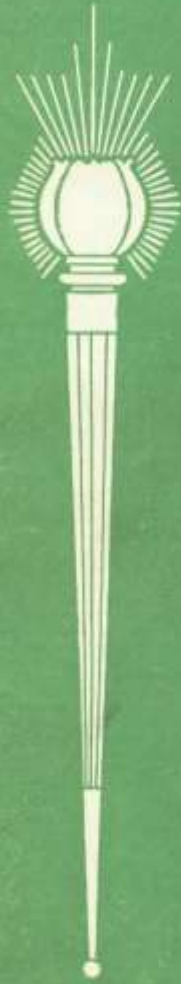


BLUE NEWS

GAS AND ELECTRIC NEWS



Why Not Christmas Every Day?



ALWAYS wishing others well,
 always generous in our giving,
 Always willing
 to extend a helping
 hand to our fellow
 toilers. Isn't this
 the kind of Christmas
 for which your heart
 is craving?



DECEMBER, 1912

Published monthly by the
ROCHESTER RAILWAY AND LIGHT CO.

ROCHESTER, N. Y.

For the Information of Its Employees

GAS AND ELECTRIC NEWS

PUBLISHED MONTHLY

By the Rochester Railway & Light Company, for the information of its employees. Free to all Employees.

All news for publication should be addressed to the
EDITORIAL DEPARTMENT

JOS. P. MacSWEENEY,
Managing Editor

32 Clinton Ave. North

VICTOR T. NOONAN,
Editor

Contributing Editors

Robert M. Searle, James T. Hutchings, Thomas H. Yawger, Herman Russell, John C. Parker, Frank Hellen, K. A. Schick, E. C. Scobell, J. W. Morphy, James B. Eaton, G. L. Colgate, F. A. Miller.

Vol. 1

DECEMBER, 1912

No. 8

Intake and Foundations for New Turbine at No. 3 Station

By FREDERICK W. FISHER



The new 7,500-kilowatt steam turbine now being installed at No. 3 Station requires for its operation 5,000,000 pounds of water per hour for condensing purposes, and this amount of water is too great to be economically pumped from the river or used from Brown's Race, between which two water sources the station is located. The cheapest and most economical method of supplying this water is by constructing an intake from the river, low enough that the water will flow into the station. There were two practical methods available, each requiring the utilization of the Platt Street sewer, which lies beneath the station just north of the engine room. This sewer at the time No. 3 Station was built, was enlarged from the west side of the station to the river, and has subsequently been used as a tail race for the hydraulic turbines in the station, which are operated by water from Brown's Race.

The first method available was to build a new sewer outlet from the station to the river, using the pres-

ent outlet as an intake. The second method was to build a new intake below the present outlet, using the present outlet for the discharge of the condensing water. Inasmuch as the first method required an expensive rock cut for the construction of the new outlet, and some deepening of the present sewer to make it serve as an intake, it was concluded that it would be cheaper and better to do all the work in deepening the present sewer, so that when a concrete floor was placed where the rock bottom originally was, a passage sufficiently large to pass the condensing water required would remain below the new floor.

In designing the size of this passage future needs were anticipated by making it large enough to furnish 30,000,000 pounds of water per hour, or enough for six machines of 7,500-kilowatts capacity each, it being possible by a judicious utilization of the space in the engine room to ultimately install these units to replace the present equipment.

In addition to this passage, a gate house is required at the entrance, equipped with a rack for screening out the river rubbish from the water,

and gates which will shut out the river flow whenever it is necessary to drain the intake for cleaning purposes. Further, a wall at the river bank is necessary to keep the discharge water which has been heated by passing through the condenser from mixing with the cold supply.

The first step was to drain the present sewer and tail race. This was accomplished by diverting the sewage through the old abandoned Genesee Valley Canal waste tunnel beneath Brown's Race, and carrying it through a wooden flume and ditch past No. 3 Station to the river. A coffer dam, which is simply two rows of sheathing with clay between, was placed in the river at the sewer outlet to hold back the river water. Meanwhile the waterwheels in the station were shut down, and when the inflow of water was prevented, electrically driven centrifugal pumps were used to pump out the water in the sewer. Air and steam drills were then used to drill holes in the rock for blasting, and a large amount of rock was removed from the river bed at the intake to insure the easy entrance of the river water when the turbine is in operation, and to provide a safe foundation for the dividing wall. Some of the rock removed was taken out into the river and used to make a weir, which, by backing up the river water, formed a pool from which the condensing water is to be taken. A large part of the rock, however, was moved by a derrick and in cars to fill in the low land back of Station 3. As the work progressed, it was found desirable to build a massive concrete retaining wall near the intake to keep this filled in material in position.

Meanwhile Mr. Lamey had been busily removing the old steam engine and its foundations, which occupied the site of the new turbine, and blasting within the station a hole about 30 feet square and 33 feet deep

in which to build the new turbine foundations. This work required shoring up of one of the building columns standing on the edge of the hole. When the excavation had progressed to the stage when it was desirable to blast through from the hole within the station to the sewer in order to provide space in which to build a connection to the intake passage, it was found that the action of the water discharging from the hydraulic turbines which are located at this place had undermined the rock on which the wall of the station rests, and work within the station had to be suspended until a safe concrete wall was placed in this undermined space to insure protection to the building wall.

Upon the completion of the excavation in the station, Engineer Pell rapidly filled in the hole with timber forms and twisted steel beams; the former to support the wet concrete for the foundation, and the latter to stiffen said foundation. When the forms had been adequately braced and the steel firmly wired in position, the concrete was mixed at a plant operated by the station boilers, and poured into place without delay. A week later when the forms were removed, the foundation was found to be practically flawless.

While these operations within the station were going on, Mr. Frenn, who is superintending the work of the local contractors, Whitcomb Rauber & Vicinus, through their foremen, A. R. Butler and William Schlötzhauer, was diligently removing the rock in the tunnel and at the intake, as noted, and building up concrete walls adjacent to the river bank, as the rock excavation in the tunnel is practically finished, the work of placing the concrete walls and floor will be rushed to completion. The rock has been removed by wheelbarrows and cars to the tunnel mouth, where it was

hoisted and removed, and the concrete has been placed by wheelbarrows and shutes.

The work has been carried on almost continuously, and as Foreman

This job has made possible a distinct economy in the matter of tearing down the old Hinds Mill, which stood just north of Station 3. This mill had been destroyed by fire years



General view of yard back of No. 3 Station, showing new intake on River below old Platt Street sewer. New sixteen story Eastman Building in background.

“Pat” O’Neill provided an effective system of electric lighting, night work has been successfully resorted to in several instances.

ago, and the walls were standing in a dilapidated condition. The building has been torn down by French Brothers, local contractors, and an

electrically driven stone crusher has been used to break up the stone for use in the concrete in the tunnel.

