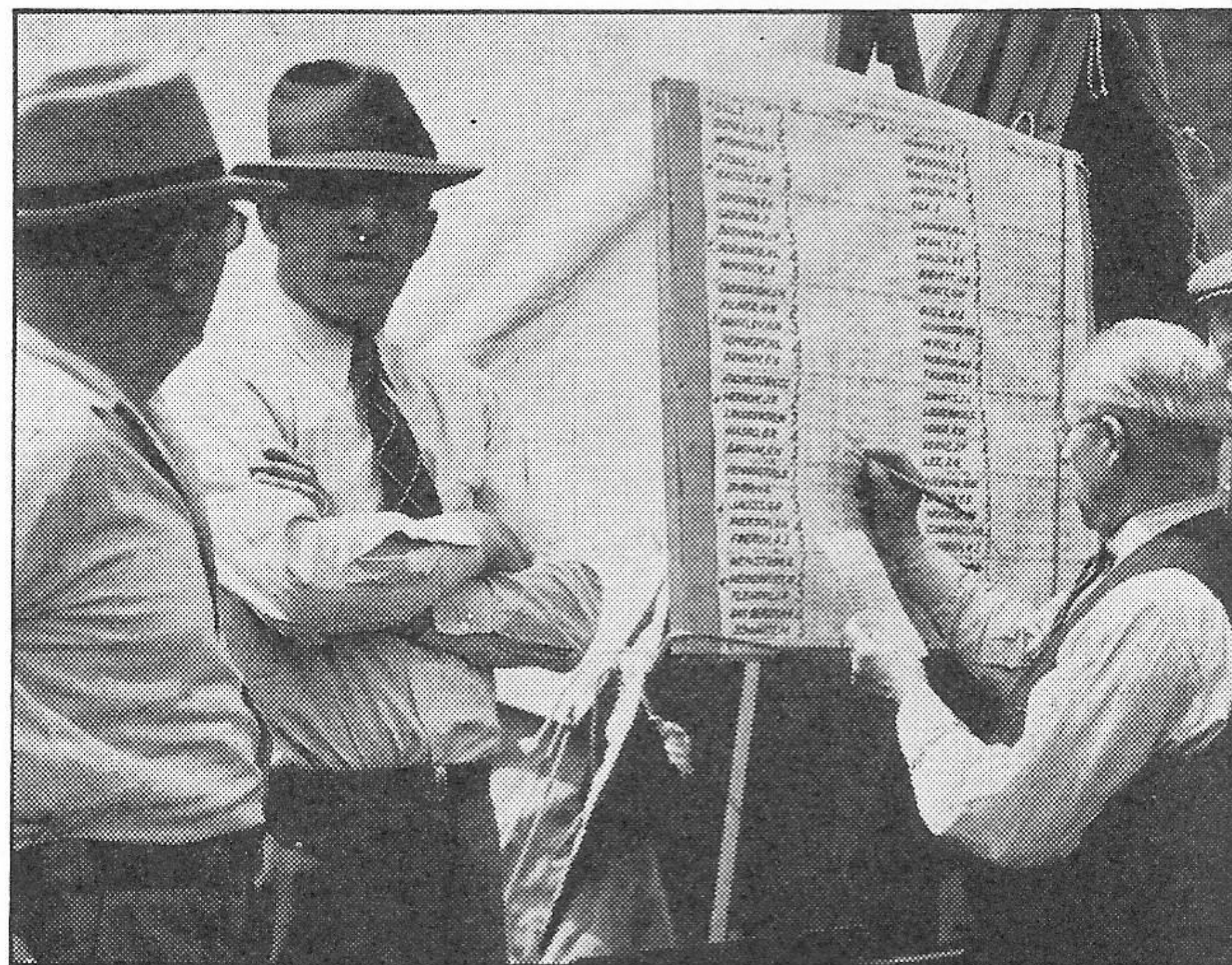


(Below) Safety Agent Stevens marks up scores in rifle and pistol matches

bany; Harold Blodgett, Cobleskill; Mark Robertson, Cohoes; Frank N. Horton, Oneonta; Clifford Fleming, Plattsburg; and Maurice J. Kennan, Watervliet.

The visiting police officials were introduced to the members of the Delaware and Hudson force by MAJOR F. A. THIESSEN, Chief, at an informal luncheon served in the armory mess hall at noon. Chief Smurl, in a brief talk, complimented the officers on their appearance and record and assured them that if at any time his organization could be of assistance to them in their work they should feel free to call on him, making the request through their superiors, except in cases of emergency, when they should come to him direct.

