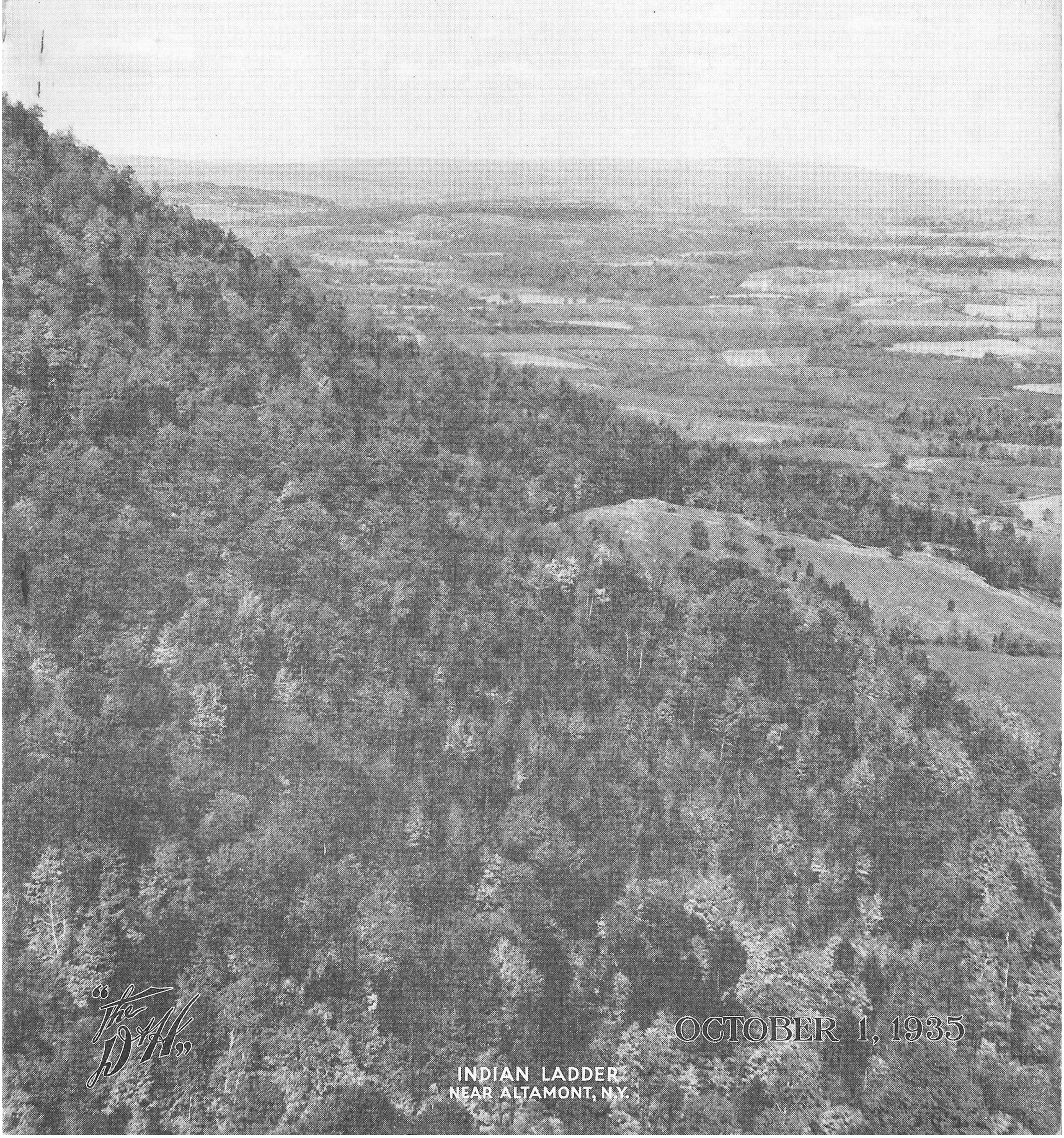
THE DELAWARE AND HUDSON RAILROAD BULLETIN



"The D&H"

OCTOBER 1, 1935

INDIAN LADDER
NEAR ALTAMONT, N.Y.

Why Not Think?

IT'S a little thing to do,
Just to think.
Anyone, no matter who,
Ought to think.
Take a little time each day
From the minutes thrown away;
Spare it from your work or play—
Stop and think!
You will find that men who fail
Do not think.
Men who find themselves in jail
Do not think.
Half the trouble that we see,
Trouble brewed for you and me,
Probably would never be
If we'd think.
Shall we, then, consider this?
Shall we think?
Shall we journey, hit or miss,
Or shall we think?
Let's not go along by guess,
But rather to ourselves confess
It would help us more or less
If we'd think!

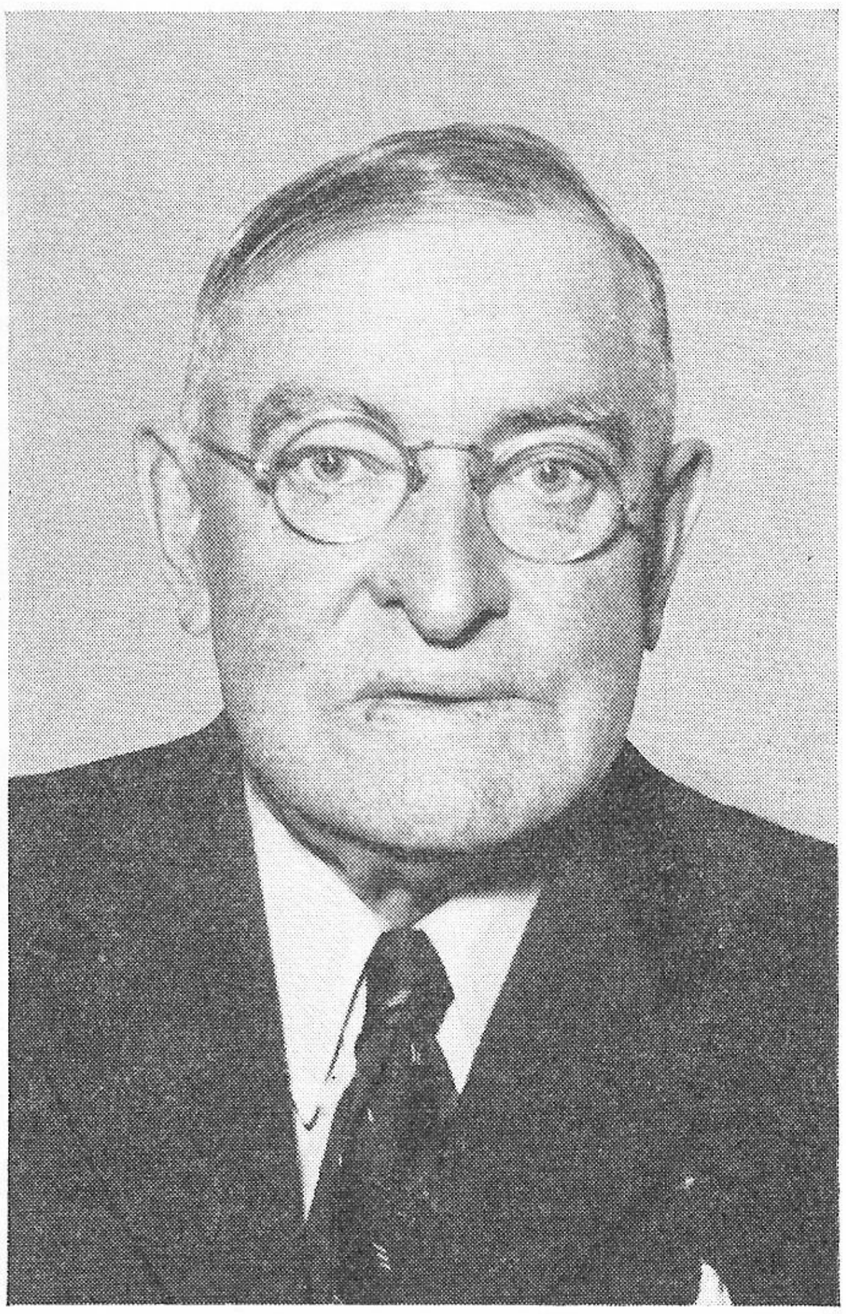
AUTHOR UNKNOWN.

