

Gas and Electric News

PUBLISHED BY THE ROCHESTER GAS & ELECTRIC CORPORATION

VOL. 11

March 1924

NO. 9

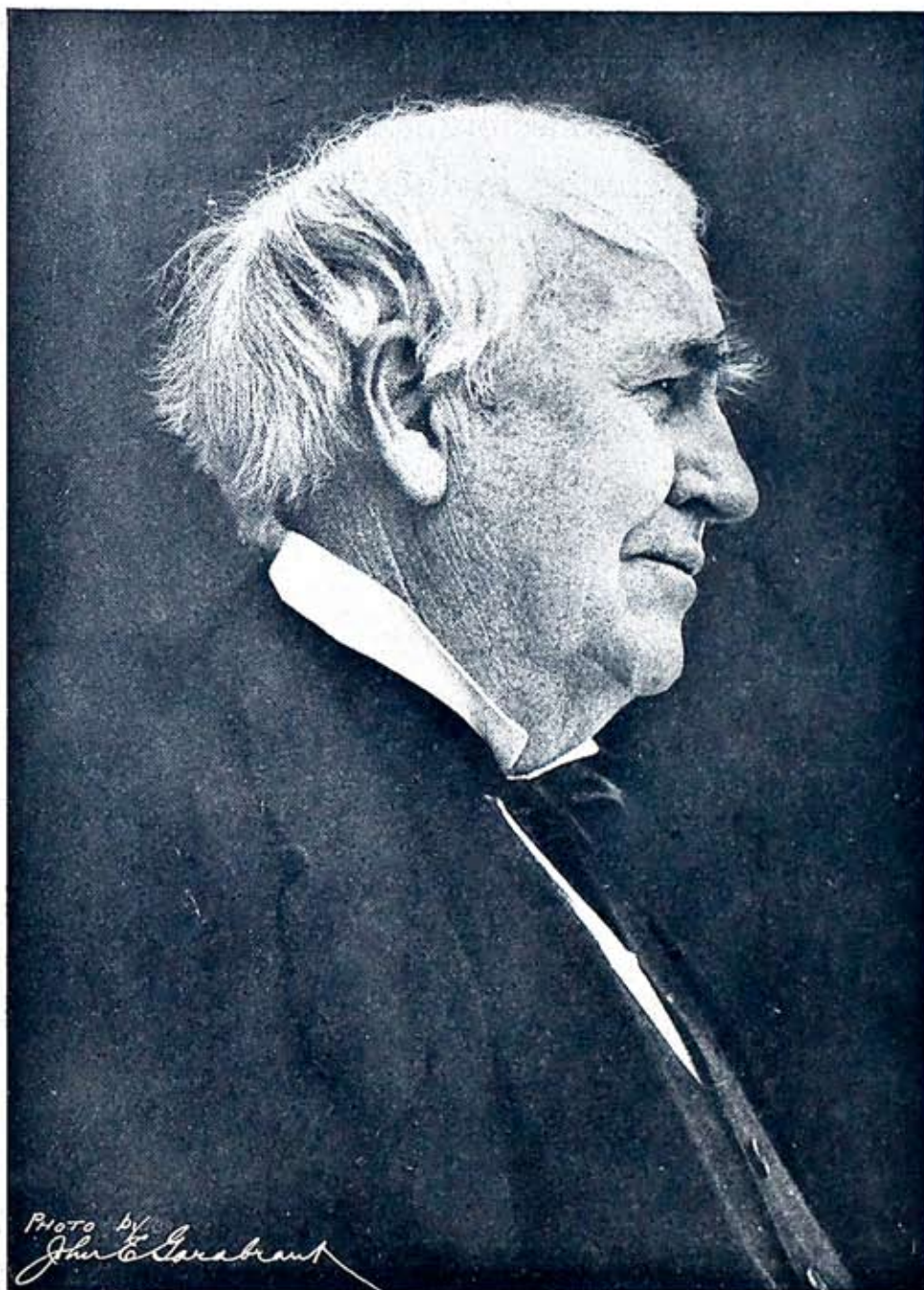
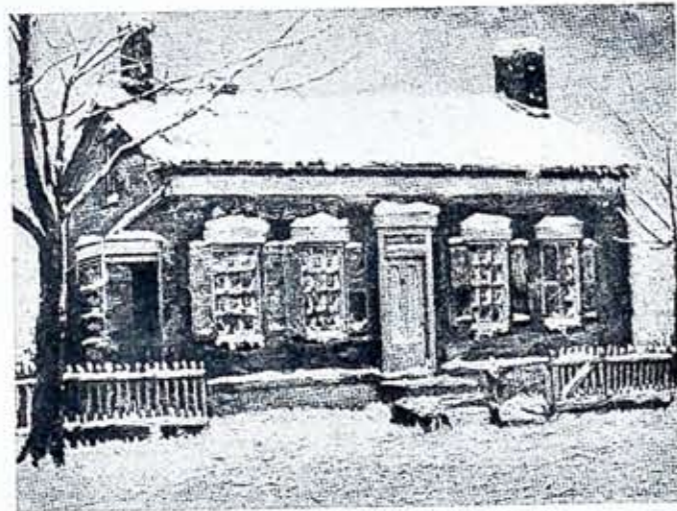


PHOTO BY
John C. Savant

THOMAS A. EDISON
Pioneer Electrical Wizard

I STILL work two shifts a day to preserve my health and to induce my sub-consciousness into being so interested in the world that I shall have no desire to quit.

—Thomas A. Edison



Birthplace of Thomas A. Edison
Milan, Ohio, Feb. 11th, 1849

—The Edison Monthly

GAS AND ELECTRIC NEWS

Vol. 11

March, 1924

No. 9

Making The Company's Concrete Poles

T. H. CHRISTIE

MOST Company employees know that there is a place called the Pole Yard where orders for concrete and wooden poles of various sizes are filled. It may not be known generally, however, that the Company makes all its concrete poles and maintains at Leighton Avenue in the rear of Station 1, a modern pole making establishment. About 12 men are employed at the Pole Yards, the Foreman being Mr. John Jennejohn. It can be imagined how this line of work has grown of recent years when it is noted that Rochester has over 664 miles of rear lot lines alone, on most of which the good-looking and substantial concrete poles are standard. The ornamental concrete poles used in Rochester's street lighting system are also made at the Pole Yard, being a development in modern pole making which is frequently said to approach quite near to the ideal type.

Just before the World War, on account of a scarcity of material required in pole making, the Company was unable to keep up with the demand for this product.

The demand for concrete poles and other products of the Pole Yard has been consistently brisk during the intervening years and it has been no

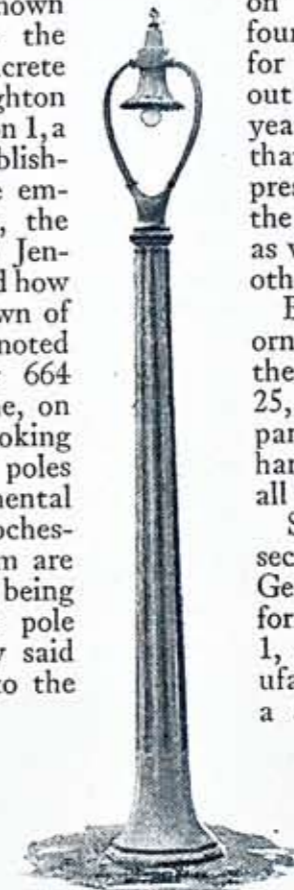
small task to arrive at a point in manufacture where the supply equals the demand. This has been accomplished, however, and enough poles are now on hand to make possible a four-months' seasoning period for each pole before it is sent out on the street or line. This year is the first in over ten years that this has been possible. At present there are over 1,000 of the rear lot line poles on hand as well as an ample supply of all other sizes.