The entire work is being prosecuted under the usual difficulties attending construction work of this nature, the most serious having been the breaking of a bulkhead at the river, placed there to hold back the river water so as to permit the removal of the coffer dam. The prompt action of Mr. DeWolf in en-

gaging a diver from Charlotte, and of Messrs. Powell and Drumm in putting into operation a large and hitherto unused centrifugal pump located in the station, made possible a complete repair in two days' time. It is expected that the job will be entirely completed within six weeks, and able to operate thereafter without any maintenance charge whatever for an indefinite period.

Death of Baby Springstead

It is with sincere regret that we announce the death of Franklin S. Springstead, Jr., the eight-months-old son of Engineer Franklin S. Springstead, which occurred from pneumonia on November 2. This bereavement is particularly sad, in that Mr. Springstead's wife died in April last. He has two children left, Mary, 6 years old, and Grace, 2½ years. We extend to him our heartfelt sympathy.

Cowardice asks—"Is it safe?" Expediency asks—"Is it politic?" Vanity asks—"Is it popular?" but Conscience asks—"Is it right?"

If men are honest they will tell you that their success in life is more of a wonder to them than it is to you.

Don't water the seeds of sorrow. They thrive on your tears. Dry up and they will. Root them out of the garden of memory and give Hope a chance to grow in their place.

Courage! Courage! Courage! The word is a marching-song;
Trumpets and bugles and drums to these seven sounds belong;
Banners and flags and pennons; shouts, applause, acclaim;—
But what of the courage that grubs in the dark, with never a dream
of fame?

The courage for dull routine; for Monotony's treadmill round;
That cannot always smile,—but aye at its post is found;
That clinches Duty with bull-dog grip; that silently shoulders and
bears

Taunts, reproaches, temptings, burdens, labors, cares.

Courage in the dark; Courage in shabby dress;

Courage forgetful of self, unavoid of Happiness,

Not relying on Heaven, not afraid of Hell,—

This is the kind of Courage for Me, though it toll a passing-bell!

The "Why" of Frozen House Services

By J. B. HAFTENKAMP



We are approaching a season of the year when stopped house services require some explanation, for stopped house services and cold weather go hand in hand. The man who blames this trouble of frozen pipes to water in the gas. He sometimes considers water an intentional addition coming from the gas, which is four-fifths of the gas applied in Rochester, the other fifth being coal gas. However, he does not make water gas a more important contributor to this difficulty than in the case of natural gas.

Both natural gas, and by this I mean both natural and coal gas, when first made contain considerable tar and oil in suspension, which gives the gas a brownish color. As you are no doubt aware, the gas you burn is naturally colorless. To arrive at this condition the raw gas is treated and washed in sprays of water which removes all traces of tar. During this process of washing the warm gas takes up some water as a vapor. The gas is then cooled to atmospheric temperature but it still carries some water and will continue to do so unless the gas is subjected to freezing. When reaching a freezing temperature all the water vapor is removed. However, as soon as the gas returns to a temperature above freezing it immediately proceeds to absorb water in case it comes in contact with any. Perhaps a more familiar illustration would make this explanation clearer. We awaken some cold morning to find the grass and roofs of buildings covered with frost. The sun rises and it all disappears—

where? As water vapor carried in suspension by the air we breathe.

The complete removal of this water vapor before the gas enters the mains does not seem attainable in the present state of the gas manufacturing art. As the gas is confined in steel holders and is protected in no way from the weather it undoubtedly reaches very near the freezing temperature. But if the gas mains are surrounded by frozen earth and the gas in the holder is above the freezing temperature the water vapor will be deposited in the gas main as water or frost.

The serious and annoying difficulty arises when the water vapor is deposited in the house service. This occurs where the service is exposed to changes of temperature. The accumulation of frost grows rapidly, due to the small size of the pipe, until the gas supply is materially diminished or even shut off entirely.

Experiments are now being made to eliminate this water vapor, and while the indications of success are at present meagre its ultimate solution is, I believe, only a question of time and persistent effort.

Put off till to-morrow that matter on which you lack facts to-day.

An electrical unit, the equivalent of a mechanical horse power, is 746 watts.

We were particularly well pleased to see that our Mr. Hutchings was honored by being appointed Chairman of the Executive Committee of the Red Cross Seal Campaign. No man having a more sympathetic interest in the great fight against tuberculosis could have been chosen.

Illumination of St. Patrick's Cathedral

By EDWARD L. WILDER



The two interior pictures of Saint Patrick's Cathedral here-with illustrate what can be done with proper design of church illumination. Figure 1 shows interior of cathedral taken by artificial light with lighting as originally installed. Figure 2 shows picture

mazda lamps placed in front of the columns and about 25 feet above the floor. The lamps are provided with reflectors which direct the light downward, so as to give an even illumination in all places. The altar and sanctuary are lighted by lamps placed at the sides concealed from the eyes of the congregation. In order that the carving and the architectural features of the altar may



Fig. 1—Interior of St. Patrick's Cathedral as originally illuminated. Photograph taken by artificial light only.

taken under exactly the same conditions with the illumination as revised under the direction of Mr. John C. Parker.

In the new system, the main body of the cathedral is illuminated by

stand out properly, it is necessary that there be some shadows, and, for this reason, the light from one side is made stronger than from the other.

It is a well known fact that when a person looks at a bright light the

s of the eyes will contract so as to let out a part of the light. This is the nature's method of protecting the eye.

If there are bright lights in the field of vision of a person, the pupils of the eyes will be partially closed because of the bright lights and all other objects

The two pictures shown were taken at night by means of the regular lighting of the cathedral. Both photographs were taken by our staff photographer, Mr. Rockwood, from the same place and with the same conditions of exposure, developing,



2—Interior of St. Patrick's Cathedral with the new lighting as cleverly designed by Mechanical Engineer Parker. This remarkable photograph looks like a daylight exposure but the reader will notice the windows back of the altar are shrouded outside with darkness of night.

seen less distinctly. This is the reason that the illumination is so good, that, as a person looks toward the sanctuary there are no shadows visible.

printing, etc. It is of interest that the present illumination does not consume any more power than the old one.

ment's worth of electricity will run a 12-inch fan for ninety min-

Thomas A. Edison's royalties for moving picture patents total nearly \$7,000 a week.