"the D&H" The DELAWARE AND HUDSON RAILROAD "the D&H"
CORPORATION
BULLETIN

Dreaded Grade Crossings

Holds Motorists Racing Trains Responsible for Most Accidents

MANY a passenger train engineer is prematurely gray because foolhardy motorists race trains to grade crossings," says JAMES J. CONROY, who for over 45 years has been at the throttle of Susquehanna Division locomotives. "Scarcely a trip was made from Albany to Binghamton or return when several such incidents did not occur. After a particularly close call an engineer is wet with perspiration and close to nervous exhaustion. I hit three automobiles, killing eight people; after that I dreaded every grade crossing on the division."



JAMES J. CONROY

Railroading fascinated MR. CONROY from his earliest childhood days, spent at Tivoli, Dutchess County, N. Y., where he was born November 10, 1864. During and for some years after his school days, he worked on his father's fruit farm on which they grew large quantities of apples, pears, strawberries, and grapes. The apples were of such fine quality that most of each year's crop was exported to Europe.

Still the ambition to enter railroading persisted, so in May, 1886, President Livingston of the National and American Express companies gave MR. CONROY a letter of introduction to Thomas Howard, Delaware and Hudson master mechanic at Oneonta, who agreed to give him a trial as fireman. Engineer Charles Morrison, with whom he made his first trip between Oneonta and Delanson, reported back that the six-foot, 200-pound boy had the makings of a good fireman, and he was put on the payroll at $45 for 26 days' work.

Most of his spare time for the next three years was spent cleaning, wiping, painting, and polishing the *Thomas Hicks*, his regular engine. One day in September 1889, Superintendent C. D. Hammond came to Oneonta to examine ten firemen for promotion to the rank of enginemen. The next day Engine Dispatcher C. O. Beach told MR. CONROY that he would begin running the following morning, and he made his first trip over the road at the throttle of the engine he had been firing, the *Thomas Hicks*.

When MR. CONROY started running the Susquehanna Division was a single-track line except for stretches of double track between Nineveh and Sidney, Oneonta and Cooperstown Junction, and East Worcester and Delanson. In the absence of block signals, all trains ran by train order, and long delays were frequently experienced meeting other trains at telegraph stations.

There were few regularly-assigned freight runs in the nineties; each crew took its turn as trains were made up at Oneonta for Binghamton or Delanson. With good luck a round trip could be made to Delanson and return in 12 hours, although the pay was the same if it took 24. On one occasion MR. CONROY was called to help open up the Cherry Valley Branch, which had been snowbound for three days. The four engines and snow plow which left Oneonta on that job did not get back until 48 hours later. Hours were spent hammering through snowdrifts which completely filled some of the cuts.

For over 30 years MR. CONROY pulled first class Susquehanna Division trains. Beginning in 1902 he was on the first regularly-assigned milk trains, making the round trip between Oneonta and Albany in what was then remarkably short time, 8 hours. In subsequent years he held positions on trains 303 and 312, 306 and 311, the Altamont local, and for 15 years prior to his retirement on pension, January 1, 1935, he pulled the fastest trains on the division, Nos. 308 and 309.

MR. CONROY recalled with a smile the day when a freight train seemed to pull unusually hard and he looked back to see a few of the first 30-ton capacity cars to run over the division. Prior to that time most of the cars carried approximately 15 tons. There were many 8-ton "jimmy" cars still in service, equipped with link and pin couplings, which were particularly detested by road crews for when one car jumped the track all the others followed.

His most thrilling experience? Roaring down Richmondville Hill on a runaway freight train over 40 years ago. MR. CONROY was at the throttle of the helper engine when the then recently-adopted air brakes failed to work after they had started down the steep, ten-mile grade. Lead engineer Hall franticly whistled for brakes and although the trainmen strove heroically to halt the train, it had gained such momentum that fire flew from the screaming wheels without slowing them down. Hurtling down the mountain at terrific speed, the engine truck left the rails on a sharp curve just below Richmondville station and the two locomotives and 21 loaded cars piled up in a mass of twisted wreckage. Fortunately no one was killed; MR. CONROY suffered two broken ribs which incapacitated him for a month.

"Without exception the officials of the Delaware and Hudson were most kind to me, both before and since my retirement," says MR. CONROY, "and I would like to have them know I appreciate it. If I could go back to my youth today I would start railroading all over again, for I know of no company which gives a man so square a deal as the Delaware and Hudson."

MR. CONROY is a vice-president of The Delaware and Hudson Veterans' Association, a member of the Brotherhood of Locomotive Firemen and Enginemen, and St. Ann's Catholic Church, of Albany. He and Mrs. Conroy, who live at 309 South Pearl Street, Albany, have two sons, Edward A., employed by the Sinclair Oil Company, and James J. Jr., Assistant District Attorney of Queens County, N. Y.

"We Miss You, Daddy"

TUESDAY morning there was a fatal accident on the Minterburn Hill and when the medical examiner was going through the pockets of the dead man * * * a telegram was found. It was not very long, just the ordinary ten-word length, but it was a message that would make any father happy. It read: "WE MISS YOU, DADDY. WHEN ARE YOU COMING HOME?"

That was all. It was a message sent by one of the children of the man who was killed. He had received the message and was homeward bound. The clothes were minus money but in his pocket he carried that message.

Those who have little children, and those who were once little children, can think of the great blow to the child when the father did return home—DEAD.

"Daddy" will be missed by those children in the long years ahead. No longer will they have his support, his earnings, and, more important, his companionship.

If ever there was a reason for people driving more carefully on the road, it is that they might get in an accident and deprive their own child or some other child of his "Daddy."

More might be written, but just let us repeat those words: "We miss you, Daddy. When are you coming home?"—*Rockville, Conn., Journal.*

To Succeed

"My boy," said the business man to his son, "there are two things that are vitally necessary if you are to succeed in business."

"What are they, dad?"

"Honesty and sagacity."

"What is honesty?"

"Always—no matter what happens, nor how adversely it may affect you—always keep your word once you have given it."

"And sagacity?"

"Never give it."

Air Conditioning

The fundamentals of the process, Cooling, Washing and Heating, are indicated by sketches suggested by the Pullman exhibit at the San Diego Exposition.

MARK Twain's oft-quoted remark to the effect that everyone talked about the weather but no one did anything about it is no longer strictly correct, as is the case with many other familiar quotations. The use of cannon to cause rainfall in dry times, while not highly successful, is an example of trying to do something. Fruit-growers, on the other hand, have often avoided the consequences of impending frost by the use of smudge fires around their orchards.