Besides the familiar octagon ornamental street lighting poles, the Pole Yard manufactures 22, 25, and 30-foot poles for Company use. It also makes guy stubs, hand hole covers and dripstones, all being concrete products.

Some time ago the Company secured the use of part of the General Electric Company's former plant, adjacent to Station 1, and equipped it for the manufacture of poles. This has had a speeding-up effect upon its pole making facilities, practically amounting to another plant operating in conjunction with the original plant, pictures of which are shown herewith. The Pole Yard is

now capable of maintaining an average production of 9 poles per day.

Figure 1 shows four scenes in the original Pole Yard plant. In the top-



One of the Finished Product

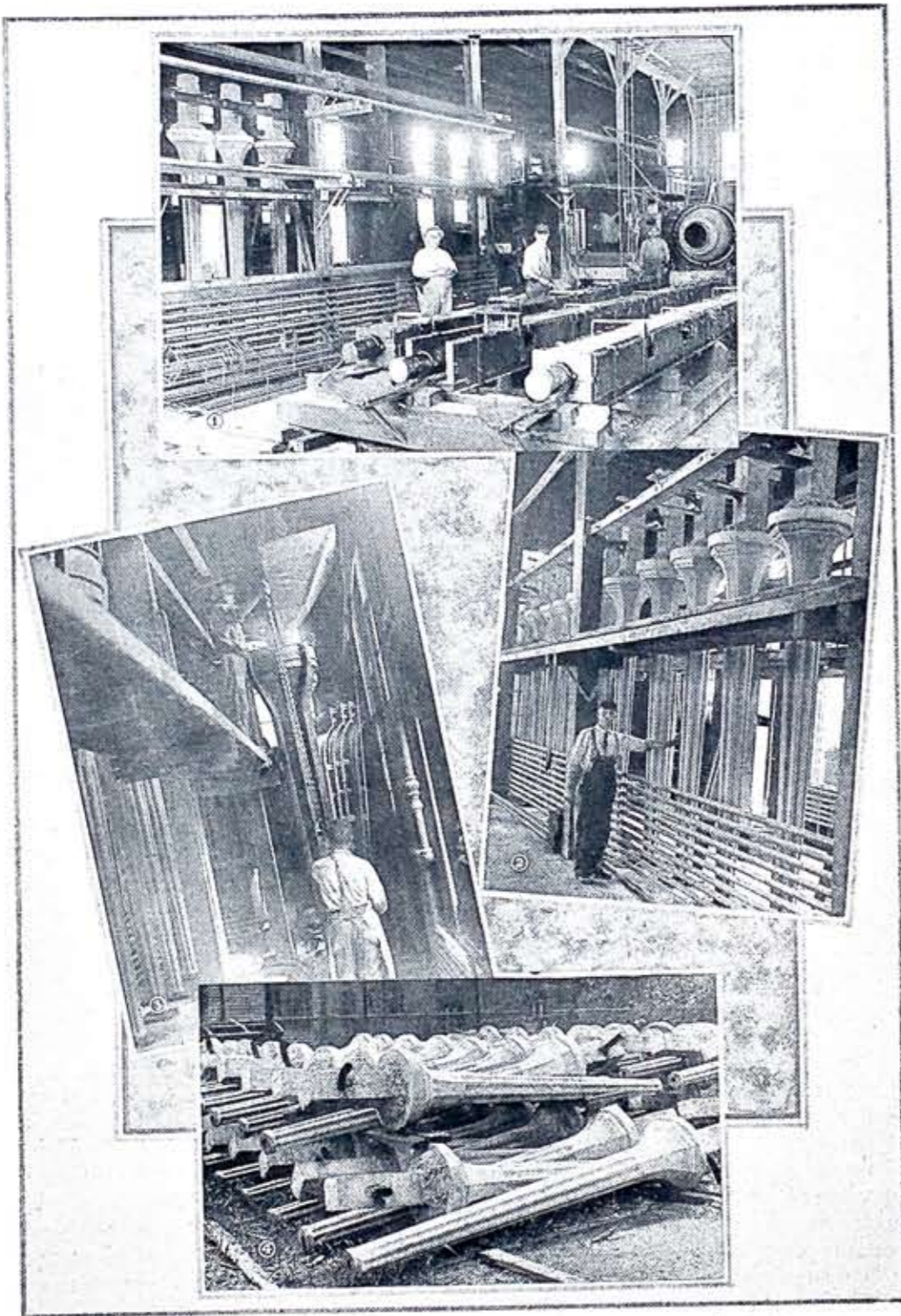


FIG. 1

1—Where Line Poles are Poured, Note the Electric Mixer in the Back ground; 2—Newly Poured Street Lighting Poles; 3—A Chain Hoist Simplifies the Pouring; 4—The Poles are Piled in the Yard to Season for 4 months.

most illustration may be seen the cylindrical cores protruding from the ends of what appear to be long rectangular boxes. These in fact are the forms into which the mixed concrete has been poured to form the familiar rear lot poles. The electrically operated concrete mixer is shown at the extreme right hand, in the back of the plant. Before pouring the concrete, however, a fabricated steel form is placed in this long box. Through and around this the concrete flows till it forms a solid steel reinforced mass capable when cured of withstanding the strains and stresses of rear lot lines.

In Illustration 2, Figure 1, may be seen a row of newly-poured street lighting poles. These poles are poured as shown in Illustration 3. After the concrete is mixed to the proper consistency, it is placed in a large container and switched around by means of overhead tracks to a position

adjoining the form next to be poured. The large container is drawn up by means of a chain hoist to a point above the large iron form shown in the cut, after which the concrete is poured and allowed to flow down through the form. The result of this process is shown in Illustration 4, Figure 1, where newly-poured poles of this type are stacked to cure before being sent into service. Poles poured one morning are allowed to set till removed from the forms the following morning.

In Figure 2, may be seen the electric hoist and conveyor by means of which poles may be shifted or stacked in any part of the yard. As there is still a moderate demand for the large wooden poles, especially for rural line construction, the Pole Yard is well equipped to fill orders for them as may be seen from Figure 3, which shows some of the fine wooden poles now on hand.