Supplying Power for the Trolleys

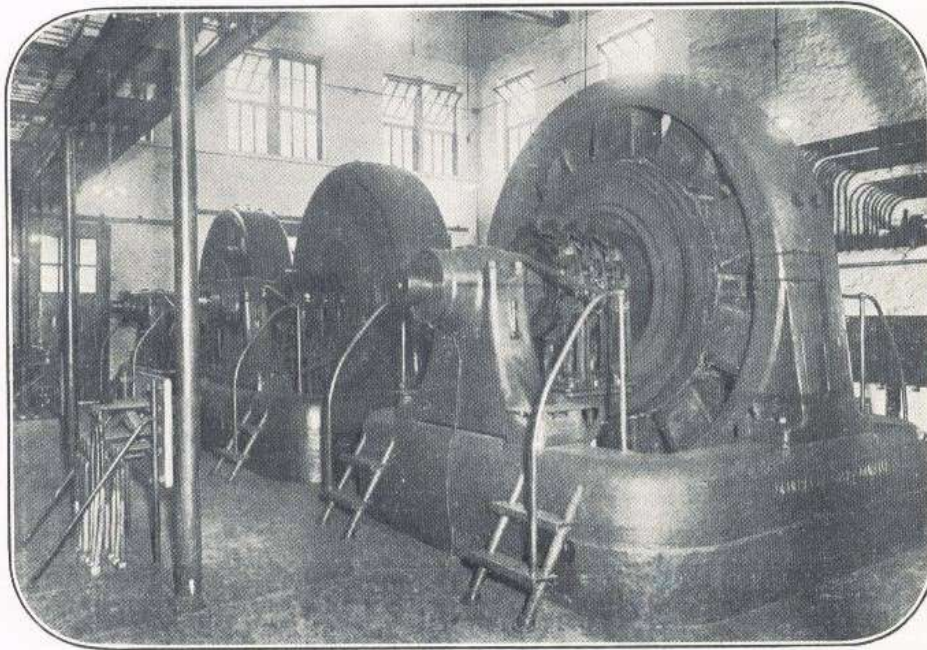
By A. S. MacDOWELL



The street railway load has greatly increased during the past few years, due to the addition of new and larger cars to meet the busier traffic requirements of our city's splendid growth. The long lines of cars on Main Street during the rush hours must impress the observer with the idea that it requires quite a good sized "chunk" of power to run the loaded cars up the hill

year for the past four years, and it is interesting to note that the last rotary of this size, recently installed at No. 6 Station, was called upon to deliver its full capacity to the street railway system the day after installation in order to relieve the other rotaries from the "stiff" overloads which they have been obliged to carry during heavy traffic in the late afternoons.

The cars are propelled by direct current power fed into the trolley at a pressure of 575 volts. To give



Three 1,500 Kilowatt Rotary Converters Installed at No. 6 Station

and also maintain the schedule, with hundreds of other cars which thread the city to its limits in every direction.

To meet this increasing load an additional 1,500 KW. (2,000 HP.) rotary converter has been added to our sub-station equipment every

good service it is necessary that this voltage be maintained constant at all points of the trolley system, as, on low voltage the car motors are not up to speed, and on high voltage are apt to burn out. Since the trolley is too small to carry the necessary power to run all cars and the

loss in transmitting any great amount of power through the trolley would result in a low voltage at the outer end of long lines, heavy feeder cables are run from the sub-stations to various outlying parts of the city, where they are tapped into the trolley to maintain the voltage and deliver sufficient power to run the cars in these sections. A small part of the power which is sent out through these feeders is generated at our power houses by direct current generators driven by steam engines or water wheels, but the larger part is converted from alternating to direct current at the sub-stations, where rotary converters are installed for this purpose.

The reason for building sub-stations in different parts of the city with huge rotaries for converting alternating to direct current, instead of generating direct current at the power houses and transmitting it directly to outlying points, is the enormous expense of transmitting direct current power due to the low voltages at which it must be generated. This requires large cables and the loss in transmission is great. Alternating current, on the other hand, can be raised to much higher voltages which permits of large amounts of power being carried great distances over small wires with little loss. Therefore it is more economical to generate alternating current power at large power stations, transmit at a high voltage to the various sub-stations, located where direct current is required, convert to direct current by means of rotary converters, and feed the direct current through comparatively short feeders into the sections surrounding the sub-stations. In our case, as the larger part of the power, generated by water and steam at our own power stations, is needed for carrying the industrial and lighting load, we purchase, principally for the rail-

way load, considerable power from the Power Company at Niagara Falls. This power, generated over seventy-five miles away and amounting to nearly 20,000 hp. during the heavy railway traffic periods, is transmitted at 60,000 volts over three wires, about three-fourths of an inch in diameter, to our Station No. 33 where the voltage is reduced to 11,000 volts and the power sent to the different sub-stations through underground feeders. At the sub-stations the voltage is again transformed from 11,000 to 440 and fed into the collector rings at one end of the rotary coming off the commutator at the other end as direct current 575 volt power. This in turn is carried through main rotary switches to bus bars running along the rear of switchboard and thence switched into feeder cables which are tapped into the trolley lines in various parts of the city.

The 1,500 KW. size of rotary has been considered a satisfactory standard to meet existing conditions of our load, but with the present rapid growth of the city, two, three or even four thousand kilowatt converters may be found to more economically meet the conditions within a very few years.

In connection with the last three rotaries installed, it is a tribute to the industry and co-operation of Messrs. Miller and Sutherland of the construction force, and Lamey of the rigging force, that these fifty ton pieces of apparatus were moved from the cars, carted, assembled on foundations and connected to the system within four days after their arrival in the city.

Ignition is the term applied to the combustion of the gas in the cylinder of an engine by an electric spark between make and break contacts or between sparking points.

Help Us To Prevent Accidents

The Safety Committee

During the stormy days of the French Revolution, a body of men with a strange purpose in view was gotten together. Known as the "Terrible Committee of Five" they occupied themselves principally with the cutting off of human heads, and they were known as the Safety Committee.

Curiously enough the present age has brought forth another Safety Committee; one which concerns itself chiefly with keeping human heads where they belong. This modern Safety Committee, unlike that of the French Revolution, is constructive rather than destructive. It aims at saving life and limb. In a word it stands for prevention of industrial accidents, protection of employees, and the welfare of human labor.

With this little comparison in mind you will perhaps now have a

better idea of what the General Safety Committee of our Company stands for—**your personal safety.** This Committee, of which Mr. Russell is the capable chairman, is busily engaged from year end to year end planning how to safeguard you from accident, and all the Committee wants from you in return is your personal co-operation against accidents.

In order to stir up enthusiasm among employees on this important matter of accident prevention, Mr. Hutchings during the past month sent out a personal appeal to all the Company's employees. This appeal was printed in poster form and each poster was personally signed by Mr. Hutchings himself. These posters have been sent to the different stations, where they have been put up on bulletin boards, where every man may read them. Mr. Hutchings' letter is as follows:

We Want Your Help for Greater Safety



From time to time this Company, through department heads and foremen, has drawn the attention of employees to suggestions and regulations for the **PREVENTION OF ACCIDENTS.** It has been continually brought to our notice that the majority of accidents occur to us all as a result of carelessness, forgetful-

ness, or negligence on our own part.

THE MANAGEMENT requests all employees to be as exact and faithful in obeying regulations for their safety as they are in the performance of their regular duties.

It is impossible for YOUR COMPANY to prevent accidents unless it receives the personal help of each employee. Each employee should, therefore, remember that his safety depends upon his co-operation with

the Company's efforts to prevent accidents.

The careless workman imperils not only his own safety but that of the man who works next to him. Therefore, each man must care not only for his own safety but must also be his brother's keeper.

Accidents happen at the unexpected moment, and they are a terrible price paid for carelessness, forgetfulness, or negligence. The fact that ninety out of every one hundred accidents are caused by some one's carelessness, forgetfulness, or negligence should make each of us take pride in keeping from getting hurt, and feel that we do not want to be the *clumsy* or *careless* one.