As in previous years, the men assembled from their stations between Rouses Point and Wilkes-



Annual Police Meet

Col. Loree in Presence of Visiting Chiefs

Inspection completed, the companies were formed along three sides of a hollow square for the presentation by COL. LOREE of the trophies won in the Annual Departmental Rifle and Revolver Match, fired the previous lay on the Rensselaerwyck Range, Rensselaer, with 56 men participating. The match includes three stages of fire with the revolver, all fired at 25 yards: 10 shots slow fire, one minute per shot; 10 shots timed fire, 20 seconds per string of 5; and 10 shots rapid fire, 10 seconds for five rounds. With the rifle, each competitor fired 20 shots, all at 200 yards, 5 prone, slow fire (one minute per shot); 5 sitting or kneeling, slow fire; 5 standing, slow fire; and standing to prone with one minute in which to fire five rounds.



Mr. Burch and Patrolman Hall revive Kentucky memories

The trophy, the Taber-Loree-Collins Silver Sup, was won by PATROLMAN LUTHER B. PENNINGTON, of Albany, who scored 266 out of a possible 300 with the revolver and 87 out of 100 with the rifle, for a total of 353. Second prize, a pair of



handcuffs, awarded to the high man in Class "B," those firing more than 276 and less than 310, went to PATROLMAN AMELIO J. FARONE, of Oneonta, who shot 307. The Class "C" award, \$5.00 in cash, for shooters firing over 230 and under 270, was won by PATROLMAN ROBERT BREHM, Saratoga Springs.

Five men finished with totals higher than the winning score, although they were ineligible for the cup because they had won it before. They were: JAMES H. OVERBAUGH 375, J. R. HERRON 374, R. L. ADRIANCE 373, H. J. RUSS 372, and B. R. MASKO 362.

The match was fired under the direction of MAJOR THIESSEN, with INSPECTOR ANDRES as range officer, and Captain Joseph Forgett, of the 105th Infantry, as judge.

(Continued on page 93)

The

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CORPORATION
BULLETIN

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DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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Vol. 17

June 1, 1937

No. 6

Freight Rates and H. C. L.

EVERY now and then you run across the chap who solemnly assures you that high freight rates are responsible for the high cost of living. He probably is sincere but poorly informed, which is a polite way of saying that he doesn't know what he's talking about. In the course of an article published in *Successful Farming* the author quotes some interesting facts concerning the relation of freight charges to the prices paid the butcher or grocer.

The freight on a 200-pound hog shipped from Danville, Illinois, to Chicago, for example, is 45 cents. The freight on dressed pork is about 1/3 cent a pound. Remember that when you get your next pork chops.

For 21 cents 20 dozen eggs are carried from South Bend, Indiana, to New York City as part of a refrigerator car load. Only 12 cents ships a bushel of apples from Tunnel Hill, Illinois, to Chicago, in a rail carload shipment. From Bloomington, Illinois, butter is sent to New York City in car lots at a charge of 3/4 cent a pound. It costs 13 1/2 cents a bushel to transport wheat in minimum carloads by rail from Chicago to New York, the freight on wheat enough for a loaf of bread thus amounting to less than half a cent. In none of these cases is the freight charge sufficient to materially affect the price to the consumer.

In addition, when considering the matter of cost of service of this sort, it must be remembered that, unlike any other form of transportation today, the railroads maintain and police their own rights of way and pay taxes for doing it. Other carriers demand the expenditure of your money and mine

to provide and maintain rights of way and expensive structures, whether bridges, highways, canals, locks, or what not, so that they may conduct a business for their own personal or corporate profit, meanwhile resisting every effort to compel them to pay, at least in part, for the facilities provided for their use.

You Pay

TELEPHONE rates are to be reduced 75 cents a month!" Wouldn't that be good news if you were to read it in your local paper? It certainly would be a big reduction on a percentage basis or any other way you figure it. Yet, according to a statement made by the president of the American Telephone and Telegraph Company, that is just the amount per telephone that the Bell System paid to Federal, State and Local Governments in taxes last year.

We quote this to bring home to you the effect on you as an individual of the "unseen" taxes you read about so often. When you have to pay higher prices for bread and butter, coal, rent or clothing, don't blame the merchant with whom you are dealing. Taxes are now responsible for much of the increase. In the case of the telephone they were but \$5.60 per instrument for 1929. Last year they had been increased to \$9.00 and each year grows worse.

Federal and State legislators wrack their brains to discover new ways of taxing the rest of us so that they may have available ever increasing amounts of "government money" with which to dazzle the local yokel, meaning you and me!

Of course we aren't advocating that the telephone company pay no taxes. Under our form of government we must all share the cost. This case is cited only to awaken a realization of the relation of taxes to the price which the "ultimate consumer," as we are sometimes called, pays for the necessities and ordinary conveniences of life.