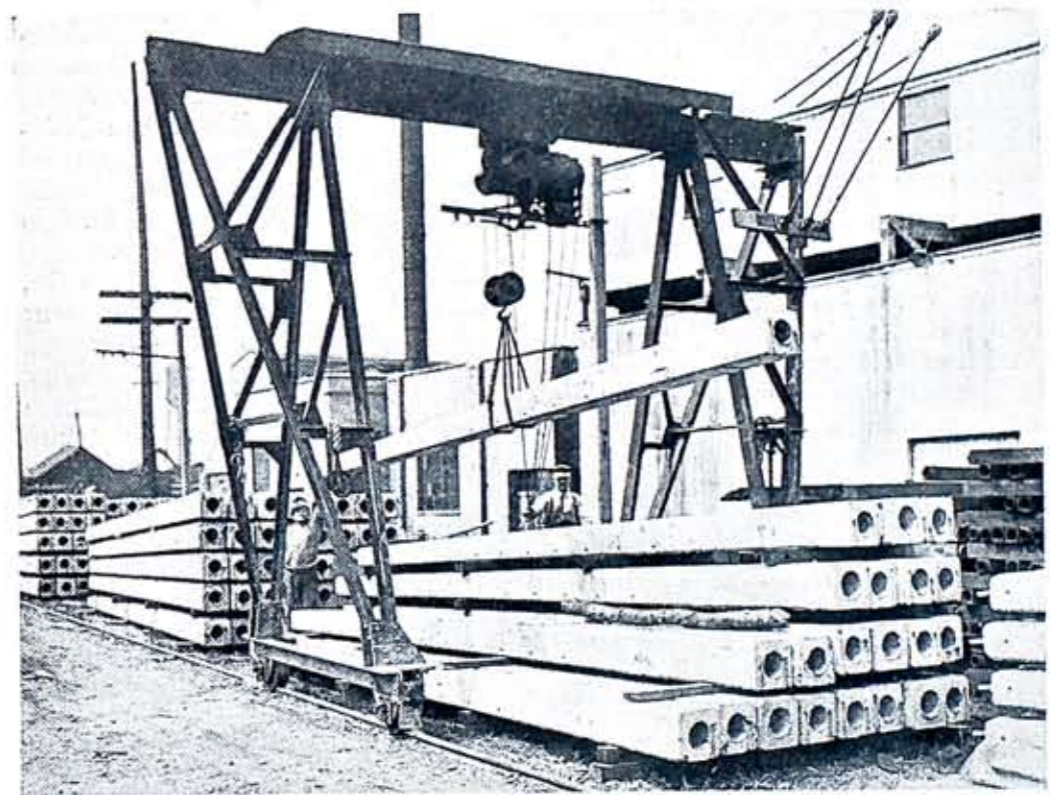


FIG. 2—An Electric Hoist and Conveyor Simplifies the Shifting, Loading or Stacking of the various Types of Poles, Reaching any Part of the Yard.



FIG. 3—The Company also Keeps at the Pole Yard a Supply of Wooden Poles

As the Company expands and grows and its service flows into the surrounding territory the demands upon its various departments are accelerated. The Pole Yard is no exception to this, for poles made in the local Pole Yard may now be seen in Canandaigua, Mt. Morris, East Rochester and other places. There is quite a demand for the ornamental octagon poles from various parts of this city and surrounding country by persons who are attracted to them by their natural beauty of design. It would be possible for the Company to sell numbers of them to adorn private estates had it the facilities so to do. This octagon pole, is an evolution from less handsome designs. It gives such excellent satisfaction from every angle that it is problematical whether its design will ever be changed unless it be for some good reason unforeseen at the present time. As made now there is but the single 2-inch hollow iron pipe extending throughout the center of this style of pole, where formerly there were in addition 4 pieces of $\frac{1}{4}$ -inch steel to reinforce the unit. The simpler method is less expensive and insures an adequately strong and serviceable pole with no tendency to chip away as formerly was noted with the older method where the steel was used.

One of the big talking points for concrete poles is the fact that they require no maintenance. Once they are properly made and set up, they are "there to stay," barring accident. During the year 1923 the Pole Yard constructed over 2268 concrete poles, 299 large guy stubs or blocks, and 827 of the smaller ones. In addition to this 1028 concrete hand hole covers and 100 drip stones were made. The drip stones are similar to the hand-hole covers and are used to cover the drip holes in streets which make possible the pumping out of the drip from the Company's gas lines.

As an outlook for the year 1924, it may be said that this Department expects to place over 1000 octagon poles alone. The increased activity of the Pole Yard, however, is but a reflection of the consistent rapid growth and activity of other departments, each of which is quite necessary to the production and distribution of electricity. In placing in this territory poles of its own making, the development of its years of experience in pole making, the Company is building for a substantial future and insuring to its customers excellent and continuous service, good-looking streets, and a freedom from the ordinary hazards of overhead lines which are fast disappearing even in the outside sections of this city.

Solving Rochester's Snow Removal Problem

ON February 20th and 21st, last, Rochester was visited by the most severe snow storm it has encountered in some years. The air was literally filled with snow for hours. It reminded one of some beautiful scene from a fairy story where nothing but the magic wand of a fairy Prince could avail to stop the ever-falling flakes. Far from being a fairy story, this one deals with the real work of the efficient Department of Public Works, and the gameness of an administration that was willing to fight a storm out to the finish even if it did cost a little real money. The general satisfaction with the results obtained are sure to redound to the praise of an organization that was prepared for emergencies and succeeded in hitting the big storm substantially "on the nose."

This Company, our records show, kept its rolling stock on the move throughout the storm period, thereby bringing cheer to hundreds of homes with its guaranteed coke and service generally. The same may be said of Rochester industries and stores in general. "Business as usual" was



Fig. 1: Dumping Snow into the Tunnel at Fitzhugh Street

quite the thing because the streets of our city were open to traffic as those of few cities in the storm zone were. Reports from many places indicate that traffic and business were suspended for many hours, entailing a great financial loss. But greater than this was the suffering of those who because of the storm were unable to procure their accustomed daily food necessities, fuel, etc. When industry stops, wages stop also, and many a pay envelope was rather thin that particular week in places less fortunate than Rochester.

In maintaining such a fine record for this city, the Public Works De-



Fig. 2: The Use of Fire Hose to Disintegrate Snow Banks is Very Effective



Fig. 3: Over 200 Men Were Employed During the Last Heavy Snow Storm to Keep the Trucks and Wagons Busy Carrying Away Snow

partment did not resort to strategy and borrow the wagons from its garbage and ash collection to assist in snow removal. It merely called upon its regular and emergency units, and the garbage and ash collections were made as usual, being but one day late because of the storm.

That our readers may know how the city handles its snow removal problem we shall attempt to present herewith a few of the many details connected with it.

The problem of snow removal for the City of Rochester may be divided into several classifications, viz.: 1. Removal of snow from sidewalks; 2. Removal of snow from the downtown and business districts; 3. Street plowing in the residential districts; 4. The removal of snow from the main highways in the outlying districts of the city; and 5. The removal of snow by the New York State Railways.

Sidewalks Cleaned by Property Owners

The removal of snow from side-



Fig. 4: Heavy Trucks Equipped With Snow plow Blades Make Light Work of Snow Removal

walks in all but the business section is done by contract, the cost being assessed to property owners. This cost amounts to from three to five cents per lineal front foot for the season. Sidewalks in the business districts are kept clean by the property owners where possible. If the owners do not do this promptly and well, it is done by the Department of Public Works and the cost charged to the property owner involved.

Snow Removal in the Downtown Districts

Immediately following a heavy snow fall, the Department forces start removing the snow, using motor trucks and wagons. This snow is carried to the new Subway where snow dumps have been provided; to the Court Street Bridge where movable sections of the railing permit the snow to be pushed directly into the river; to the Central Avenue bridge, where it is shoveled over the railing; or to various manholes in the Main and Front Street sewer tunnel. Snow and ice may also be dumped into the tunnel at Washington Street, Fitzhugh Street, Exchange Street, Front Street, Central Avenue, Platt Street and Mill Street. At each of these points the section of the sewer and the flow are sufficient to carry away the ice and snow without difficulty.