I want to feel that our Company is in the lead in this as in other lines

of work; that we have the best Company; that we furnish the best service; and that we have the most careful men of any Company in the United States, and if each of you will personally help we can have all this.

We hope and expect that all men working with us will give prompt co-operation to SAFETY SUGGESTIONS AND REGULATIONS OR OTHER ADVICE which may be placed before them on behalf of GREATER SAFETY.

JAMES T. HUTCHINGS,
General Manager.

An electromagnet is being used to recover sunken iron cargoes—such as nails, steel strips and rolls of wire, in the Mississippi River.

The Pulmotor

As you may have read in the public press, the Company has now received a Pulmotor, which is a wonderful device for the resuscitation of persons suffering from the effects of asphyxiation by gas, electric shock or drowning. In Chicago and other cities the lives of many persons have been saved by means of the Pulmotor.

The Pulmotor which we have received has been placed by our Company at the disposal of physicians and the hospitals for use in cases of accident. It will be located at all hours in the office of the Line Department at Front Street. The following orders regarding it have been sent out by the Safety Committee:

IMPORTANT NOTICE

This Company has purchased a Pulmotor, which is a machine for producing artificial breathing.

This machine is for use in cases of electric shock, drowning, suffocation, and for those overcome with gas.

The Pulmotor will be placed in the Line Department Office at Front Street.

In case of an accident requiring its use, telephone Line Department office.

The Pulmotor will be sent by auto to the scene of the accident, together with a man thoroughly familiar with its use.

While awaiting the arrival of the Pulmotor remember to use the ordinary methods of producing respiration

PULMOTOR CALL

WHAT TO DO

LINE DEPARTMENT OFFICE

1. Notify Garage.
2. Notify men in Gas Shop.
3. Call one of following doctors:

	Bell Phone	Home Phone
Dr. W. A. Calihan	{ Main 3549—Office Chase 2692—Home	Stone 3202-L—Office Stone 5176-J—Home
Dr. William Perrin -	Genesee 362	Stone 2104
Dr E. B. Cook	Chase 911-M	Stone 1625
Dr H. G. Vary	Genesee 128	Stone 2528
Dr. N. G. Orchard	Main 1256	Stone 6875
Dr H. S. Schumacher	Main 62	Stone 6761

NOTE—Calls outside of Company will be handled same as Company calls.

GAS SHOP MEN

1. Get yourself ready.
2. Help place Pulmotor, which is in Line Department Office, in auto.
3. Take two extra oxygen cylinders.
4. Take emergency gas kit.
5. Be sure of address.

NOTE—Calls outside of Company will be handled same as Company calls.

GARAGE

1. When call for Pulmotor comes in from Line Department, either by 'phone or person, drop everything and at once take out any auto available—a runabout if possible.

2. If no auto is on hand order taxicab from any of the following:

	Bell Phone	Home Phone
Freckleton Bros.	Main 143	Stone 143
Zimbrich	Main 98	Stone 98
Rochester Taxicab Co.	Main 375	Stone 310

3. Get Pulmotor outfit from Line Department Office and man from Gas Shop to operate same.
4. Be sure of address.
5. Stay at scene of accident until released by man in charge.

TELEPHONE OPERATORS

Upon receipt of call for Pulmotor or notice of a case requiring its use, either in the Company or from the outside, immediately connect party calling with Line Department.

Give accident calls preference over all others.

December Inspections

Foremen of stations should see to it that their emergency outfits, such as bandages, oil, etc., are in fresh and clean condition.

The following Safety Sub-Committees will make inspection trips during December: Gas Manufacture, December 10; Distribution and Transmission (Overhead), December 13; Distribution and Transmission (Underground), December 17; Allied Companies, December 20.

During the past month a number of pointed suggestions regarding accident prevention and printed on

colored cards were inserted each week in the pay envelopes. Three hundred of these were printed each week in Italian for the benefit of the Company's Italian employees.

Every man in the Company's employ should look upon himself as a safety inspector. That does not mean that he has to be a spy. You harm no one when you point out a dangerous place, a dangerous condition, or a dangerous custom. On the contrary, you are protecting the life and limb, not only of yourself, but of all your fellow workers who may be near you.

Relief for Widow of Diblasi

On October 19, Francesco Diblasi, an Italian laborer employed under Foreman Thomas H. Christie, was accidentally killed on Blossom Road when he attempted to pick up a live trolley wire that had fallen. The accident occurred opposite the residence of Mrs. Minnie Hallings, 785 Blossom Road, who showed remarkable presence of mind before the accident occurred by hanging a red cloth on a pole as a warning to pass-

ersby not to touch or approach the wire.

Although not responsible for the man's death our Company has taken an interest in Mrs. Diblasi's case.

Through the generous act of the Management, Mrs. Diblasi will receive \$500, payable in weekly installments. Vice-President Scarle was so well pleased with what Mrs. Hallings did in putting up the warning flag, that he said he would himself write her a personal letter of thanks.

Avoid the careless habit—acquire the safety habit.

Ray Flaherty--Our Hero

An act of heroism, showing remarkable presence of mind in saving a human life, was performed by Ray Flaherty of the Wiring Construction Department at the Bartholomay Brewery on November 19. Mr. Flaherty, with several of our Company's employees, was engaged in the installation of some transformers at the brewery, being assisted by Toby Martin, the Bartholomay Company's electrician.

In some way Mr. Martin's hands came in contact with a switch carrying 440 volts alternating current. The unfortunate man, unable to let go or make any outcry, was seen by Mr. Flaherty, who at once tried to pull Martin away from the deadly connection. Unable to do so, his presence of mind came to the rescue. Taking a wooden step ladder Flaherty struck Martin a heavy blow on the legs, causing them to give way and falling the weight of his body forced his hands away from the switch.

Martin fell on the ground apparently lifeless. Without losing time to go for help Flaherty at once began the prone method of artificial respiration, which all our Company's station employees practice once a month. Brave Flaherty's efforts were successful and, to his joy, Martin feebly opened his eyes. At this moment another workman entered the room and Flaherty asked him to send for a physician, who when he arrived found Martin on the way to recovery.

The doctor declared that without a doubt Martin would have been dead had not Flaherty the presence of mind and endurance to continue the prone method of resuscitation as long as he did.

The fact that Mr. Flaherty was familiar with this method of saving life should impress on all employees that they, as well as their fellow-workers, should keep themselves thoroughly familiar with the prone method of artificial respiration, as no man can tell when he may find himself in the same position as Ray Flaherty. Presence of mind, quick action and familiarity with the prone method may mean the saving of a man's life.

Mr. Flaherty is certainly deserving of the Carnegie medal for saving life, and it is understood that steps will be taken to bring his heroic act before the Carnegie Commission in Pittsburg.

The first buildings supplied with electricity for lighting were the offices of the New York Times and Herald and the headquarters of J. P. Morgan & Co. The first electric power house contained only a single dynamo and current was sent through underground cables into 400 lamps distributed throughout a territory covering a square mile. The first electric car was run in Ireland along the county Antrim coast to the famous Giant's Causeway.