That we have "weather" indoors is not so generally realized, though many railroad travelers will recall the snow storms which fell inside the old "balloon" train shed of the South Station in Boston and at the other terminals of similar construction. On cold mornings the steam rising from the locomotive stacks struck the cold steelwork of the roof trusses and the particles of moisture cooled so rapidly that they fell, not as rain, but in feathery white flakes, while the sun shone brightly outside the building. Modernization of the terminal has forever ended these indoor storms, but the indoor weather still bothers us, more in summer than in winter, and a great deal is being done about it.

Air conditioning, as this artificial weather-making is termed, is the science of making people comfortable by properly controlling the temperature and humidity of the air surrounding them, in addition to supplying proper ventilation which provides the oxygen which we require and removes the carbon dioxide which we breathe out, and any odors, smoke, dust or other foreign matter suspended in the air around us.

Man's first attempt at increasing his personal comfort in this way probably goes back further than history itself, fires being built to provide warmth. Similarly, slave labor propelled the punkah or other fans of the eastern potentates to create cooling breezes in the tropic heat.

Dr. Berthold Laufer, orientalist at the Field Museum, Chicago, Ill., credits the Chinest of the Ming period, some 500 years ago, with a system of "air-conditioning," or rather, cooling by placing quantities of ice in perforated brass kettles or braziers suspended in the room to be cooled.

Popular Science Monthly in June 1872 described "an ingenious contrivance for excluding dust and cooling the air of railway carriages in the hot countries * * * It consists of an arrangement attached to the underside of the carriage, into which air is admitted and made to pass through layers of material kept constantly wet. * * * All dust is arrested and the air is cooled, the average reduction in temperature being about 15 degrees with the evaporation of 6 gallons of water per hour. It is said a reduction of 30 degrees may be readily obtained with a larger amount of water. The appliance is now in use on several railways in India."

In our day motion picture houses were the first to see commercial possibilities in air-conditioning, some being equipped as far back as 1919 though it was not until 1924 that the first large theatre in New York City was fitted out, the increased patronage paying for the installation the first summer it was in operation. Air-conditioned department stores are the rule rather than the exception in the large cities. The Capitol at Washington is to be completely equipped, at a cost of $2,500,000, and, even more important and significant, the Ford Motor Company, which air-conditioned its gauge rooms several years ago and improved the quality of their product tremendously, now proposes to air-condition the machine shops and foundry.

Scientific studies have shown that a man seated in a "movie," office, or railway car, gives off about 400 British Thermal Units per hour. To get a clearer idea of what this represents, try holding a lighted 60-watt electric bulb in *each* hand, as 400 B. T. U.s' equals 117 watts or approximately the same amount

as the heat given off by the two lamps. Now we begin to see why it gets so warm in rooms where large numbers of people congregate.

There are three ways in which this "animal heat" is dissipated: radiation, which takes care of nearly one-half; convection currents or moving air, removing almost one-third; and evaporation, which amounts to practically one-quarter of the total.

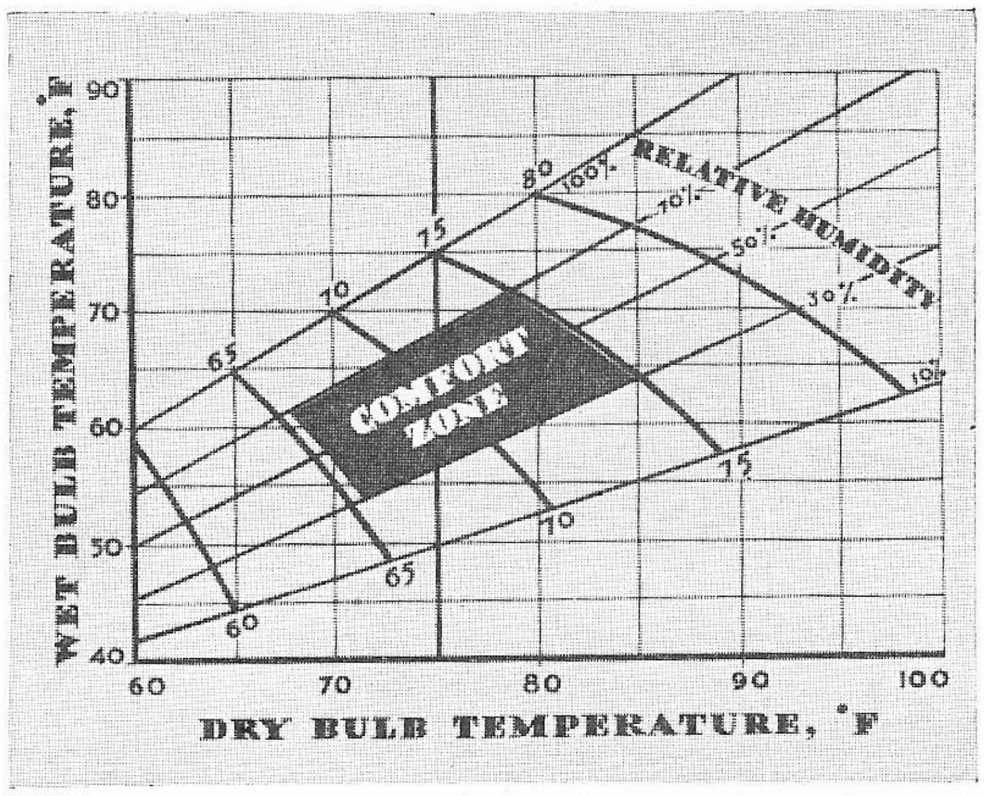
Unless we can get rid of these 400 B. T. U.'s each hour we are uncomfortable. Too much clothing, which limits the rate of loss by radiation and convection currents, causes the body temperature to rise. We are uncomfortable. Nature, attempting to correct this condition, causes us to perspire in order that by evaporation we may get rid of the heat which is causing discomfort.

Most of us are aware that the rate of heat transfer between any two substances bears a relation to the temperatures of the substances. Dr. S. M. Kintner, Vice-President in charge of Engineering, Westinghouse Electric & Manufacturing Company, states that is is proportional to the fourth power of the two absolute temperatures. Absolute temperature is obtained by adding 460 to the Fahrenheit temperature, thus 80 degrees F. equals 540 Abs. This 80 degrees happens to be the temperature of the skin and of the average surface clothing of an individual. Thus, if the air or other surface in contact with your skin is maintained at 80 degrees, radiation of bodily heat is practically eliminated.

In order that you may be comfortable it is necessary that the air surrounding you be at a lower temperature. Thus, with the humidity down to 10 per cent, 72 to 73 degrees is a comfortable range. If the moisture content of the air is raised, the third method of dissipating bodily heat is affected, evaporation being retarded. Hence we feel more comfortable when the air temperature is slightly less, or to put it the other way round, we all know how uncomfortable we feel during the humid summer days when the thermometer is only in the seventies.

Engineers have determined the limits of the comfort zones, summer and winter, depending on the temperature and humidity or amount of moisture in the air. In winter we are comfortable at from 66 degrees with 100 per cent humidity to 73 degrees with 10 per cent humidity, or at any point between these two extremes. In summer the limits shift to 71 degrees at 100 per cent humidity and 81 degrees at 10 per cent.

With this sketchy background as to why we need air-conditioning, the methods of accomplishing the desired result may be considered.



In the modern home, office, or railroad car previous to the introduction of air-conditioning, heating in cold weather could be handled rather satisfactorily by means of thermostatically controlled valves.