The regular trucks and teams are aided by four city trucks equipped with ten-foot snowplow blades, and a Fordson tractor with an eight-foot snow plow blade, cuts of each of which appear with this article. During the last storm the Department utilized 200 men, 46 automobile trucks, 21 of which were equipped with



Fig. 5: The City's Tractor Pushes an 8-foot Snowplow Blade

plows, 1 tractor and 20 teams. Illustrations of most of this equipment are shown in the various cuts which are reproduced from photographs taken during the big storm by Mr. Stone, of the Rochester Herald. Lack of sewer tunnels on the east side of the river near the business district makes it impossible to dump the snow removed from that section into the sewers so that it is carried to one of the river bridges for disposal.

Street Plowing in Residential Sections

The Department of Public Works contracts with sixteen truck owners for the use of their trucks for residential street snowplowing. The plows are owned by the city. Such trucks are equipped with city owned frame

and blade and are subject to call during snow storms.

Keeping on the Alert

Right here it might be said that the Department is ever looking for trouble from snow but praying that it won't come, for, of course, it means expense. The Department office is equipped with a fine barometer which records any change in the weather. Also, it keeps in touch with the Weather Department of the Government and knows just when to expect a snowfall. Its organization, as shown on the chart on page 254, is so complete that it takes but a very short period of time to get its every unit into operation.

The Reward for Preparedness

"The biggest battle," says Commissioner Baker, "is fought at the very start. Once the snow gets packed down and ruts form and freeze, it may be weeks before conditions may be

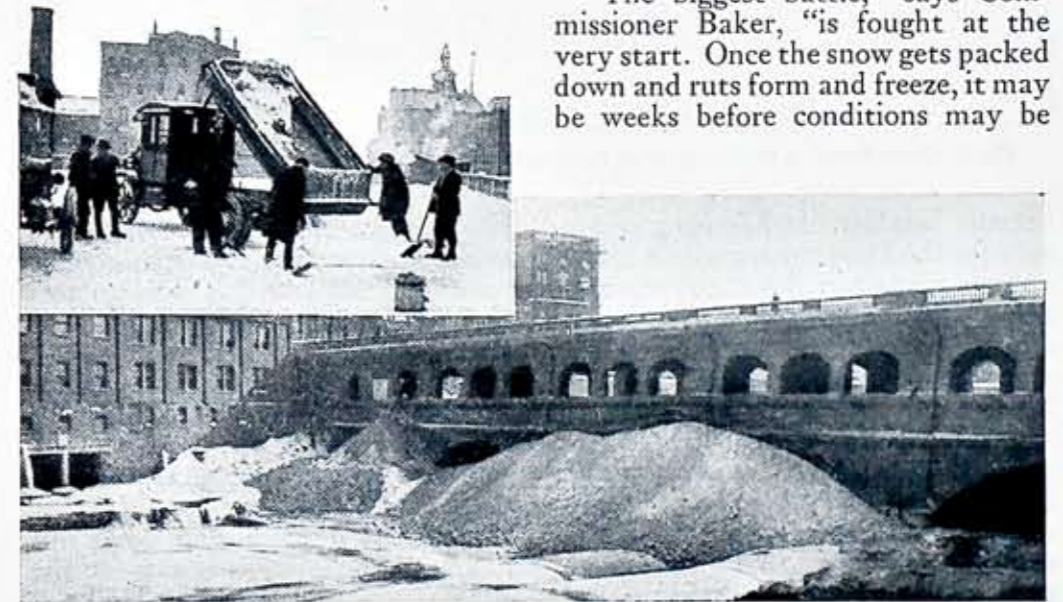


Fig. 6: Top, Unloading Snow Through Dumps in the New Subway and Bottom, Part of the Snow Pile Accumulated During the Big Storm

gotten back to normal. That is why the Department tries so hard to nip a storm "in the bud" for once it blossoms forth it means real trouble, loss of time, money and genuine hardship for all."

Snow Removal on Outlying Thoroughfares

Snow cleaning on the main highways in outlying districts is a difficult problem, especially when high winds cause deep drifts in which trucks equipped with blade plows may

New York State Railways

The New York State Railways removes snow from the car tracks on all the streets on which it operates with the exception of down town business sections. Here the snow is entirely removed by the city, but the Railway Company pays one-half of the expense thereof.

Demand for Snow Removal

The rapidly increasing use of automobiles and motor trucks both for business and pleasure the year 'round,

The increasing cost of hand labor and the damage to pavement due to the formation of ruts because of concentrated traffic which is often imposed on certain streets calls for a studied plan for snow removal. This, as was intimated in a preceding paragraph, should be done before traffic has had an opportunity to compact it.

It is the plan of the Department of Public Works to push the snow on residential streets well back to the curbs and gutters at the first large snow storm for subsequent storms make it increasingly difficult to keep a wide pathway open. Were this not done, conditions might occur in this climate making it almost impossible to keep residential streets open at all if several snow storms followed closely one after the other.

The general motorization of the City fire apparatus is but another good reason why our streets must be kept open at all times for motor vehicles. The serious epidemic of fires during the period of Rochester's last and biggest snow storm but accentuated the real importance of open streets. Had the Department not functioned as efficiently as it did, the city might have been required to bear a fire loss several times larger than the one it had to. Failure to keep

city streets in such open condition comprises a very serious hazard, and no reasonable expense is too dear a price to pay for it.

A Rochesterian who had but recently come home from another city where industry, business and traffic were seriously crippled, found his home town little the worse for the intense snow fall. In speaking of the matter to some friends he remarked: "It seems good to be back in a white man's city." In the vernacular of the street it might be said that the gentleman "said a mouthful." Few Rochesterians, it would appear, are yet willing to jeopardize the safety, prosperity and happiness of their city with anything but the best in connection with snow removal.

Mayor Van Zandt is to be congratulated on the fine showing made by his Commissioner of Public Works and his excellent force, whose names appear on the departmental chart which we have shown in Figure 7. As citizens, we may be proud that we live in a town which does not consider it necessary to become "snowed under." As for this Company, it is grateful for the assistance rendered by the Department, assistance which made it possible for it to maintain its "Service at any hour, day or night."