Every big opportunity of the past was simply an opportunity to cut down waste somewhere.

Some of Our Veteran Workers



JOHN HIGGINS
Line Department—28 Years' Service.



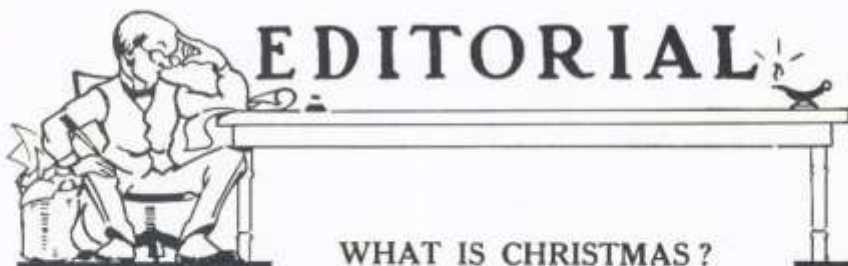
JACK COX
Line Department—21 Years' Service



CHARLES GARDINER
Foreman No. 15 Station—21 Years' Service



JON RICHARDS
Line Department—22 Years' Service



WHAT IS CHRISTMAS ?

What is Christmas? Have you, reader, ever pondered this question in your heart and tried to grasp its real meaning? Is Christmas just a day, an anniversary, a time of material barter and trade; or is it something higher and better than all these?

Christmas is not a day, it is a mood. It can be celebrated on any day of the week. It has nothing to do with the almanac. It has nothing to do with place. It is as independent of geography as it is of chronology. Christmas has no relation with human government or even to race or blood. It is an institution which can be built on any soil, or flourish under any flag. Why? Because Christmas belongs to the kingdom of the heart.

Christmas stands for "Peace and good will." But one day is too short to put into practice this beautiful meaning of Christmas. To entertain and nourish kind and charitable thoughts to others; to kindle and foster the spirit of brotherhood, to spread human happiness and peace, for all this a single day is not enough.

Why not Christmas every day in the year? Christmas all the time—that would be ideal. Always wish-

ing others well, always extending merry greetings, always generous in our giving, always mindful of the poor and the sick, always willing to forgive and forget, always giving a helping hand to our fellow toilers in the struggle of life. Isn't this the kind of Christmas the world is really hungering for to-day? Isn't this the kind of Christmas your heart is silently craving for?

Abolish Christmas and life would no longer be the same. Its gifts and good will cement family affections, parental thoughtfulness, and brotherly love.

We cannot end this early Christmas message without a word of greeting to our little family of readers. This is our first Christmas greeting to you. We hope that it will not be our last. May this happy association which we commenced together last May continue. Our wish to you is that peace, good will, happiness and prosperity may fill your cup of life to overflowing measure.

Don't forget to do your Christmas shopping early. The tired clerks will be grateful.

Be sorry for the man who lacks imagination—he misses half the fun of living.

The Exceptional Young Man

Andrew Carnegie not long ago, discussing the young man's chance of success to-day, gave expression to the following pointed truth: "The most valuable acquisition to his business which an employer can obtain is an *exceptional* young man. There is no bargain so fruitful."

Now what did Mr. Carnegie mean by the *exceptional* young man? In the various departments of our Company there are hundreds of splendid young men who are all more or less interested in the vital question of future success. How can I succeed? How can I advance and be promoted in my department? Such are the questions which every ambitious young man asks himself from time to time. Very good, but not to the point. Rather he should ask in reply to Mr. Carnegie's advice: How can I become the *exceptional* young man?

Bringing this question right home to ourselves and our organization the exceptional young man is the one who is always looking out for the interests of his Company. He is the young man who always keeps his eyes open, who is careful, obliging, alert and businesslike. Never "asleep at the switch," his mind is ever concentrated on his work.

The exceptional young man is ambitious. He is proud that he is an employee of this organization, and he can talk in an intelligent manner about the things his Company is doing in the community. When some difficulty or problem arises in

his department, the exceptional young man is ready to offer his foreman or department head a valuable suggestion for its solution.

The exceptional young man, too, creates an atmosphere of good feeling wherever he works. He cheerfully settles difficulties among his fellow workers, avoids friction and encourages harmony and peace. In a word he is a prince among good fellows, a "booster" whose every good word comes back to him richly laden.

The exceptional young man again is an encourager. Nothing daunts him. He is not afraid to tackle the hardest jobs. If he is in a subordinate position, he is respectful and obedient to those above him. And if he is in authority he is kind and gentle to the "fellow" below him, willing at all times to show him how to do his work better. Can't you recall sometime when you went to business first, how in some discouraged moment when you were tempted to give up, the "boss" came to your side and spoke just a little word of encouragement that made a man of you. And you never forgot him, did you?

The exceptional young man is enterprising. He has a comprehensive grasp of how his own work should be done, and is not unfamiliar with the work of other departments. If he has to deal with the public, he is so courteous and affable that everybody wants to go to him with their troubles. His very personality

makes friends for the entire organization.

There are opportunities every moment in the day for the exceptional young man to demonstrate his worth. Are you the *exceptional* young man? If you feel you are not, don't be discouraged, because you can become the exceptional

young man if you so will. You may only be a delivery boy, a humble worker in the trench, the man installing services, or a clerk in the offices, but no matter what your job is now, if you are the *exceptional* young man, success and advancement lies before you.

Become the exceptional young man.

Church Illumination

We hear much in this modern age about the lost arts of the past. We are reminded about the builders, sculptors and painters whose masterpieces in cathedrals, statuary and paintings surviving through the ages can't be duplicated to-day.

But this age has perfected a wonderful art, the like of which the world has never seen before—the art of artificial illumination. They built magnificent cathedrals in the past, but their Gothic interiors remained in gloom, because the wonders of gas

and electricity were for a future age.

The clever way in which thousands of electric lamps have been hidden in the great arches, cornices and pillars of the Rochester Cathedral, the light filling the interior with daylight brilliancy is a fine tribute to the creative ingenuity and ability of Messrs. Parker and Wilder and their associates in the engineering department. The electrical engineer of to-day is in very truth the modern master of artificial illumination.

Just Keep On

When to-day's difficulties overshadow yesterday's triumphs and obscure the bright visions of tomorrow, when plans upset and whole years of effort seem to crystallize into a single hour of concentrated bitterness, when little annoyances eat into the mind very quickly and corrode the power to view things calmly, when the jolts of misfortune threaten to jar loose the judgment

from its moorings, remember that in every business, in every career, there are valleys to cross, as well as hills to scale; that every mountain range of hope is broken by chasms of discouragement through which run torrent streams of despair! To quit at the chasm is to fail. See in your mind's eye those sunny summits of success! Don't quit! Keep on.