When it came to filtering out smoke and dust, the parlor curtains did a pretty fair job, especially where they hung directly over a radiator, which caused a nice circulation of air to blow through them. What they stopped "came out in the wash," and it was no inconsiderable amount. With steam or hot-water heating systems of the old type it was not feasable to attempt to "wash" the air or otherwise purify it. Hot air heaters had possibilities along this line which were rarely utilized. A crude attempt at adding moisture to the parched air which they sent upward was the inadequate water pan in the side of the heater, which was so easily forgotten.

However, the circulation of air throughout a building or vehicle, is the fundamental idea of the best modern air-conditioning systems. In winter it gives off the heat which it has carried from some central heating device to the point where the heat is needed; picks up any excess moisture in the room, as well as smoke, odors or dust particles; and returns to the air-conditioner. Here it passes over cooling coils which lower the temperature to the point where the moisture it contains condenses and runs off as water, or freezes on the cooling coils as in an electric refrigerator. Other processes use chemicals which absorb the moisture as the air passes through them, this being a more expensive method.

It is next necessary to reheat the air, together with any additional "outside" air which has been added to maintain the required degree of freshness. The air then passes through a water curtain or spray, where it takes on sufficient moisture to give the desired humidity. This also washes some of the dust and smoke particles out of the air, the

(*Concluded on page 158*)

Climbing Life's Tree

LIFE is not a ladder which we climb, blindly lifting one foot after another exactly the same distance and in the same direction, with only one course ahead of us—that is not life. As I know life it is more like a big oak tree starting with twenty feet of thick, gnarled, rough trunk against which in youth you bruise your knees and shins and tear your skin and nails to get to the first crotch. Then at last you get there and see the great branches spreading in every direction. You take one branch and start to climb; if you are very, very lucky, you are on the right branch and you can go on climbing steadily right up.

Most of us, however, find more than once that we have taken a wrong branch. Perhaps we can step, or chancing a fall, leap across and continue up the branch of second choice, if we are again very lucky, without losing height. But most of us, however, have to go down, possibly to the first crotch, and start again. Eventually, in the third stage we get among the fruit. We garner it for consumption or storage, for good or for evil, as we have built our characters. The fruit of our choice will vary; perhaps wealth or fame, power or influence.

In my tree, the trunk is twenty feet high and each foot is a year. The heavy branches carry me another twenty feet, and each foot is a year. The final stage when the fruit is in sight is twenty or thirty feet above me, and each foot is a year.

At each of the three stages we learn lessons. I learned lessons all through my life, and you must be learning them in yours. If we learn and apply those lessons well, progress up the tree is faster and more sure. If we learn and apply them ill, we climb badly and get such consolation as we may by blaming the tree, if we are as foolish as that.

To illustrate what I mean by what I have learned from my life, let me tell you enough about it. I was not the popular boy of fiction, who came of poor parents and went to work before he was fourteen years of age in order to educate himself; nor was I the earnest worker who made the best of what his parents provided. I was just an ordinary school boy who would not study; fond of my family, but frankly impossible to guide. In the ten years of my school days I was at seven schools, and six of them now claim the credit for any success that I may have gained in my career, but with one exception all of them asked my father to remove me as they thought I could do better elsewhere; in other words, I got sacked. I had no major vices; I played games reasonably well, and, if there was any trouble going, I found it, thoroughly and in a concentrated form.

It was intended that I should be a Royal Engineer, and I actually passed the preliminary for Woolwich. Without, however, any different intention myself, the whole question of career bored me and football seemed much more important. So after a dispute with my father, when I was just seventeen I went off to America on my own. Not romantically as a stowaway; I did not even have to run away; but was duly seen off by my parents, first class, with a trunk of clothes and a check for $75 or $125, I do not remember which. I also had another check which I was obliged on my honor not to cash until I needed it to buy the clothes which a prodigal son required to return home properly dressed.

On arrival in New

(See page 156)

SIR ERIC GEDDES, author of this article, was born in India, September 26, 1875, and was educated at Oxford Military College and Merchiston Castle School, Edinburgh. At the age of 17 he came to America where he remained for five years, working as a freight train brakeman, steel mill laborer, logger in a lumber camp, saw mill hand, and in a railroad station agent's office.

In 1917 he became Director General of Transportation on the staff of the Commander in Chief of the British Army in France. Later he was made Director General of Military Railways and Inspector General of Transportation with the rank of Honorary Major General. From 1917 to 1922 he was a member of Parliment; in 1918 he was appointed First Lord of the Admiralty; he served as a member of the Imperial War Cabinet, President of the Federation of British Industries, and President of the Association of Trade Protection Societies of the United Kingdom.

At present Sir Eric is President of Imperial Airways and a number of other British commercial and industrial enterprises.

This article originally delivered as a radio address, is reprinted from the *Baltimore and Ohio Magazine*.

President Loree A

At 28th Annual Meeting

IN closing his address at the 28th Annual Meeting of The Delaware and Hudson Freight and Ticket Agents' Association, PRESIDENT LOREE again expressed his confidence in the future, despite political and economic obstacles which are now retarding recovery. "Altogether," he said, "I am not very nervous about the situation for I think we are going to pull through and come out all right."

MR. LOREE opened his address with a most interesting description of his trip around the country with his grandson during the past summer, in the course of which he traveled some 9,000 miles by motor, steamer, and railroad.

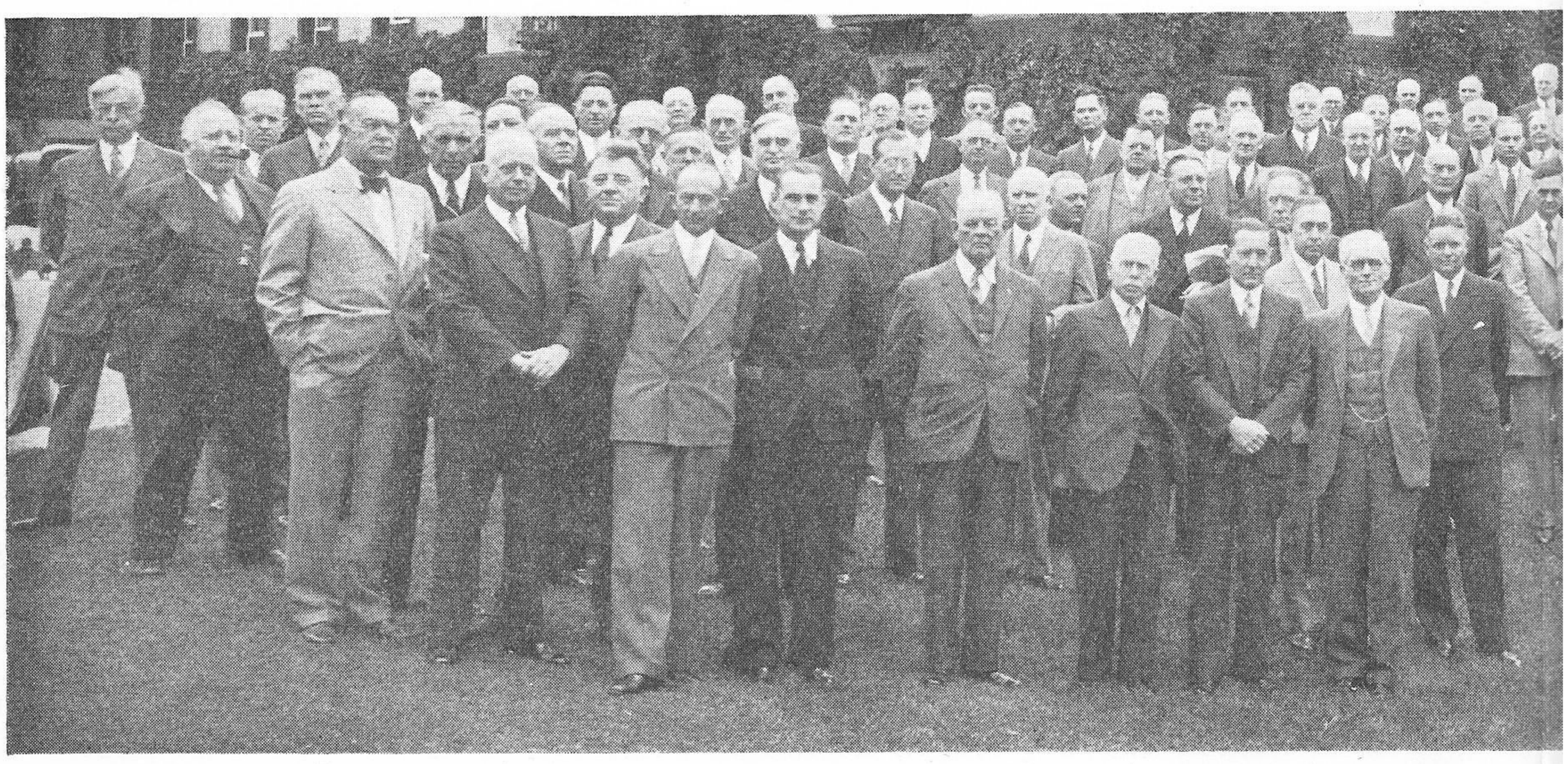
Narrowly escaping the floods which ravaged southern New York and washed out the Delaware and Hudson bridge at Sidney, the party also saw the effects of western storms, being on the first west-bound train on the Northern Pacific after damage caused by 63 washouts had been repaired sufficiently to permit the resumption of operations.