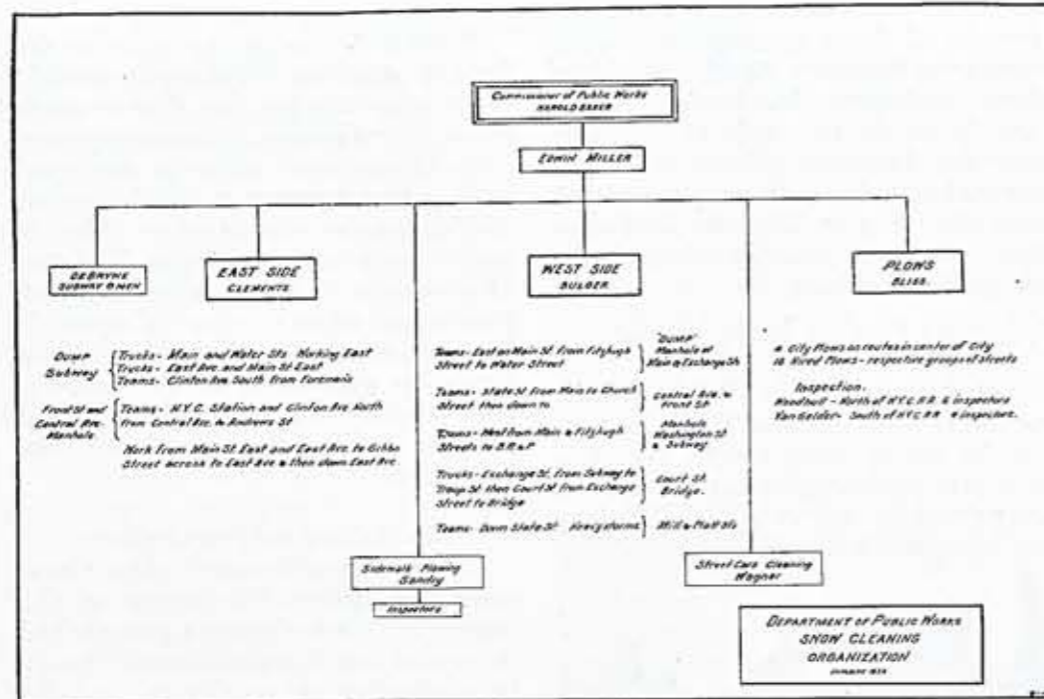


Fig. 7: Chart Showing the Personell of Rochester's Efficient Snow Cleaning Organization

become helpless. It has been necessary for the Department to use teams on road graders in plowing some roadways and in certain instances to employ gangs of men to assist in the work. A lack of snow fences and heavy tractor snow plows makes these roads difficult ones to keep open. Notwithstanding this, the Charlotte Boulevard was plowed twice each day and maintained in fine operating condition, a fact that was much appreciated by residents of the 23rd ward who drive all winter.

has greatly increased the necessity for snow removal. This is becoming more apparent as well as more important year by year. Many cities are experimenting with various types of steam and gasoline shovels equipped with large buckets for handling snow. Snow loaders operating on the principle of the hay loader have been in use in some cities for several years. One of the innovations tried out this season in Rochester is the use of fire hose in cutting down snow banks as shown in one of our illustrations.

Thomas A. Edison Passes His 77th Milestone

WHAT name is there which summons pleasanter memories than that of Thomas A. Edison, whose likeness appears on this month's front cover? He is known to old and young. The world honors him for his wonderful service in the development of the incandescent lamp, the phonograph and thousands of other things which he invented to make the world a safer and a more attractive place in which to live. Homes, offices, public buildings, streets and factories, reflect the sunshine of his genius, ambition, per-

severance and hard work.

Mr. Edison celebrated his 77th birthday on February 11th, last, surrounded by a happy group of friends and associates, who had the honor of telling him of their appreciation of his life work.

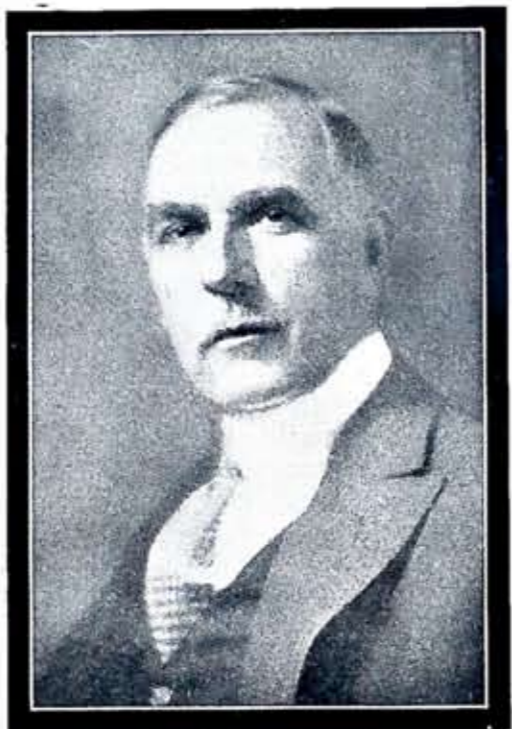
We, too, would show our respect for this man of genius. We would point to the fact that the millions of electric lamps used today comprise a glowing birthday illumination reflecting the scope of Mr. Edison's service to the world.

Death Removes Alfred H. Smith, a Valued Former Director of this Company

IT is with genuine sorrow and a heavy burden of corporate loss that we record the untimely death, on March 8th, of Mr. Alfred H. Smith, President of the New York Central Lines and an honored Director of this Company.

In the April, 1923, issue of Gas and Electric News we narrated some of the interesting facts in the story of his rise to prominence and told something of his great part in the direction of our Company. Our loss is heavy for, judged by every standard, he was truly great.

Mr. Smith's life as one of the greatest railroad men of his generation has verified his youthful conception of success: that hard work leads to the most enduring future. He has held with honor practically every railroad job from common laborer to President of the greatest railroad system in



the world. It was his policy to put the same indefatigable spirit and enthusiasm into the lowly position as that which characterized his later and bigger work. Even after he became

President, according to his friends, he never forgot how it feels to be just a plain everyday man. Although a leader, he remained one of the "rank and file."

His death is a shock to the world of finance, a catastrophe to the railroad industry and an enormous loss to his relatives, friends and associates. We, through our Management, will miss the assistance which he gave toward the direction of our Company's affairs.

His life-story will continue to be an inspiration to the young men of the country for it shows the heights to which aspiring ambition may attain and the service to mankind which gifted and noble characters can render.

The Economic Sphere of Railroads

THE railways employ in normal times, 2,000,000 men and women, spend annually \$3,000,000,000 for wages and more than \$1,500,000,000 for supplies in operating expenses alone. In addition they spend annually large sums on capital account for additions, betterments and improvements to the physical plant. Adding the 2,000,000 men employed by the railways and more than 2,000,000 men

estimated as engaged in supplying their equipment and materials, gives a total of 4,000,000 men directly or indirectly depending for their livelihood on the railway industry. This is approximately 10 per cent of the total number of persons reported by the Census Bureau as gainfully employed in the United States in 1920."

Julius H. Parmelee, Director of the Bureau of Railway Economics.

New Rest Room

FOR some years a corner of the Library has been the headquarters of women employees in their moments of relaxation, especially the daily lunch periods. It was recently decided, however, that they would be afforded a greater measure of quiet and seclusion as well as accessibility if the Rest Room could be transferred to some place on the floor where most of those using it, as shown by actual count, are located.

Therefore, space was allotted for the new Rest Room in Mr. Sander-son's Department and it is now serving to the satisfaction of all concerned. The same easy chairs formerly utilized in the Library have been varnished and recovered with cretonne, the davenport being covered with the same good-looking material, there is a fine new rug on the floor and altogether there is an air of peace, quiet and contentment there which is sure to be appreciated.