About Red Cross Seals

The proceeds of the Red Cross Christmas Seals which are sold all over the world during the Christmas holidays are used for but one purpose, viz., the control of tuberculosis. The Seal is printed by the National Red Cross Society and placed in the hands of State agents, who in turn appoint sub-agents in the various cities and towns of the State. The State Charities Aid Association of New York is the New York State agent, and has appointed the Rochester Public Health Association the local agent for the City of Rochester. Contract has been made between these agencies whereby all funds raised by this sale are to be used for the control of tuberculosis, and all funds are to be expended for this purpose in the City of Rochester ONLY.

The Rochester Public Health Association is a philanthropic organization, which has for its object the betterment of the health of the people of Rochester. It is dependant almost entirely on the public for its support, and through the sale of the Red Cross Christmas Seal, the funds are obtained with which it carries on its anti-tuberculosis propaganda. In this city of nearly 250,000 people there is no other organized agency fighting this common enemy of mankind, which causes more deaths, more suffering, distress and poverty than any other disease. It can be seen that there is an immense field for their efforts, and it is also apparent that funds are necessary to carry on this all important work.

It is of interest to know how the pennies or dollars with which the people buy the Red Cross Seals each year are spent, and it is a source of satisfaction to know that they are being used for a purpose so worthy. The tuberculosis work of the Association is divided into three parts:

First: The tuberculosis clinics and visiting nurses.

Second: The open air schools, and

Third: The educational propaganda.

The tuberculosis clinics are held every afternoon at 4 P. M., except on Tuesday and Wednesday, and now there is an evening clinic on Tuesday for those who work during the day. People who are suspicious of some lung trouble, or those who actually have the disease, come and receive a free examination. Their weight, temperature and pulse are recorded at each visit. The nurses visit the homes of those found to be infected and give advice as to how they should live to get back their health and how they can prevent giving the disease to other members of the family.

During the last year nearly 1,000 clinic, and at the end of last month over 50 tuberculosis families were on the visiting list.

In this city, at present, there are two open air schools, both of which the Rochester Public Health Association helps maintain. The school at public school No. 14 goes further back in the course of the disease and cares for those who are predisposed; also those who, if not given special

care, will succumb to the disease. Children are selected by the teachers and social workers throughout the city and sent to the Health Association for examination, and, if they are found to be eligible, they are sent to the school but no children actually having the disease are admitted. At present there are 35 pupils being cared for, and, when they are graduated, they return to the public school physically able to go on with their studies. For this one school, over \$1,500 of the tuberculosis funds are annually expended.

The other open air school is the children's pavilion at Iola Sanatorium, the Monroe County Tuberculosis Hospital. Every child in this school actually has tuberculosis, and, while they are receiving treatment, they are at the same time receiving mental instruction. The Health Association furnishes clothes for the children, and some of the equipment at the pavilion is Health Association property.

The third part of the tuberculosis

The places in the electric light wiring of a building where fixtures for incandescent lamps are attached is termed the "outlet."

An electric circuit in which the wires are not continuous because of a break or because of an open switch is called an "open circuit."

work is not one of minor importance. The necessity of constantly bringing the subject of tuberculosis before the people is apparent, when it is observed how few know about the disease. Educational literature for all classes and nationalities is distributed, and public lectures on the subject are given throughout the year to the various organizations of the city. The Association recently conducted a public health week at Convention Hall, where a massive educational exhibit was erected, and meetings held daily. Speakers of national reputation were heard and moving pictures were shown on the subject of tuberculosis. The result is no speculation, and the city will be better for the effort and money expended.

The purchase of Red Cross Seals means that you have contributed to the support of a movement that will prevent loss of life, severe suffering, and, incidentally, you are protecting your own life and the life of every citizen of Rochester.

The little folks are now thinking about that Christmas tree.

The practical unit of resistance is termed an "ohm." The legal ohm is the resistance of a column of mercury one square millimeter (0.55 sq. in.) in cross sectional area and 106 centimeter (41.6 inches) long.

The salesman who goes after orders without faith in what he is selling is like a man who goes to war without a gun. He isn't going to a fight, he's going to a funeral.



The cleverest policeman cannot arrest the flight of time.

Is there any truth in the saying that in the spring the trees leave?

It is better to cause a delay than to cause an accident.

It is better to be careful than to be crippled.

The true mark of bigness is the ability to forget.

Some girls like to be married with a brass band. Others prefer a plain gold one.

The price of hosiery is going up. That won't help the Christmas stocking.

He who cannot control his temper is unlikely to control other men's.

Some men can't see without glasses, and some men can't see with a few.

The stones you throw at others to-day you will find in your pillow to-night.

Our Company's business may be good—but you and I are here to make it better.

The only enemies you have that are worth fighting are situated somewhere in your internal anatomy.

Mental indigestion has always caused infinitely more trouble than the other kind.

Neglect the task at hand and you don't hurt the task nearly as much as you hurt yourself.

If you want to reach heaven, just turn to the right, and keep going that way. It's pretty hard walking, but it will get you there.

A man can get blamed just as hard for trying to do good and failing as for trying to do bad and succeeding.

We never thought there were so many "veteran employees" until we began to publish their pictures. We're all mighty proud of our old "vets."

If it happens to be something good about ourselves or something bad about the fellow we don't like, we usually believe all that we hear.

"Believe no tales that the fishers tell. They're all good men, and they all mean well.

But it's Nature's plan, and it never fails—

There's something fishy in all fish tails."
—Bangs.



ROBERT J. GARDINER

J. W. BROWN

Messrs. Brown and Gardiner Win Trip to Atlanta, Georgia

In a hard fought contest just ended, among the Company's solicitors, to obtain the highest number of points for selling gas appliances, house piping, etc., J. W. Brown and Robert J. Gardiner have been declared the winners. Messrs. Brown and Gardiner will accordingly get the two prize awards, a trip each with all expenses paid to the National Commercial Gas Association Convention, which meets at Atlanta, Ga., December 2 to 7.

The following are the total number of points gained by the two win-

ners: Mr. Brown, 20,925; Mr. Gardiner, 15,930.

Honorable mention is given to D. Rodgers, who came third with the splendid total of 15,845 points.

The contest began January 1 last, and points were given each day only for appliances actually installed. No points were given on future orders or orders held up for any reason.

Messrs. Brown and Gardiner have our best congratulations for winning the trip to Atlanta. We wish to extend a

word of special praise to Mr. Rodgers for coming so near the winning mark.



D. H. RODGERS



N. E. L. A.

The regular monthly meeting of Company Section—National Electric Light Association—was held in the General offices, Tuesday, November 12, about sixty members present. The meeting was called to order by President Haftenkamp, who spoke of the possibility of getting Mr. W. H. Blood's lecture on the "Hydro Electric Development on the Pacific Coast" for the December meeting. He also outlined the lectures prepared by the National Association which are available for Company Section use.

Messrs. Parker and Russell continued their "Ten Minute Talks" on Gas and Electricity, and the discussions brought out very forcibly the interest taken in these talks.

Mr. Fisher of the Engineering Department then gave a very interesting and instructive talk, illustrated by lantern slides, on the construction of the Hudson River tunnel. Refreshments were served after the meeting.