In the course of the boat trip through the Great Lakes from Buffalo to Duluth, a timely stop at Cleveland allowed the party to watch the All Star game between representatives of the two major baseball leagues. Detroit, Mackinac Island, the locks of Sault Ste Marie and the School of Mines at Houghton, Mich., were among the points of interest en route.

After St. Paul and Minneapolis came Yellowstone Park with its hot springs and tame bears, one of which was seen scrambling off with a valise stolen from the rear of some automobile. At Salt Lake City, the Hotel Utah, which occupies an entire city block, and the Mormon Tabernacle were of major interest. The latter is built entirely of wood because at the time of its construction the Mormons did not have the material to get out their mineral resources and make use of them. The acoustics of the building are excellent, there being a place in the gallery from which you can hear a pin drop on the pulpit. The organ is one of the great instruments of the world, for many years being considered the greatest.

About 65 per cent of the population of Salt Lake City and about 78 per cent of the residents of Utah are Mormons. "They are pretty careful about their politics," said MR. LOREE. "They elect people to office and, if they are satisfactory, they keep them there a great many years."

After crossing the great American Desert they visited Lake Tahoe and Carson City, the capital of Nevada. At San Francisco the new bridges across the Golden Gate and the inner bay were viewed before going down to Palo Alto where Leland Stanford, Jr., University is located. Governor Stanford was one of the four men who built the Southern Pacific Railroad. His son died of fever picked up while traveling with his parents



Addresses Agents

Held at Hotel Champlain

in Europe, the university being founded in his memory.

"The college is the best outfitted I have seen in the country, and I have seen many of them," said MR. LOREE. "It is laid out in Spanish architecture, of very good building stone quarried on the grounds, with about 15,000 acres of land. The buildings are all connected. On the stormy side of them is an open corridor which allows the students to pass from one building to another or from room to room without being exposed to the elements during the rainy season."

Los Angeles and Hollywood came next, motion pictures in the making proving of great interest. A trip from San Diego over the border into Mexico revealed, among other things, that the Mexican churches have no seats. "You either stand or kneel on the floor, or you sit down on your haunches and rest yourself in that manner," said MR. LOREE, "and it makes quite a novel appearance to a man used to churches with pews."

Boulder Dam was visited on the return trip. It is 650 feet through at the bottom, about 750 feet high, with a width of 45 feet at the top. When finished, there will be a highway across the top of the dam, connecting Arizona with Nevada.

At the hotel in Zion National Park, operated by the Union Pacific Railroad, some rather interesting entertainment was provided for the guests. "A stagecoach would come in during the morning pretty well loaded with people. The girl and boy employes at the hotel, who are all college students, would go out with a song of welcome. Later, when people departed, they went out with another song," said MR. LOREE. There were no sleeping rooms at the hotel, the guests being quartered in small cabins, each complete with bath, thus providing quiet for those who wished to sleep.

The Colorado River was crossed on a bridge 460 feet high. Another bridge went down to El Tovar, the Santa Fe hotel at the east rim of the Grand Canyon. From this point it is but a "step" down to the muddy waters of the Colorado, but it is a climb of just a mile vertically back to the top, and much longer by the trails which men and animals must take.

From a contemplation of the depths of the Grand Canyon, the party proceeded to ascend Pike's Peak, after visiting Colorado Springs, continuing on to Denver. Several stops were made at intermediate points before reaching the Mississippi.

"The vegetation is rather slim as you come out of Denver," observed MR. LOREE, "but it gets heavier to the east and in Iowa the farming country is as good as any in the United States. Iowa is a very interesting state to see; the wheat is strong and full, and the corn stands ten or twelve feet high. There are no large cities, towns of 30,000 people

(Continued on page 155)

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

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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.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 15 October 1, 1935 **No. 10**

Habit is a cable; we weave a thread of it every day, and at last we cannot break it.

—HORACE MANN.

Personal Experience

THIS letter which I am writing on safety shoes is based on a personal experience of mine. When these shoes were first introduced by our roadmaster, we all disliked the idea, figuring that they were no good and would not stand up according to the promised protection.

On the day of June 17 we were unloading from flat cars the new type of rails which were welded into one long rail. This work was something new to all of us. As we were lining this long rail off of the flat cars with lining bars, the rail slipped off the ties upon which it was lying and onto the flat car. The result was that my bar became caught under the rail before I could pull it out. The bar then came down on the cap of my safety shoe with a good force. It then bounced off and came down on my ankle and arch of my foot, but it did not injure me as the blow was practically all taken by the shoe cap.

Now had it not been for the safety shoe, I would still be at home nursing a couple of toes; I would have lost quite some time and money; it would have cost the company an expensive doctor bill; while my family was missing the regular pay every two weeks.

I for one am thankful to the roadmaster for the safety shoes, for his taking it up with the higher officials and urging each worker to wear them has saved me much trouble and I believe we should all thank him for the interest he has shown in our behalf.

(Letter from Louis De Fronze, extra gang trackman, to Division Engineer F. P. Gutelius, Jr.).

The Uniform

NOT long ago the writer saw a lady, who was old and an evident stranger to city life, approach a man gaily bedecked in a striking uniform and appeal to him for some direction or other. We asked ourselves why she did not commit her perplexity to the ordinary passerby. Many passed who, to all appearance, were as respectable and responsible as this bank messenger or member of a band or whatever else he was, but the choice fell on the man with the uniform. The other men—respectable or otherwise—were individuals, the man in the uniform was not merely an individual, he was a member of a corporation or aggregation of some kind and consequently in the thought of the lady in question, could be trusted.