An Opportunity

ABOVE and through the noises of the busy city streets sounded a staccato Tap! Tap! Tap! Tap! Tap! Tap! Tap! Tap! which arrested our attention and we turned to see a blind man feeling his way along the sidewalk toward the corner which we were approaching. We were several paces ahead of him but slowed up with the idea of helping him across the street. Before he reached the corner the tapping of his cane attracted the attention of other ears. A uniformed chauffeur stepped quickly from a waiting limousine, took

the blind man's arm, and escorted him across the street.

As we mused on the fact that such kindly acts help mightily to restore your faith in human nature in times like these, it occurred to us that this was but a single instance of the thousands of ways that the blind can be helped by those of us who are blest with sight. Not only the physically blind but those whose mental make-up is such that they cannot see things in their true light, who think that the world is wrong and everyone else is against them.

If you could help a blind man over a street crossing every morning on your way to work you would feel that, in the language of the Boy Scouts, you had "done your good turn for the day." Perhaps if you keep your eyes and ears open you will find that you can be helpful to someone with whom you come in contact each day, and, better yet, you may suddenly discover that someone has done the same for you—all in the day's work. It doesn't involve your becoming a revivalist or a "Citizen Fix-it"—merely a helping hand, quickly offered, a cheering word or a pat on the back. The chief requirement is alertness to the needs and problems of those around us instead of a self-centered existence.

Signs of the Times

WE hear of a road-sign painter who has a knack of applying psychology to his art. Here are a few brilliant examples he offered a railroad company. Instead of the usual crossing signs, he suggested:

Come Ahead. You're Unimportant. Don't stop! Nobody will miss you. Take a Chance. You can get hit with a train only once. Try our Engines. They Satisfy.

The company graciously declined for reasons unknown or unmentioned.

This puts us in mind of the traffic sign in a small village. It reads: "*Slow. No Hospital.*" Concise, logical and effective, we call it.—*Via Post.*

Gas House

A small boy was being shown the Houses of Parliament by his uncle, who was a member. The boy asked a number of questions and elicited the fact that members were paid their salaries in advance.

"I see," he remarked intelligently, "it's like putting a quarter in the meter before you get any gas."

Poisonous Plants



Water Hemlock resembles the Wild Carrot and Parsnip

WATER hemlock, one of the most poisonous of wild plants in the United States, probably has destroyed more human lives than all of our other toxic flowering plants combined. In springtime when children are ready to eat any succulent green that tempts them in their rambles over the countryside, the water hemlock (*Cicuta maculata* L.) is not only most alluring but, it is generally believed, most deadly.

Resembling closely its esteemed brethern, the carrot and parsnip, this black sheep of the parsley family lurks in swampy land throughout the eastern part of the country and is found to some extent as far west as the Rocky Mountains. Multi-branched and tall, with lacy white flowers and dissected leaves, the whole plant is permeated with a fragrant oil that is most abundant in the spindle-shaped roots clustered at the base of the stem. It is these roots which are chiefly responsible for poisoning of human beings.

The symptoms of hemlock poisoning are many, including violent contraction of muscles, dilated pupils, vomiting and diarrhea. Cases of suspected poisoning, from whatever source, should always be placed in the hands of a skilled physician. Never

is medical care more urgently needed than when the *cicuta* is the cause of the illness.

Water hemlock travels under a number of aliases, the most common being "cowbane," "snakeroot," "spotted hemlock," "spotted parsley," "snakeweed," "beaver poison," "musquash root" and "muskrat weed." It has a retinue of lawless wild plant followers that should be shunned by everyone, particularly children.

There is the poison hemlock (*Conium maculatum*) which may be distinguished from the water hemlock by its very large, much compounded leaves and the fact that it prefers fairly dry ground in the neighborhood of towns while *cicuta* grows in wet places.

Many fatal cases of poisoning have been traced to the wild parsnip (*Pastinaca sativa* L.), a tall coarse-leaved plant of the same species as that under cultivation, which grows wild in waste places quite generally.

The potato family has several outlaw members, notably the thorn apples (*Datura stramonium* L. and *Datura tatula* L.) both stout, large-leaved, ill-smelling plants, producing enormous trumpet-like flowers and fruits bearing many dark seeds. The victims of the thorn apples are usually children who are poisoned by eating the pleasant-tasting seeds in the green capsules or by chewing the great blossoms.

Equally dangerous are the enticing black nightshade with its clusters of white flowers followed by black, round berries, and its close relative, the bitter sweet, a climbing plant with large clusters of red berries. The latter should not be confused with the woody bine, often called "bittersweet," with attractive orange red fruit, commonly used as a winter decoration. The fruits of the buckthorn, poke, baneberry, English ivy and daphne are also to be avoided.

From this imposing but only partial array of man's plant enemies, it is plain that everyone should refrain from eating wild plants, no matter how pleasing to the eye, unless they are known to be harmless. Education of school children and others with respect to the identification of these plants and their poisonous properties is of the greatest importance. Finally, in cases of poisoning, a skilled physician should be called at once. The delay of an hour may mean death.—*Health News*.