Mr. Hutchings at the Friday morning meeting, Nov. 1, drew attention to the danger of leaving inflammable material lying carelessly about on the floors of the stations or store houses. Such poor housekeeping, he said, increased the Company's bill for fire insurance. Therefore he desired that when new machinery or other materials were unpacked, those

in charge of the work should get rid of inflammable boxes and packing, helping thereby to prevent fire, besides reducing the cost of insurance.

Mr. Wilder reported that the steam had been turned on in the new tunnel to the Eastman buildings. There was not a leak in the new mains, and this he wished to say was a feather in the cap of the steamfitters who had accomplished very good work on that job.

Mr. Parker gave a very interesting talk at the meeting November 8 on the work which the N. E. L. A. was going to do during the coming year to encourage electricity on the farms. He drew attention to the splendid work accomplished by Mr. Almstead, who had introduced many electrical devices into the farms and nurseries of Irondequoit. Mr. Almstead's efforts along this line had attracted a great deal of attention all through the Eastern states.

Mr. Yawger, who presided at the meeting November 15, said he wished to speak a word of warning to the Company's employees regarding the elevator at the incline leading to No. 5 Station. Heads of departments, he said, should caution their men to keep away from it. Boys, too, should be warned to keep off it and away from it.

An interesting feature of this meeting was the new Pulmotor which was exhibited and explained by Mr. Russell.

ELECTRIC DEPARTMENT



Engineer Powell, with a crew of 35 men, completed the foundation for the new 10,000 h. p. turbine at No. 3 Station.

Engineer Frederick W. Fisher delivered a very interesting address on the Genesee River water storage scheme before the Men's Club of Brick Church on the evening of October 22.

Mr. Hutchings was one of the principal speakers before the Empire State Forest Products Association meeting at Watertown, November 15. His subject was: "The Hydraulic Development of the State Through Co-operation."

Mr. Yawger informs us that 15 additional magnetite lamps have been installed on East Avenue between Alexander Street and Main Street East. The residents of East Avenue, believing their beautiful thoroughfare will be the Fifth Avenue of Rochester, want it well lighted, hence the additional lights.

Mr. Parker addressed the Rochester Engineering Society on "The Distribution of Conservation" on November 8. The lecture was originally delivered before the Convention of light men in Watertown, and caused so much comment that it was printed in the "Electrical World" and commented upon to some length editorially.

C. Eckhart, switchboard operator at No. 6 Station, has gone to Panama where he will be employed by the General Electric Company assisting in the installation of electric machinery. Mr. Eckhart was very popular with his fellow employees at No. 6, and he had the reputation of being a very careful operator. He has our best wishes for success.

Foreman A. D. Rees, of No. 2 Station, has sent us a letter in regard to Mr. Wilder's article in last month's issue on supplying steam from No. 3 Station to the Eastman buildings. Mr. Rees calls attention to the fact that No. 2 supplies considerable steam power to the following buildings: Gorsline Building, Rickers Manufacturing Co., Meldola & Coon, Brunswick Hotel, Vanderbilt Hotel, Fitzsimons Block on State Street, Rochester Heel Co., Judson Buildings, French's Spice Mills and other large buildings in the vicinity of No. 2 Station.

Sometime in the near future we hope to publish a story about No. 2 Station that will make Foreman Rees feel quite proud of his plant.

The term "impedance" is generally applied to any opposition to the flow of alternating current.

There are just two ways to do your work—the right way and the wrong way. The careful way is always the right way. Do you get the hint?



Co-operation

At one of the Friday morning meetings recently, Mr. Hutchings, referring to the continued increase in business in both gas and electric fields, drew attention to the need of co-operation between the employees of both these great departments. It was absolutely true, said Mr. Hutchings, that the Gas Department can't grow without helping the Electric Department. Both had increased partly and largely by the other, each department helping the other. When an employee of one department, continued Mr. Hutchings, is out selling products and sees an opportunity to sell or boost the products of the other department he should do it. In a word, each man should try to help the fellow in the other department, because all are working for the same organization.

Messrs. Hutchings, Parker, Yawger, Schick, MacSweeney, Durfee and Lundgaard attended the meeting of the Empire State Gas and Electric Association at Troy, November 26.

James Brodie, a lighting engineer from Edmonton, Alberta, paid our company a visit on November 19.

Our friend, Mr. Durfee, has been appointed a member of the Meter Committee of the National Association of the N. E. L. A. Mr. Durfee's appointment is a very important one, and we are quite sure he will do credit to himself and our organization in his new office. Congratulations, Charley!

If we accomplish to-morrow all that we put off to-day, the day after to-morrow will be a holiday. Do you get that?

Are you laying aside your copy of the magazine each month? If not, do so, because it is a current history of what our Company is doing to-day, consequently it will be useful for future reference. Copies should be carefully laid aside until volume I. is completed when they may be bound into an artistic and useful volume.

The man who reaches the top is the one who is not content with doing just what is required of him. He does more.



W. S. Wallace, formerly of our Company, but latterly with the Empire State Vehicle Company, has returned to this Company again. Mr. Wallace is now in charge of the Electric Sign Department, succeeding Mr. L. W. Layman, who has been appointed head of the Trouble Department.

The new Fatima Cigarette Electric Sign on the roof of the Elwood Building is attracting much favorable criticism. It was built by the Thomas Cusack Company of Buffalo, and is 30 feet high by 30 feet broad. Illumination consists of 2,300 lamps. The border of the sign is designed to represent the Egyptian Swastika or lucky emblem, and is composed of changing colors in continuous movement. The big sign has been built to withstand a wind velocity of 100 miles per hour. It certainly is a very pleasing addition to the many beautiful electric signs which adorn our down town business thoroughfares.

"Santa Claus" will make his first appearance in Rochester this year high up in the sky, where all the little tots may see him. The Duffy-Powers Company, as we go to press, are about to erect a mammoth electric sign on the roof of the store, depicting none other than "Santa Claus" himself. The sign will be 12 feet high, and will consist of 203 colored lamps, representing the various colors of "Santa's" raiment. We venture to say that all the children in Rochester who are old enough will find their way to Main Street to see this modern and wonderfully clever portrayal of the good old saint of Christmas.

S. J. Goldberg, office salesman, found an envelope the other day from which projected the bright green alluring color of a new green-back evidently of large denomination. "Sam" immediately ducked to the basement where he found the envelope contained only the torn off corner of a dollar bill. It was another of Minges' jokes.

It is pleasant to refer to our Company's broad policy in showing to consumers the most economical way to operate electric signs and decorative lighting by using 10 watt, 130 volt mazda lamps. While this will cut current consumption in half without decreasing the candlepower, the Company feels this is a good business policy. Accordingly all signs and decorative lighting should be equipped with mazda lamps.

Send A Letter Home

Far away some one is waiting
For a step that never falls,
Far away some one is listening
For a voice that never calls,
It may be the golden Summer,
It may be the Winter gray;
Summer, Winter, Spring or Autumn,
Someone thinks of you to-day.