This is merely an illustration of what is expected of everyone who wears the insigna of office, or identifies himself with the interests of any concern. He becomes a representative person. He interprets to the public the quality and worth of his organization, and the organization is judged and appraised in some measure by him.—*C. N. R. Magazine.*

Fires

FIRES caused more than 7,500 deaths annually, the National Safety Council estimates. The property loss is tremendous. So, before winter comes in earnest, everyone should hunt out the fire hazards in his home.

Check stove pipes and chimneys and correct loose joints and open flues. Soot often catches fire, is blown up the chimneys and falls on roofs, igniting them. In tending the furnaces or stoves, metal containers should be used for hot ashes.

Loose curtains, drapes and similar things near stoves, lamps, gas-jets, candles and other open flames, invite fire. Another danger is created by drying clothing too close to a fireplace or stove. With Christmas so close at hand, it might be well to warn against candles on the tree. Electric lights are safer.

Matches should be kept out of the reach of children, while matches, cigars, and cigarettes should be extinguished before being thrown away. Old papers and other rubbish in the house frequently

(*Continued on page 158*)

President Loree's Address

(*Continued from page 153*)

being the largest. Altogether it is a very delightful state."

After crossing Illinois and Indiana the party proceeded to Pittsburgh, then down to Harrisburg and home.

MR. LOREE mentioned the effect of recently enacted legislation on nearly all of the communities passed through. The agricultural regions feel the destruction of hogs and cattle keenly.

The introduction of new machinery or the waging of a great war stimulate public activity enormously. Because of the number of new inventions since the World War, MR. LOREE stated his belief that industry will be stimulated as never before and that the effect will be felt for a generation or more. "New discoveries all point to a very great improvement and very great changes in our modes of life," he concluded.

In his remarks at the second session of the meeting MR. LOREE discussed the railroad situation in the country, pointing out that since 1932 the roads as a whole have failed to earn their fixed charges, the deficit for the first half of the current year being the greatest since that of 1932. Less than half the roads are earning their fixed charges and 27 per cent of the country's mileage is now in the hands of receivers or trustees, or in the process of reorganization.

Analyzing the causes of this situation, he mentioned as major factors:

(1) The depression and the reluctance of business men to take risks where their is little possibility of making a satisfactory profit.

(2) Hand to mouth industrial buying causes small shipments which railroads cannot handle profitably.

(3) The development of electric power transmission over long distances.

(4) Construction of pipe lines carrying oil formerly moved by rail.

(5) Use of private automobile and motor trucks.

(6) The Panama Canal and its effect on transcontinental business.

(7) Exhaustion of natural resources: timber, ore, etc.

(8) Shifting of industry.

(9) Political rate making.

(10) Burdensome taxes.

(11) High wage rates and restrictive legislation as to labor conditions and legal requirements.

(12) Unwise capital investments.

Instead of the foregoing presenting a most discouraging picture, MR. LOREE said, "To my way of thinking it offers the greatest challenge to railroad management and employes that we have ever had. If we have the courage to face the facts and overcome the troublesome factors, we may expect the railroad industry to again be placed on a sound basis. We recovered from the panics of 1873 and 1893 and it can be done again."

He recalled his statement before the Senate Finance Committee in Washington in 1933 concerning what was necessary to adapt the railroads to the changed conditions of our day. The recommendations included the:

(1) Adjustment of taxes, wages and working conditions.

(2) Elimination of waste through abandonment of unused service, obsolete facilities and mileage no longer justified by the traffic.

(3) Development of the essential railroad facilities to the highest state of efficiency through the improvement of grades, reduction of curves, shortening of lines, etc.

(4) Amelioration of the five major hazards of the employe: sickness, accident, death, unemployment, and superannuation, or the incapacity of old age.

(5) Separation of the conflicting and inconsistent powers of investigator, prosecutor, judge, jury and executioner between the Interstate Commerce Commission and the courts.

Referring to the succession of monetary panics throughout the course of the history of the civilized world, MR. LOREE mentioned the English "South Sea Bubble," the Tulip Craze in Holland and the paper currency of the French Republic prior to the 14-year rule of Napoleon Bonaparte who went on a strictly cash basis, although waging ceaseless wars. In this country the panic of 1873, the effects of which lasted until 1880, came out of the issue of greenbacks, unsecured paper money. The 1893 panic resulted from the free coinage of silver, only President Cleveland's drastic action finally bringing order out of chaos.

From all this we have learned nothing and are now doing the very things that were thought to have been finally settled many years ago. "We learn very slowly by experience. Each generation makes the same mistakes," said MR. LOREE.

THOMAS L. ENNIS, General Counsel, addressed the first session remarking on the difference between the managerial problems of the private business man or corporation as contrasted with those handicapped by government regulation. He also expressed his opposition to the idea of government in business

since the great majority of American business men are infinitely better fitted for their duties than political appointees. The address will be published in a subsequent issue.

"Delaware and Hudson Forestry" was described in a paper presented by G. V. SCHWARTZ, Forester, abstracts of which will appear in a later issue of *The Bulletin*.

EDWARD MARTIN, President of the Agents' Association presided over the meeting, after the gathering had been welcomed in behalf of the President and Board of Managers by COLONEL J. T. LOREE, Vice-President.

SECRETARY-TREASURER J. F. COSTELLO read reports showing a satisfactory financial situation and 114 agents all members in good standing.

Inclement weather for the first time in many years interfered with the program of sports arranged for the entertainment of the men, though the exhibition of sound pictures, "Naughty Marietta" and a Laurel and Hardy comedy evoked much favorable comment.

Winners of the various golf tournaments have not been determined as this issue of *The Bulletin* goes to press.

Climbing Life's Tree

(*Continued from page 151*)

York, with a boy's childish independence, I sent the second check back, and felt very heroic. There was little left of the first check after I had bought a pearl heart for the then only-girl-in-the-world whom I had met on the ship, and have never seen since. So you see, I was just asking for some of the primitive lessons of life, and I got them. I was in America until I was nearly 21: looking backward, I enjoyed it, but I was never far from wondering whether I could pay for the next meal, or for the clothes of which I stood in need.

I was brakeman on a freight train, laborer at a steel works, on a logging job in western Virginia and Kentucky, working at a saw mill, in lumber yards, for a time on the Baltimore and Ohio Railroad. I did most anything that I would be paid for, and usually chucked the job like a hero, or got fired. That was how I spent my first years, trying to get up the twenty feet of trunk to the first crotch of the tree, and failing woefully in progress, but storing knowledge which was worth while in later years. I learned the simple things first, just as a puppy learns that fire hurts and that a whip is what follows misbehavior.

I learned that a foreman who drinks should be approached with circumspection on Monday morning, and that a little help in rough work to the woman in the lodging house was time well recompensed. I learned that I was not hired to do things my way, but to do things the way my boss wanted me to do them. I learned that when he said "Do you see that set of pickaxes in the corner —go and sort them out—put the good ones on the left and put those fit for repair on the right—throw out those beyond repair in a heap by the door," he meant just that and nothing else; but when he said "Sort those tools out and put them into an orderly state," he meant me to use my judgment. That was about my first constructive thought on "tree climbing."