They All Liked Cok-O

THE men at the Coke Bins are very sorrowful because they have lost something of which they thought a great deal. They are, apparently, an unusually temperamental aggregation, always interested in something you would never dream of. A short time ago, they were enthused over their fine flower and vegetable garden, and now it is something quite different, it is Coke-O. Coke-O came to them one day and succeeded in making everyone her friend. She apparently had no home and the fellows were all sorry for her for she was a poor collie dog with wistful eyes that seemed to be irresistible. She became quite an addition to the organization and helped to keep everyone always in good spirits because of her vivacity and rollicking spirit. But Coke-O failed to appear one day and has been continuously absent since

then, much to the sorrow of the men at the Coke Bins. If you know of a nice dog that wants a fine home, just send it down to the Coke Bins, and you will make a big hit with the men there who are still talking about their lost Coke-O.

Talk at Andrews Street

A TALK was given at the Company's new Industrial Show Rooms, at Andrews Street, on the evening of March 6, by Mr. Wirt S. Scott, Manager of the Industrial Heating Department of the Westinghouse Electric and Manufacturing Company.

Mr. Scott's talk, which was illustrated by colored lantern slides, showed how the many electric heating units available may be applied to various machines. His subject was: "Electric Heaters in Manufacturing Processes."

Other talks will be given from time to time by experts in various lines, it being the desire of the Company to both interest and educate plant superintendents, foremen, electricians, process, industrial and chemical engineers, as well as the general public, in many phases of gas or electric applications to the home and to business.

"I'VE HEARD IT SAID"

"Absolute knowledge have I none,
But my aunt's washerwoman's sister's son
Heard a policeman on his beat
Say to a laborer on the street
That he had a letter just last week—
A letter which he did not seek—
From a Chinese merchant in Timbuctoo,
Who said that his brother in Cuba knew
Of an Indian chief in a Texas town
Who got the dope from a circus clown
That a man in Klondike had it straight
From a guy in a South American State,
That a wild man over in Borneo
Was told by a woman who claimed to know
Of a well-known swell society rake
Whose mother-in-law will undertake
To prove that her husband's sister's niece
Has stated plain in a printed piece
That she has a son who never comes home
Who knows all about this Teapot Dome."

—Selected

Looking Down The Alleys



All the Boys Get
"Slicked Up"

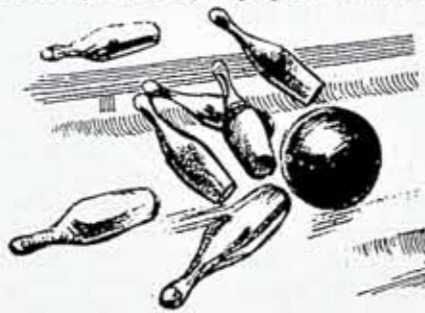
BOWLING is America's great indoor game. It appeals to old and young in every station of life. It is a game that one enjoys before or after meals, after a hard day's work, or most any old time. It is looked upon

by mankind as a reducer, a rejuvenator, a developer of muscle and skill, a nerve tonic and altogether a fine attractive game.

What a pleasing and gratifying thing it is to one's senses to watch the havoc wrought among the pins by a skillfully

placed bowling ball. It seems to take him back to his cave man days when he took delight in dispersing his enemies with boulders thrown down the mountain side. Bowling appeals just a bit to our sense of destruction without being destructive, but it does a lot more for our other constructive senses for which we may well thank it.

The four teams from Front and Andrews Street Departments have been bowling throughout the winter at the Carbonneau and Heinzle alleys, on State Street. A finer bunch of whole-hearted fellows never got together than these men representing various Departments of the Company. The teams are called the Coke-O, Dist-O, Elect-O, and Gas-O teams, for reasons that may well be surmised. It is a pleasure to watch them disport on the alleys, but lest you fail to take advantage of our hint, let us tell you something of their prowess.



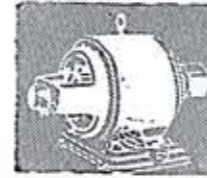
Looks Easy Enough

First of all let us say that they are all very commendable bowlers and as far as we could see no one person has any edge on the fun for it's a case of "everybody happy" every bowling night. Of course there's a lot of kidding at every game, and the fellows are so used to it we are going to do just a little of it ourselves; if we don't they'll be disappointed, so here goes.

As an attraction "Cannon Ball" Curtis leaves nothing to be desired. He smashes 'em down in a highly spectacular manner and makes the pin boys rush for their lives. "Benny" Cahill also has lots of speed and rolls a consistent pill which can be depended upon for substantial gains at any time. Herman Fichtner believes in using diplomacy, not force. His shots are easy, unhurried and, above all, accurate. He is the antithesis of Curtis, but his skill places him in first position in the league.

"Lorry" Florian Pierce dispatches a good average ball despite his technique, which is a trifle heavy on "body english." "Lorry" is a good sport and don't get sore when the fellows call him "Uncle Wiggly," but takes it out on the pins for a strike, which is logical. Also, "Kelly" Carl Winterroth, alias "Bay Street," is able to laugh at his tormentors who shout one of his many nicknames at him when he is shooting, just to get his goat. Carl wears loud socks; nevertheless he is now jockeying for second place in the league. The more popular a fellow is, it seems, the more "stuff" he has to take from the bunch.

"Get a spare," the boys shout at "Pa" Kling. "Spare nothing," he replies, and the flying ten pins tell the story. "Slim" Palmer is a happy bowler. Always good-natured, he exacts



Industrial Sales



Sales Notes

THE Rochester Bedding Corporation, 176 Alphonse Street, is now receiving a 15 K. W., three-phase service for use in driving motors used in mattress manufacturing.

The North West Welding Works, located at 150 Westcott Street, has signed for a 7.5 K. W. service to be used in operating a Lincoln arc welding machine. This welder will satisfy demands outside of those formerly made for oxy-acetylene welding.

The F. W. Hahn Realty Company has signed for a 40 K. W. service to be used at 520 St. Paul Street. At this place, which was purchased from the Yawman and Erbe Company, salesrooms, stockrooms and offices have been set up for the distribution of Hood tires and tubes as well as automobile accessories.

The New York Feldspar Corporation, of Lincoln Park, has installed an additional 75 H. P. motor to be used for the grinding of feldspar in its large mill.

Several gas house heating furnaces have been installed by the Industrial Sales Department, to date, and although there has been no long-continued stretch of usually cold weather their operation has been consistently satisfactory. The ten gas demand meters which have been developed primarily for us on these furnaces are functioning well and an early issue of Gas and Electric News will have a story on their use in connection with house heating gas furnaces.

Fame Lodge, F. and A. M., Irondequoit, recently installed two sections of Garland Hotel Range and the Irondequoit Grange installed two sections and a large steam table which will enable these organizations to serve efficiently their enjoyable social functions.

Louis Holtz & Sons Company has installed one section of Garland Hotel Range in its new factory restaurant.

Mr. Louis Barner, 10 Pitkin Street, has installed one section of Vulcan Hotel Range in his new restaurant.

Mr. Theodore Mueller, 29 Hudson Avenue, has purchased a 3 H. P. gas-fired steam boiler which will furnish steam to his bake ovens and proofing box.

The Pine Tree Tea Room, 140 East Ave., has purchased another Vulcan bake oven and proofing box.

The Rochester Liederkrantz Society recently purchased one section of Garland Hotel Range.

The Trinity Evangelical Church has displaced its coal ranges with two sections of Garland heavy duty Hotel Range.

The Eastman Kodak Company has purchased one large Vulcan bake oven as additional equipment for its restaurant which serves food to thousands of employees.