Deduction

Prosecutor: "Now, tell the court how you came to steal the car."

Red: "Well the machine was standing in front of the cemetery and I just naturally thought the owner was dead."

Petropolis Incline

(Continued from page 86)

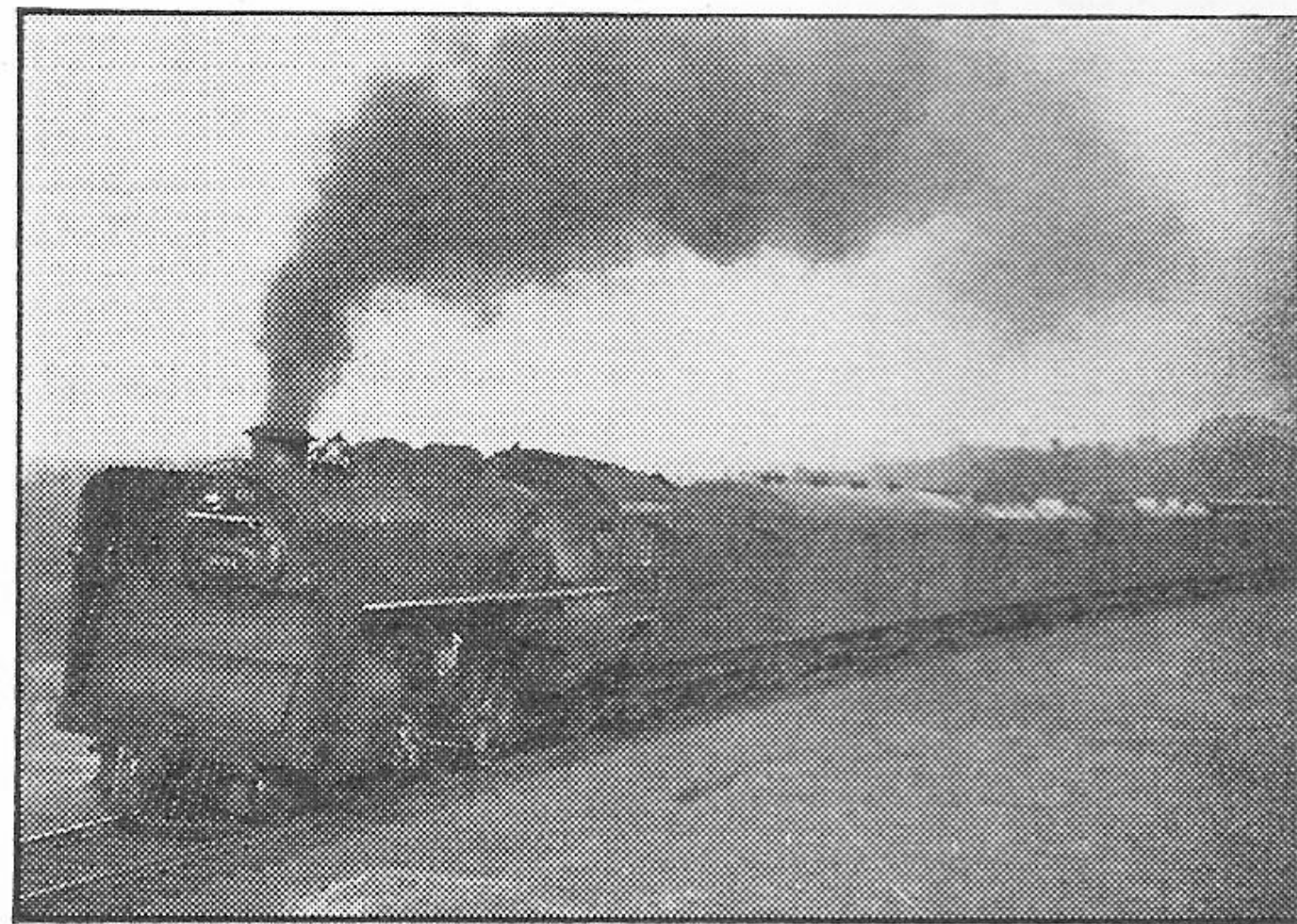
inhabitants of Rio seek the cool of the hills for a few hours.

Most of the Rio-Petropolis trains are scheduled to make the 36-mile downward run in 1 hour 35 minutes and the upward trip in 1 hour 40 minutes. Of this total, 25 to 30 minutes are taken up in the descent or ascent of the incline, apart from the time required for breaking up and assembling the trains at each end.

Despite the increasing use of automobiles and a new concrete highway from Rio to Petropolis, passenger traffic has not been seriously affected: the line carried 735,600 passengers in 1934 against 860,800 in 1929, the decrease being at least partially accounted for by unfavorable business conditions generally.