My second was the most important, I think, in all my life. I was handling timber on to freight cars out of a lumber yard, and freight cars loaded with heavy timber have cross boards spiked hard down to standards to prevent the lumber from shifting. There would be ten of us perhaps in a gang under an inspector. The boards were not spiked and the load shifted. It was the inspector's duty to see that someone had done this. The manager blamed him for it, and he blamed me, and knowing nothing about climbing trees and being very young, I said that it was none of my business or responsibility, but his. His reply was, that if I thought that way about it, I had better get my pay check at the time-office.

While I looked for another job I ruminated on the justice of things. I saw that he was unjust, but I also saw that I might have become a leading hand if I had noticed that that timber was not properly fixed. Lesson No. 2 on climbing trees. "Whatever goes wrong on a job that you are engaged on, blame yourself, and not the job or the other man." Followed out logically, this made me observant and responsible, at the same time developing the supervisor's, and later the manager's instinct.

(*To be continued*)

Wealth-sharing

ARTHUR Brisbane, one of the most famous American newspaper writers, was writing recently about the "Share-the-Wealth" plan, and in his easily understood manner he told how the plan works, as follows:

"People may learn what the plan stands for by watching fish hawks, that live along the New Jersey shore, building nests on top of the dead trees. The fish hawk sits, watching until an industrious gull catches a big fish and starts for its nest with it. Then out flies the fish hawk, screaming loudly, and frightens the gull. The gull drops the fish, the swift hawk gets it as it falls through the air.

"There you have your 'share-the-wealth plan,' a very old one. Ali Baba encountered it when he met the Forty Thieves."

Three Railroad Centennials

English, German and Canadian Lines Celebrate This Year

THREE great railroad systems are celebrating their one hundredth anniversaries this year: the German National Railroad Company, Canada's railroads, and the Great Western of England.

The German Company, the largest single traffic organization in the world, has grown from the first modest four-mile stretch into 33,500 miles of track; from one small engine of 1835 to 23,000 steam locomotives. The tiny line which once ran from Nuremberg to Fuerth has become a vast organization of more than half a million men.

The first German railroad and the first plan for a German system were inaugurated in the United States. In 1831, a German emigrant, Frederich List, founded a line to transport coal from his mine at Tamaqua, Pa. Sent to Leipsic as United States consul, he helped to build the first German railroad and his suggestions for the main artery lines were later adopted. The first locomotive came from England, as did the first engineer, William Wilson, who for years ran the *Adler* (Eagle) of six tons.

For the first railroad enterprise in Germany, the doctors prophesied dire calamity. Such rapid movement must generate a furious delirium of the brain, they said, and the passengers would brave a "fearful danger" by looking from the windows at the flying landscape. Yet, so speed-minded was even that generation that in 1838 a speed of twenty-one miles an hour was considered slow. Indeed, a joker suggested that the company should take means to protect the passengers from "crippled beggars hobbling beside the train on their crutches."

The first state-owned railroad appeared in 1838, running between Berlin and Potsdam, and by 1840 it had increased in mileage to 3,725, and in 1870 to 12,400. The German railroads were united into one national system in 1920.

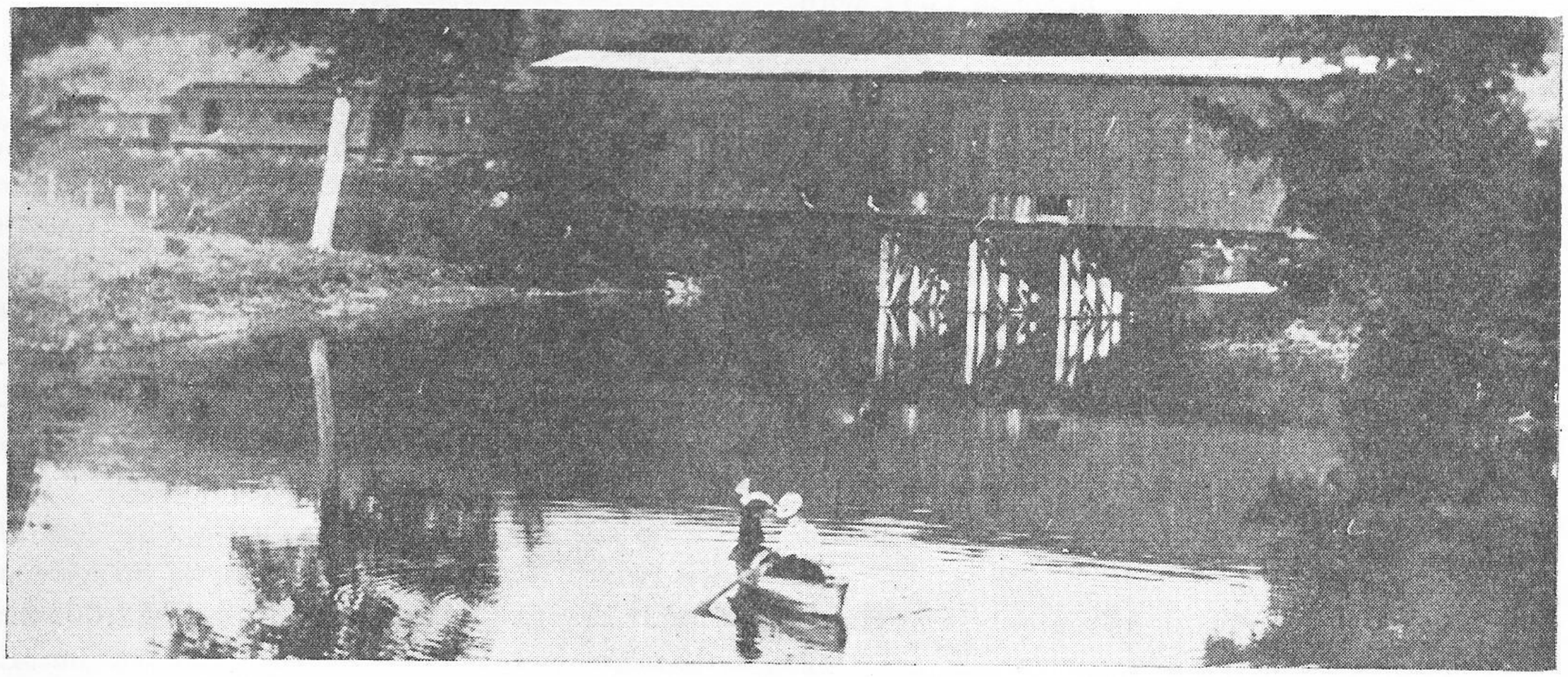
Dining cars appeared in 1892 and the present century brought Bunsen burners and electric motive power.

Under the present plan, it is expected that there will be extension of railroad facilities, and the unification of railroad, bus, motor truck and automobile into one vast network of transportation.

Canada, after 100 years of railroading, has more than 42,000 miles of railroad, and in railway

(*Concluded on page 158*)

In the "Gay Nineties"



The millinery in the foreground sets the time this picture was taken, 1894. The old wooden bridge, spanning the Susquehanna north of Portlandville, was built by the Cooperstown & Charlotte Valley in 1869. It was replaced by an iron bridge in 1904.

Fires

(*Continued from page 154*)

cause fires. Sometimes this rubbish catches fire of itself when it contains oily or greasy material.

Unless one is a qualified electrician, he should not tinker with electric wiring or electrical apparatus. One should always disconnect electric irons and other similar appliances before leaving a room.

Large quantities of gasoline, kerosene, benzine and similar flammable stuff should not be stored in the house. What little quantities of these things are needed, are more safely kept outside in sealed metal containers.