The West Tire Setter Company, 155 Mill Street, recently installed a large gas service to supply gas to its heat treating equipment which was purchased from the former Davis Machine Company, of this city.



Elec. Generation and Distribution



News from the Stations

At Station 3 the 'change-over of the 25-cycle bus has been completed. All of the circuits are now on the new bus, in the top gallery. Some little time was necessary to make the change, as a large part of the work could be done only on Sundays when the 25-cycle bus could be "killed." Several spare cells are now available for extension of the 60-cycle, 11,000 volt bus. One has already been used for the new tie line to Station 35. This will give three tie lines between Station 3 and Station 35 as soon as a switch at the latter station is provided.

Improvements are being made on the 4150 volt bus at Station 3 which will make for greater safety. Four new switch cells are also being added.

At Station 6 the steel and form work for the new floor on the East gallery is in, and the floor will be placed as soon as the electrical conduit can be put in place. This new floor is to take the extension of the 11,000 volt, 60-cycle cell structure. The space was formerly occupied by the 25-cycle bus, which has since been moved into the north section of the station.

Edison rotary No. 11 at Station 6 has been down for repairs. The armature burned out some time ago and will have to be rewound. It is one of the older machines in the station, having been over twenty years in service. It was originally a two-phase four-wire machine but was later rewound for three-phase when the Company adopted the present standard three-phase system. Special arma-

ture coils are now being made by the General Electric Company for the machine.

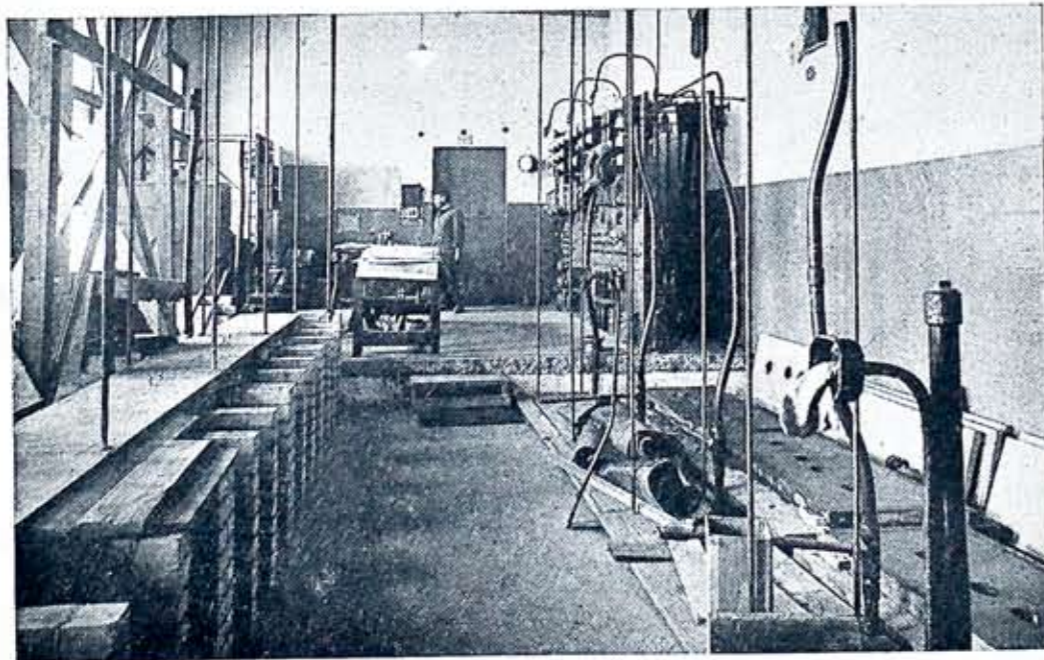
At Station 35 an old engine foundation has been removed to make room for more 11,000 volt switch cells in the basement. This foundation has long been out of use and will provide the much needed room for additional switching capacity. Some bed-rock also had to be removed under it, and incidentally this was found easier to take out than the old masonry structure above it, which speaks well for the quality of masonry put in at the time.

At Station 38 one of the Edison rotaries has been put into full automatic operation. This means that it starts and stops itself in accordance with load conditions, will take care of itself on over-load, will stop automatically in case of trouble, and, in short, performs all the functions a station attendant would have to perform.

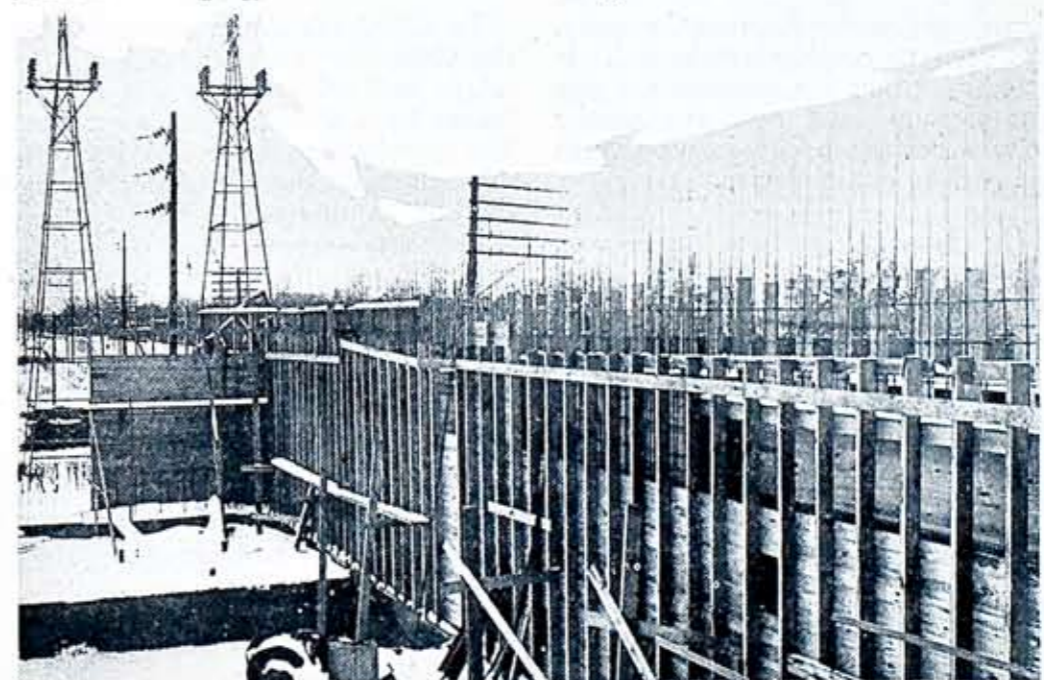
Station 33

The accompanying engraving gives some idea of the construction work that is going on at the present time at Station 33. The building is being extended on the south, an addition which will house the two large frequency-changers which are due to arrive in August. The frequency-changers will tie the system to the Niagara system and will permit of using Niagara power to help out on the Company's 60-cycle load. Galleries on the second floor level will accommodate the switchboard and the arc transformers. The picture shows the form work for the west wall, also the excavation for the machine foundations.

The other engraving shows the cell-work being constructed in the present switch-board room. These cells are for the new 60-cycle bus structure. It was necessary to put in a new floor as well as drop the floor below the present level, as shown. These cells will be extended as soon as the switchboard can be moved. On the floor below the 4150 volt cell structure is being constructed.