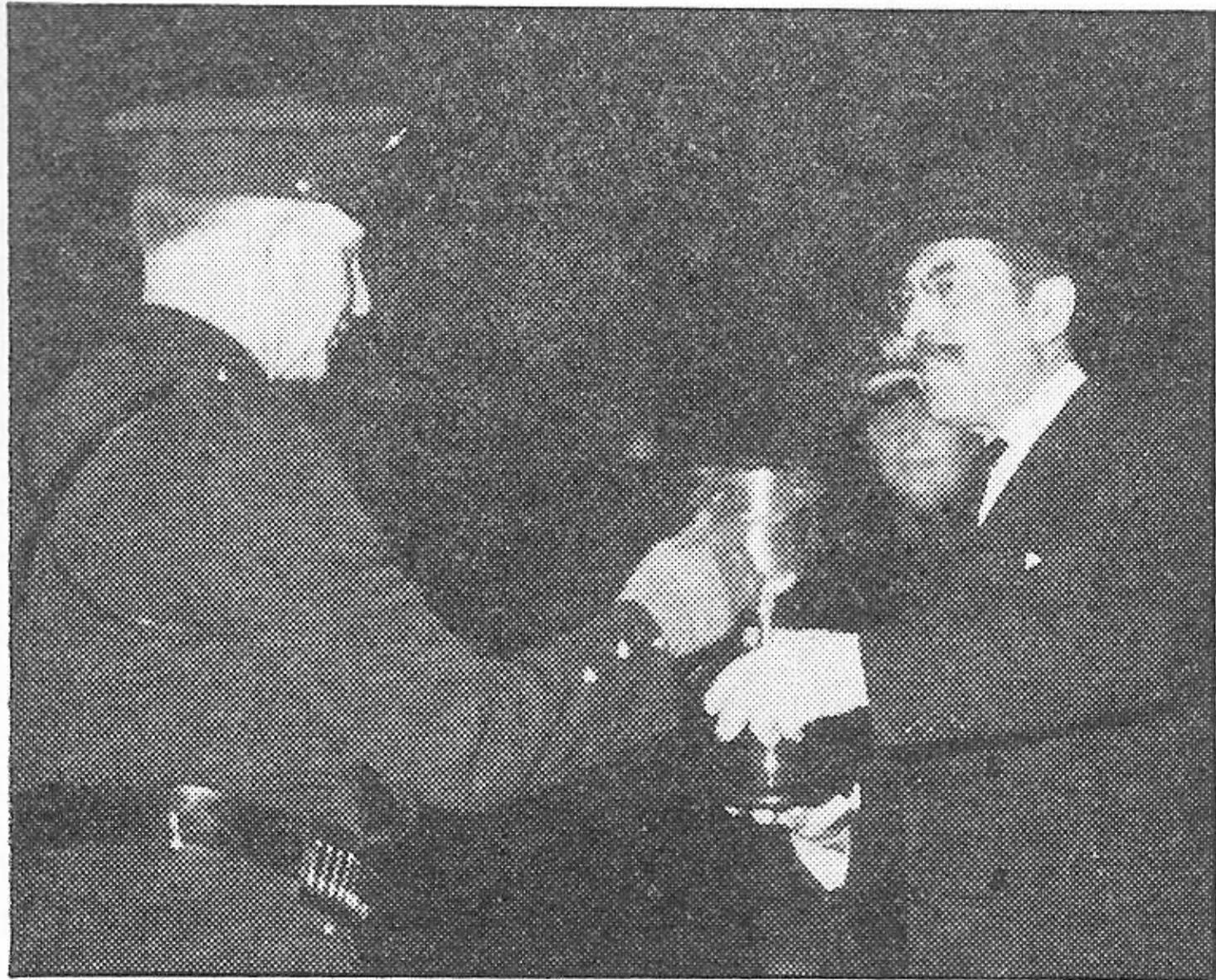
Officials believe that the line's continued prosperity is due to a number of things: First of all, the coaches are very comfortable for, despite the narrowness of the gauge, they are 8 feet 6 inches wide over all, seating 40 first class passengers in well sprung reversible chairs, placed in 10 rows of 2 on either side of a center aisle. Furthermore, the fare is only 30 cents for the one-way, 36-mile trip, with correspondingly cheap season ticket rates. Added to these features is the interest in the incline itself as well as the grandeur of the view of the flat country beneath, with Rio and its famous bay in the far distance, a sight which has few equals anywhere in the world.

Yet there is a serpent in this railroad "Garden of Eden"! President Vargas of Brazil recently signed a decree granting a 90-year concession for the construction of an overhead electric transport line between Rio and Petropolis, the 22-mile "as the crow flies" line of which will cost, it is estimated, about \$15,000,000. What its eventual effect on the rack road will be can be guessed, though lovers of the "iron horse" will probably remain faithful to the older road for many years to come.