When burning rubbish or paper, do it in a wire incinerator. Do it as far away from the house as possible.

Three Railroad Centennials

(*Continued from page 157*)

mileage per capita is second only to Australia among the nations of the world.

Construction of Canada's first railroad began in June, 1835, 100 years ago. This line, the Champlain and St. Lawrence Railway, was only 16 miles long. The railroad was opened for traffic one year later and the motive power in the first year of its operation was horses. In 1837, locomotives were provided. It connected St. Johns and Laprairie, Quebec, the original purpose being to shorten the journey between Montreal and New York. From St. Johns, transportation was effected by boat through the Richelieu River to Lake Champlain and then along the Hudson River.

Canada's railway era proper began in 1851 with the inauguration of the Grand Trunk System and several subsidiary lines in Ontario and Quebec. In 1867, at the time of Confederation, the railway mileage was 2,278. The next important step was the building of the Canadian Pacific Railway, completed in 1885.

The locomotive *Samson* was built in England in 1838, and was shipped on a sailing vessel to Halifax, thence to Pictou, Nova Scotia. It was put in operation in 1839, continuing in service for 48 years. Probably the forerunner of the locomotive headlight was the iron basket suspended at the front of the *Samson* in which fagots were burned to light the way at night.

The *Albion* was built in 1839, also in England. It was put into service for the Albion Coal and Iron Co., about 1840, and continued in service until 1902. Had not the mines become exhausted, it might have continued to operate indefinitely. It had six wheels, all coupled, and the multi-tubular boiler had a circular firebox.

The third railroad celebrating its 100th anniversary this year is the Great Western Railway of England which celebrated its centenary in August. This is the railroad which owns the *King George V* which was exhibited at the Baltimore and Ohio's Fair of the Iron Horse in 1927.

Air Conditioning

(*Continued from page 150*)

remainder being taken out by filters of various kinds. Air which is warm will absorb more water than cold air, hence the washing takes place after the air has passed over the heating coils and it is now ready to repeat the cycle.

In summer a similar cycle is used except that the air must be cooled instead of heated by the apparatus. In fact, there are now in successful operation in this country several installations of "heat pumps" which, in summer, pump the heat out of the buildings, while in winter they reverse the process and literally pump it in. This process is efficient where the difference between inside and outside temperatures is about 25 degrees, in which case seven times as much heat energy may be "pumped" as is needed to do the pumping. The method employed is identical with the mechanical system which will be described later.

The air-conditioning of passenger cars is probably of more interest to railroad men at this time than the equipment of offices or residences.

(*To be continued*)

How It Started

THE origin of $1.98 or similar "split prices" has at last been determined by a statistician. Ninety-nine shoppers out of 100 believe that the reason prices of articles in stores are in uneven sums, such as $1.49, etc., is for the psychological effect it may have on the minds of customers—yet these prices were first used for a different purpose.

Years ago the founder of one of the largest department stores in New York used the scheme as a means of compelling his clerks to be honest. There were no cash registers in those days and he wanted prices which would make it necessary to give a customer change. If an article sold for $2.00, the clerk might put the money in his pocket, but if the price was $1.98, the clerk would have to go to a cashier for change and the transaction would be recorded.—*Youngstown Steel Bulletin.*

Clicks from the Rails

The Tunnel Record

for railroads seems to be held by the San Diego & Arizona which has 17 tunnels in 11 miles of track through the Carriso gorge. These tunnels are in the mountainside, 900 feet above the bottom of the gorge, and, in the location of the line, it was necessary to let the surveying parties down the mountainside by ropes. A peculiar feature of these tunnels is that, even in the longest one, 2,597 feet, there are no smoke or fumes. The constant suction through the canyon provides a natural ventilating system.

A Station Was Stolen

recently from the village of Fotovitza, in Bulgarian Macedonia, before it was used. The village had obtained a train stop in the railway line from Doupnitza to Petrich and had built a wooden station. When they arrived for the opening ceremony they found that the station had disappeared—lumber robbers had pulled it down and carried it off during the night.

Patent No. 2,000,000

of the present series, started in 1836, awarded to Joseph Ledwinka, of the G. Budd Manufacturing Co., covers an improvement for pneumatic tires for railroad cars. This was Mr. Ledwinka's 248th award, the first having been granted in 1899 on a "means of propulsion of vehicles by electricity."

If Sevens Are Lucky

A. D. Goldman, of St. Louis, is going to have plenty of good fortune. He bought a ticket from St. Louis to Ft. Worth (both having seven letters) on April 7, he had seat 7 in car 7 on ticket No. 777, train 7. Furthermore, there are seven letters in his last name.

The Nickel Plate

is said to have gotten its nickname in a peculiar way. This line, the real name of which is the New York, Chicago, & St. Louis, was only moderately successful during the early years of its operation, and in 1885 an attempt was made to sell it to the New York Central. Commodore Vanderbilt, when told the price demanded, roared: "I wouldn't pay that if the tracks were nickel plated." Later the sale was negotiated but the road is still called the "Nickel Plate."

The First Passengers

to make the round trip between New York and Washington in the cabs of the Pennsylvania's new streamlined electric locomotives were H. E. Read, radio commentator, and Mrs. Read. They made the southbound trip in the locomotive pulling the "President" which makes the 226-mile run in 250 minutes, returning on the "Constitution." In order that they might remain in the cab the full distance the dining car department served them with luncheon and dinner on the locomotives.

The Dean of Commuters

on the Long Island Railroad, Henry W. Gains, of Huntingdon, L. I., who rode the trains daily for 58 years and 3 months between his home and office, recently made his last trip. To show their esteem, the management honored him by placing a private car at his disposal on his favorite train, the 4:37.

The "Dashing Colognet,"

new German Diesel-driven streamlined train, which covered the 344 miles between Cologne and Berlin in 309 minutes, has a cleaning device for removing insects which smash against the engineer's window.

His Foot Caught

between the rail and a guard rail a 7-year-old boy faced certain death as a Pennsylvania train bore down upon him at West Elizabeth recently. Dorothy Barton, 16, saw the situation, waved her handkerchief in a vain attempt to flag the train, and wrenched the boy free while the engine ground to a stop two car lengths beyond them. Dorothy received a Medal of Honor from the President under the Act of February 23, 1905, which provides medals for outstanding feats of bravery in connection with the saving of life upon the railroads. Forty-one have been awarded to date.

A Royal Car,

for years a unit in the King of England's Royal train was recently hauled by truck to Aberporth, on the Cardiganshire coast, where it will end its days as a bungalow. This car was part of the Royal train used on the occasion of Queen Victoria's funeral, when it is believed that it carried more crowned heads than have ever been gathered in one place simultaneously.

Prize Fish Story

honors for the current season go to George Stamets who caught a buck shad with a Pennsylvania Railroad motor car near Milford, N. J., he saw a fish hawk with the shad. Stamets made the motor backfire, the startled hawk dropped the fish, and Stamets retrieved it.

A Blazing Rabbit

recently set fire to the Northern Pacific station at Carrington, N. D. Section men were burning grass in an adjacent field and a rabbit's tail caught fire. The animal dove under the station building and into a skunk's nest, setting fire to that and the building as well.

Half-Truths

FALSEHOOD is never so successful as when she baits her hook with truth. No opinions so fatally mislead as those that are not wholly wrong. No watches so effectually deceive the wearer as those that are sometimes right.—COLTON.