Far away a vine of ivy
Twines around the kitchen door,
Far away a robin red breast
Sings as sweetly as of yore;
Far away a light is burning,
In a window clear and bright,
Far away you're not forgotten,
Someone thinks of you to-night.

Write to-night to home and mother,
Send your love to father too,
Show to them your best and brightest
Even tho' you're feeling blue;
Tell them not of petty troubles,
Smiles are far better than tears,
Send to them your love and longing
Although you've been gone for
years.



We wish to welcome among us this month Miss Adelle Bates and Miss Louise Fry, who have joined the stenographic department.

John Stokes, of Mr. Nolan's department, spent Thanksgiving in Toronto.

Lineman Ruben Hayes was sent to Charlotte not long ago as superintendent of the power station there. He couldn't stand the water down there, so he quit his job and came back to town. Now he's in line for congratulations, because he has a new born baby.

Lineman Jim Reilly was married recently. The boys in Jim's department gave him a nice little present to show there was no ill feeling over his marriage. Mr. and Mrs. Reilly may be found at 398 Plymouth Avenue, to which address we send our very best wishes for a happy future.

Tommy Nash raffled his \$20 Baker electric car on November 4, the winner being Mr. Switzer of Mr. Nolan's office. We intended to write quite an article about that car but we got a ticket for that raffle and got "stung" for 67 cents, so we haven't been feeling well since. We expect to hear more of Brother Switzer and his car later.

Carl Johnson, the famous, is building a little bungalow on his property at Westfall Heights (wherever that is). Carl wants a pretty, romantic name for his new domicile. Can you help him out? Names may be sent to this magazine. The winner of the choicest name will then be invited by Carl to a grand house

warming at Westfall Heights, where several kegs of Carl's own home made sweet cider are awaiting punishment. Send in your names.

W. T. N. is really quite a bargain hunter. The other Saturday afternoon here is what he bought at a special sale: One pint bottle witch-hazel, 8c; one pint castor oil, 13c; total, 21c. This prescription baffles us. We do know that Will has always had the happy faculty of throwing oil on the troubled waters. If he comes our way we want to say right now that we'd prefer something else with the castor oil than witchhazel!

Hugh Boyd, of the Draughting Department, was married to Miss Helen Thayer Hayden, of Buffalo, on November 21. In order to fittingly celebrate the event, and to impress upon Hugh that he was no longer a care free bachelor his associates in the draughting room prepared for Mr. Boyd's return to work by decorating his desk in the most grotesque fashion. Emblems and mottos reminding the young bridegroom of former happy days were there in profusion and tears filled his eyes at the pathetic relics of the past. In addition, Hugh was presented with an address, which contained the front page headline of the Buffalo Courier, a report of the wedding, and a picture of a bride and groom, supposed to be Mr. and Mrs. Boyd. The address also contained some witty advice for future guidance. Hugh is certainly popular, else these evidences of brotherly esteem would have been missing.

We wish Mr. and Mrs. Boyd a long life of happiness and prosperity.

The young couple will be "at home" at 589 Harvard Street after December 1. Members of the Draughting Department will receive a warm welcome.



AMONG OUR EXCHANGES

A Pretty Big "Idea"

Another clever little employees' publication or "house organ" which now reaches us regularly is "The Y. and E. Idea," published by the Yawman & Erbe Company of this city, in behalf of its Safemen, Filing Systems and Business Equipment. We don't know of any publication that is so strikingly original as "The Y. and E. Idea." It is small in size, but it is one of the very biggest ideas that comes floating into our sanctum once a month. We look for its coming, and we're grateful to the senders.

The True Meaning of Conservation

A brilliant and suggestive paper was read before the New York Waterways Association, at Watertown, N. Y., on September 20, by Mr. John C. Parker ("Question Box" Parker), mechanical and electrical engineer of the Rochester, N. Y., Railway and Light Company, on "The Distribution of Conservation." It presents many effective arguments as to the manner in which the central-station industry already realizes the highest ideals of true conservation, and for that reason should be encouraged and fostered.—Current News.

A representative of the General Electric Company came to us last month and said his Company could use a hundred copies of GAS AND ELECTRIC NEWS to send to other companies in various cities in the country and in Europe. We were sorry that all we could give him was four copies.

Mr. Montignani's clever article on "The East Avenue Lights" was the cause of the G. E.'s request.

Charley Durfee's Honesty?

The GAS AND ELECTRIC NEWS of the Rochester Railway and Light Company states that our former meterman, Charles G. Durfee, "borrowed" a 2750-candle-power \$10,000 incandescent lamp from Hot Springs for exhibition at Rochester Exposition. We were very grateful to receive this tip, as Charlie paid us a visit last week, and, naturally, we locked up all our valuables. It is only fair to our readers to state that Mr. Durfee did not acquire his borrowing propensities in Philadelphia.—Current News (Nov.), Philadelphia Electric Company.

Our Magazine in Demand

Vice-President Robert M. Searle, of the Railway and Light Company, has received a request for a complete file of GAS AND ELECTRIC NEWS, the Company's publication, which will be placed in the quarters of the American Museum of Safety at 29 West 39th Street, New York City.—Rochester Evening Times.

We have likewise received a request from the Librarian of the Public Service Library, Newark, N. J., for a copy of GAS AND ELECTRIC NEWS for monthly filing. Glad to comply with request.

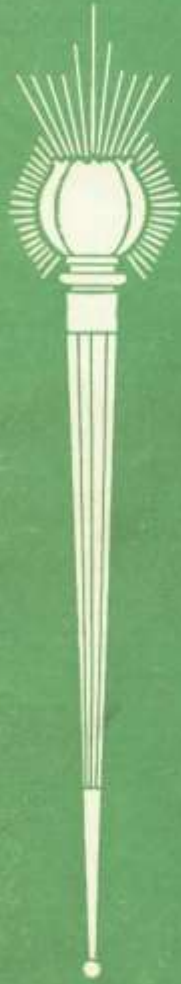
The B. R. & P. Magazine

We congratulate the Buffalo, Rochester & Pittsburg Railroad on the snappy, clever magazine which that company is now publishing in the interests of its employees. The publication is issued quarterly, and we are mighty well pleased with the second number which has reached our desks. The magazine has the right spirit, for it stands for all that benefits the employees of a great organization like the B. R. & P.—safety, efficiency, unity and contentment. If all of the railroad's employees are as well pleased with their clever little magazine as we are, then we shall venture to say it has a long and useful existence before it. Certainly, we wish the men back of it success.

If instead of a gem, or even a flower, we could cast the gift of a lovely thought into the heart of a friend—that would be the gift of the angels.

BLUE NEWS

GAS AND ELECTRIC NEWS



Why Not Christmas Every Day?



ALWAYS wishing others well,
 always generous in our giving,
 Always willing
 to extend a helping
 hand to our fellow
 toilers. Isn't this
 the kind of Christmas
 for which your heart
 is craving?



DECEMBER, 1912

Published monthly by the
ROCHESTER RAILWAY AND LIGHT CO.

ROCHESTER, N. Y.

For the Information of Its Employees