Police Inspection

(Continued from page 89)



Col. Loree presents Taber-Loree-Collins Cup to Patrolman Pennington

COL. LOREE, in his remarks at the conclusion of the inspection, praised the work of the department, stating that, due in a large measure to their activities, freight robbery losses on the Delaware and Hudson have been reduced in recent years from \$50,000 to \$1,700. Despite the trying times we have been passing through, the officers have made a record to be envied by any police department.

The ceremonies were concluded with a battalion parade, at which time it was announced that Company "C" had been adjudged to have made the best appearance, maintained greatest steadiness of ranks, and displayed the best marching ability, and the blue silk pennant signifying this fact will remain on that unit's guidon staff for another year. Incidentally, Company "C" has now won this honor at six of the ten annual inspections since it was first awarded in 1928. Company "A" has been adjudged the winner three times, and Company "B" once.

The officers of the units were: Company "A," CAPTAIN JAMES FOX, Oneonta; LIEUTENANT S. N. PIERSON, Carbondale; 1ST SERGEANT T. J. DEAN, Rouses Point; RIGHT GUIDE J. R. HERRON, Schenectady; LEFT GUIDE J. C. STONE Plattsburg; and GUIDON BEARER B. R. MASKO, Albany; Company "B," CAPTAIN N. R. HENTZ, Scranton; LIEUTENANT E. V. BROWN, Albany; 1ST SERGEANT J. A. BURNETT, Schenectady; RIGHT GUIDE R. M. PARKIN, Wilkes-Barre; LEFT GUIDE C. N. GAILOR, Carbondale; GUIDON BEARER A. J. FARRON, Albany; Company "C," CAPTAIN H. W. HOOGHKERK, Whitehall; LIEUTENANT C. W. BENTLEY, Albany; 1ST SERGEANT E. T. CARROL, Mechanicville; RIGHT GUIDE R. A. DONOVAN, Green Island; LEFT GUIDE D. D. BROWN, Oneonta; GUIDON BEARER J. P. FLEMING, Green Island; Color squad, BEARER G. P. JAUSS, Albany; GUARDS A. H. SURPRISE, Schenectady; and H. JENSEN, Albany; and the Special Detachment LIEUTENANT T. J. CARRICK, Albany.

Music for the maneuvers was furnished by the La Salle School Band of Albany.

Solution

Pertinent thought from a recent issue of *Readers' Digest*:

Kansas cities have materially reduced the costs of government since the state passed its Cash Basis law, which provides that no municipal purchase orders may be issued or contracts awarded until cash is actually on hand to meet the obligations. Another deterrent to their reckless spending is the Kansas budget law, under which school districts, county and township boards, and other political units must draw up an expense account, advertise in the newspapers what they propose spending, and give the taxpayers a chance to be heard on the subject. If 20 per cent of the taxpayers object to the expense account, they can kick it into the wastebasket.



On the Range

Midnight Special

JAMES H. Stewart, New York *World-Telegram* staff writer, in a recent series of articles captioned "Knights of the Line" relates some interesting information concerning interstate truck operations. Mr. Stewart compiled his material by virtue of riding as a passenger on "The Midnight Special," "40,000 pounds of speeding steel," that runs between New York and Boston.

In his ride from New York to Boston the reporter learned, among other things, that truck drivers on these carriers cannot get life insurance, their work is considered too dangerous. Another item of concern to motorists is that the operator cannot hear anything in his cab except the roar of his motor.

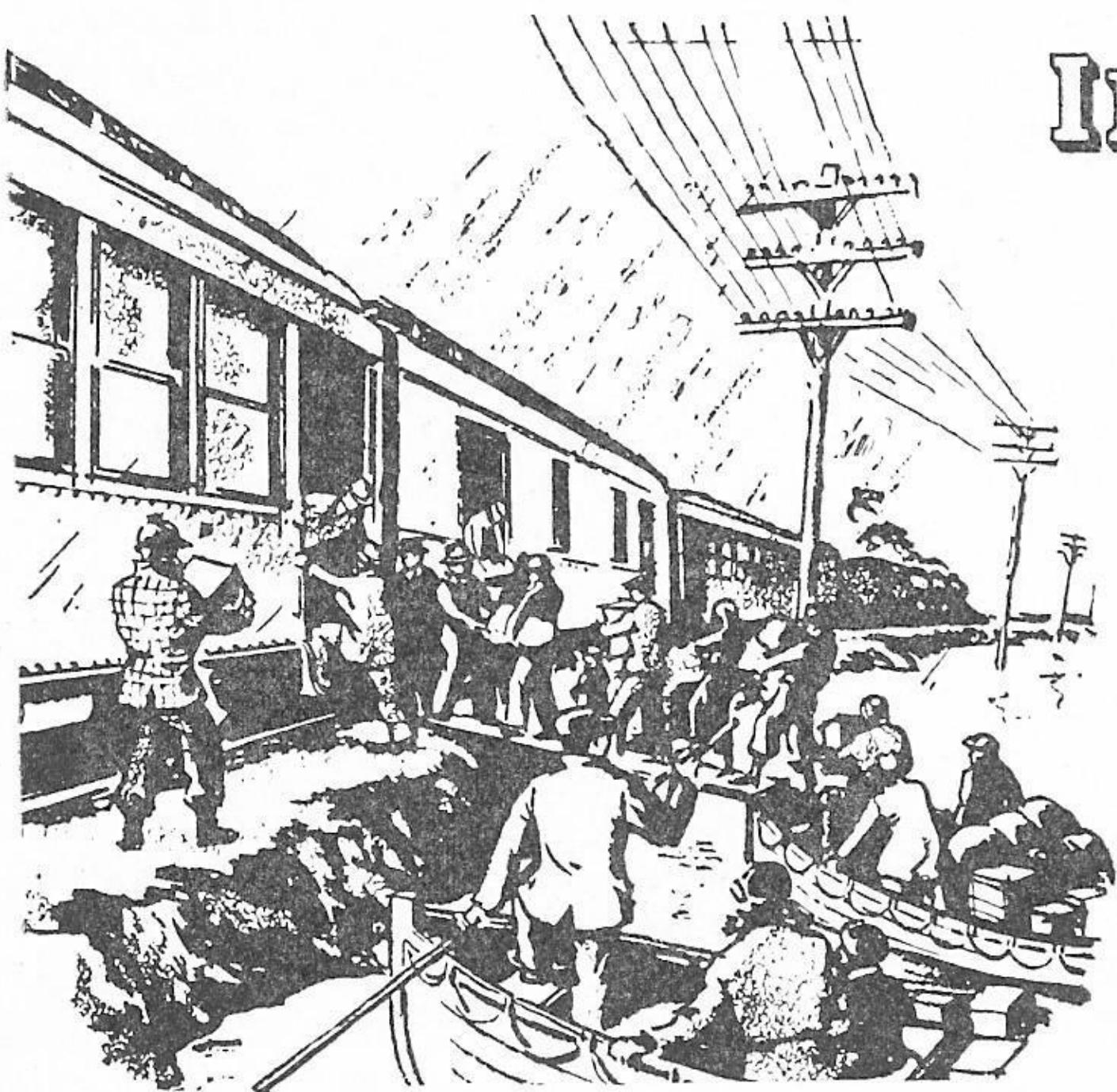
Going around a bend the driver turned to his passenger and said: "See that field there, * * * I was rolling around this curve one night. The road was caked with ice. I felt my trailer shimmy—that means skid. I cut my truck to bring her out of the skid and ploughed right into that field. Yep, there used to be a barn there. I tore it down that night."

At one point en route an approaching truck was forced to one side of the road by the Boston-bound vehicle. This action stimulated a flow of profanity from the lips of the offended driver. Whereupon the "pusher" of "The Midnight Special" explained to Mr. Stewart, "He's a gypsy. That guy had a Missouri license. He probably hasn't been in Missouri in six months. Gypsies keep going all the time, they are just like tramp steamers. A fellow

buys a donkey and a trailer, hires two drivers and registers it in a mid-western or southern state. Then the truck goes around grabbing business where it can. Some of those drivers don't get home for six months. They live in their trucks. Gypsy trucks are equipped with a small bunk into which one driver crawls for a few hours' sleep while his partner takes over. The bunk is just aft of the cab. Only a truck driver or a seaman could sleep in that hole, but those fellows can sleep standing up."

In answer to the question of the injury done to the highways by trucks, he said, "Sure they do. How could 40,000 pounds pound this road without hurting it?"

The reason why drivers always stop at the same diners along the road was explained as follows: "Because those guys in the diners are our pals, they have pull in the neighborhood. If we get a ticket from the law the eating-joint owners help us out." Pointing to a State Scale at the roadside the truck driver proceeded to explain how the trucks evade State authorities on the nights the scales are open. "There are ways of dodging the scales. Drivers have pals along the highways. So when the scales are open and the police are patrolling the roads, the pals will show a signal—maybe a red lantern, maybe a towel on the farmer's front porch. The telegraph system among truck drivers also helps. A truck that has been weighed might fly a signal for his comrades, or drivers simply leave word at a diner that "the law" is on the job and within a few hours every driver on the road knows the news."



IN EVERY EMERGENCY!

FLOOD waters recently endangered the lives of hundreds of thousands of American citizens. Urgent relief and rescue work were necessary — and lots of it! Mobilizing swiftly, the railroads rushed hundreds of trainloads of food, medical supplies and pure water into the stricken area — and more than 200,000 men, women and children were carried to safety over the steel rails.

WHEN emergency comes — blizzard, flood, storm or drought — the railroads are called on first to help. And they have never failed to answer!

Clicks from the Rails

"Soda Ash" Johnnie

Horan, so named because he first used a soda solution in washing locomotive boilers, began his 84th year with the Milwaukee Railroad April 19th. Born 99 years ago, in 1838, Horan went to work for the railroad in 1853, piling wood at a locomotive fueling point, later making candles for use in the coaches of that time. For years he has been superintendent of boiler washing operations. He jokingly remarks that he would retire but for the fact that his boy needs someone to look after him—the boy, William, at 68, has 30 years' service with the Milwaukee.



Trousers Are Lost

at the rate of a pair every other day on Belgian Railway trains, while a woman leaves a dress behind every ten days, according to a recently published "lost property list." The statement includes some 2,000 items of clothing, mostly scarves, gloves, slippers, raincoats and hats. Officials also found a gun, a pistol, two bayonets, a packet of cartridges, and two war medals.



A Stolen Ride

for her dog so pricked the conscience of a British woman that after 20 years she confessed the wrong to the station master at Grimsby, says *The Railway Gazette*. She explained that in 1917 she took a dog by train from Sutton-on-Sea to Grimsby without paying its fare. To "ease her conscience" the station master issued a dog ticket for 31 cents.



Horse Power is Used

in the operation of 15 of Japan's 135 street railway systems, the horse-operated lines totaling 93 miles in length. There are also six, with 21 miles of line, which have vehicles drawn by human power.

The Cheltenham Flyer,

crack Great Western Railways (England) express, hauled by the four-cylinder 4-6-0 type locomotive *Lydorf Castle*, recently averaged an even 90 miles per hour for 18 miles, covering the distance between Uffington and Cholsey in exactly 12 minutes. Station to station timings between these two points were 91.7, 92.5, 91.1, 90.7, and 88.8 miles per hour. This remarkable run was made with seven coaches despite most unfavorable weather conditions. For the balance of the trip between-station speeds varied between 76 and 85 miles per hour until the train neared London when it was necessary to slow down to avoid early arrival. The time for the entire 77.3-mile trip was 61 minutes 49 seconds, an average of just over 75 miles per hour.



Streamlining Six Locomotives

for fast international service is now being done in the shops of the Netherland Railways. A short time ago mention was made in *The Bulletin* of the slow progress of through trains in that country, in contrast to their speed through Belgium, behind the most powerful locomotives in European passenger service, as well as through France. Evidently the Netherlanders are not ready to put all their eggs in the Diesel basket to which they have almost entirely trusted their locals.



Manhattan's Paul Revere,

sometimes called the Eleventh Avenue cowboy, will be out of work June 28. For years he has jogged along on a horse ahead of trains running on the tracks on the west side of town to protect pedestrians and vehicles at street crossings. All street surface tracks will be eliminated with the completion of a 25-block cut and the "cowboy" will have to find other duties.

A D. & H. Freight Crew

was credited with saving the life of Timothy Kelley, 44, when they discovered a fire at 2 A. M. in the old grocery building in Lock Street, Fort Edward, where Kelley had made his home for some time. Noticing the blaze, they found his bed on fire, and Kelley suffering from third degree burns to his right arm. The railroaders turned in an alarm and the fire, which apparently had been started by a cigarette stub, was quickly extinguished.



British Phraseology

crept into the headlines of *The New York Times* recently, though not in its purest form. The headline writer, too cramped for space to say "46,439 Freight Cars On Way," resorted to the English terminology only to find that "Goods Wagons" would be no better for his purposes. The happy (?) combination of the two produced "Goods Cars," with a saving of two characters, thus providing a headline of exactly the length desired.



A Remarkable Coincidence

is reported in a recent issue of the *London, Midland & Scottish Magazine*. A checker who had been sent to unload two freight cars discovered them standing together, the number of one being L. M. S. 48482 and the other S. R. 48482. Both cars had been loaded and shipped from Warrington on the same day and arrived at Haydon Square at the same time.



120-Foot Rails,

reported to be the longest ever produced in one piece, have been rolled for the tracks of the London and North Eastern Railway, England, in an effort to do away with as many joints as possible on the route of the 90-mile-an-hour *Silver Jubilee*.

Success

A MAN is successful when he refuses to slander even his enemies; when he does not expect to get good pay for his services; when he does not wait until tomorrow to do the things that he might do today; when he is loyal to his employer, and not false to the ones with whom he works; when he intelligently co-operates with the other members of the organization; when he is studying and preparing himself for a higher position with better pay.—THE SILENT PARTNER.