Cell Construction in the Present Switch-board Room at Station 33



Exterior Construction in Connection with Extension of Station 33, Looking South

Motor Department and Electric Construction

A SHORT time ago a centrifugal oil filterer and oil testing transformer was added to the Motor Department's portable oil switch testing apparatus. With these machines the Company's oil switches and transformers can be tested and the oil filtered and tested in one complete operation, where formerly it was necessary to take the oil to the Motor Department.

A new portable oil switch testing apparatus has also been procured to test the Company's heaviest types of oil switches, transformers and other machinery.

The Motor Department's new Dodge truck is in constant use and is proving very serviceable. It is often used to expedite the transportation of men and machinery in case of emergency, a very important addition to the service of the department.

The motor generator set at the American Railway Express Company, has been thoroughly overhauled. It was found that the commutator was out of round and extensive repairs were necessary before it was again ready to be put in service.

On January 21st, at the Motor Department, experts from the Automatic Division of the General Electric Company gave a very detailed explanation of every phase of automatic operation at Station 38. The principal points brought out were that under ordinary conditions an operator of a manually operated station must observe 14 points in throwing in a machine on the line. The automatic station equipment is designed to take care of these 14 points by the installation of relays as well as the installation of additional

relays to take care of contingencies which may arise, such as over-heated bearings, flash-overs, etc. A control system is installed at Station 6 which permits the operator to know at all times how Station 38 is functioning.

A five-ton electric truck armature was recently rewound at the Motor Department for use in handling the transformers and heavy machinery frequently repaired there.

The feed wires and control wires for the motor used on the lift at Station 5 recently became grounded because of water in the conduit. Temporary wires were run to avoid any interruption of service preparatory to the permanent installation of wires, compressed air being used to force the water out of the pipes.

A new system has been inaugurated in the department whereby two shifts of men will be detailed for trouble duty. From 5 p. m. until 8 a. m., the Dodge truck and one trouble man will be on duty at Station 38.

To afford maximum protection to the Company lines the testing of relays and oil switches will in the future be a simultaneous operation. The previous practice has been to short the relay out of service, leaving the line unprotected.

An inverse time limit relay has been installed at the Company's sub-station at the Century Camera Works. This installation will eliminate interruptions in service of a type which they have experienced.

Blue prints and instruction books explaining the operation of the automatic sub-stations are being prepared and will be placed in a conspicuous position in each of the following stations: Lincoln Park, Charlotte and Swan Street.

Personals

It is with the utmost regret that we announce the following deaths. To the bereaved families we extend the deepest sympathy of the officers and employees of the Company:

Mr. Walter Critchley, a former employee of Station 6, died on February 2, the funeral services being held from the family home, 60 Mount Hope Avenue. Mr. Critchley is survived by a wife and two children.

Miss Josephine Pizzo, daughter of Anthony Pizzo, of East Station, died recently, aged 11 years.

Mary Rogers Thrall, wife of Mr. George G. Thrall, of Station 35, died at her home, 52 Judson Street, recently. Besides her husband Mrs. Thrall is survived by one daughter, Mrs. Joseph C. Ulrich, of this city. She was a member of the Rochester Business and Professional Women's Club.

Mrs. J. Rehberg, mother of Mr. Joseph Rehberg, of the Gas Distribution Department, died on the morning of January 10, at the family home, 45 Sullivan Street.

Mr. Leo Broezelle, of the General Construction Department, was recently bereaved by the death of his mother.

Mrs. Theresa Cozzolino, mother of Marie Cozzolino passed away on March 18, at the family home No. 105 Joiner St.

Through an oversight we failed to record in these columns the death of Mr. Hiram J. Aldrich, one of the well-known older employees of the Company. Mr. Aldrich's death which occurred on November 19 last, was keenly felt by a host of associates.

Mr. Noyes, of Station 6, wishes to express his appreciation for the kind-

ness of employees of that station in furnishing automobiles for the use of Mrs. Critchley and friends at the recent funeral of her husband.

W. R. Mitchell of the Line Department is the proud father of a bouncing baby girl.

Mr. George Robinson, of the Motor Department, accompanied by his family, recently visited relatives at Niagara Falls.

Mr. Clifford Willams, of the Motor Department, entertained guests from Williamsport, Pa., one day recently.

Mr. William Sullivan, of the Motor Department, has just completed shingling the roof of his home and reports himself "all set" for April Showers.

Mr. Thomas A. Weir is now occupying a cushioned chair in the office of the Motor Department. Pretty soft! but you can't keep a good man down.

Mr. M. D. Barhite, a former operator at Station 34, has joined the ranks of the Motor Department.

Mr. Thos. A. Weir took a trip to Oswego with the Elks Minstrels and reports the Show a huge success.

The title of "Grandfather" is a recent acquisition of Frank Kane, of the Motor Department.

Mr. F. W. Fisher attended a meeting of the Accident Prevention Committee of the American Gas Association held in New York City during the week of March 3rd.

Mr. Frank Dorkey has taken unto himself a wife and has set up house-keeping at 255 Curtis Street.

Mr. Frank Hutchinson recently entertained a small party of friends at the Odenbach, the occasion being a luncheon in honor of his cousin recently returned from Burma, where he was engaged in educational work.

Mr. Chapin was rather late in entering the radio game but, once entered, he developed all the symptoms characteristic of the genuine fan. He is one of the few employees who succeeds in getting California consistently on a two-tube set.

It will soon be vacation time again and we are showing a few vacation photographs in this issue as a sedative to those who may be developing signs of "spring fever."

Mr. Chas. B. Evans and Mr. Paul Miller will be recognized by their friends in the group standing in front of a Y.M.C.A. vacation camp rest tent. The photograph was taken last summer during their stay at Keuka Lake. They appear to be very happy, and why not, they had nothing to do but eat, sleep, swim and play ball.

Mr. P. J. O'Neill celebrated his birthday on February 29, and it was quite an auspicious occasion. Mr. O'Neill is not quite sure just when he will have another one so he made the most of it. By rights, a person would

seem to be entitled to at least one per year, but when it happens to fall upon the last day of February, and leap year at that, it's a long time between illuminated birthday cakes. The sincere felicitations of Mr. O'Neill's many friends, however, will make his recent anniversary a very pleasant memory, one capable of holding out for at least another four-year period.

Mr. Kenneth Lyon left for Kansas City on March 3rd, to take up a position in that town. Mrs. F. C. Lyon is also in Kansas City visiting her daughter, Mrs. Prairie, whose husband is in the wholesale tobacco business there.

The marriage of Miss Almena Christie to Dr. Gerald F. Drumm was recently solemnized. Dr. and Mrs. Drumm are now at home at Glendale

Park and Lake Avenue, where Dr. Drumm's office is to be following his two years spent in the practice of medicine in Spencerport, N. Y.

Mr. 'Al' Osborne, former soccer star of the Viking soccer team is getting ready for next season's activities by spending his noons in strenuous practise, assisted by Mr. Arthur Rosin and an ingenuous soccer ball from an accumulation of rags. If you intend to be in the vicinity of the Carpenter Shop during the noon hour, just look out for that soccer ball.

Mr. 'Mac' Wollengast, of East Station, is driving a fine new Ford Coupe. He says there is one drawback about a coupe, it won't accommodate so many of ones friends as the old 'tinliz' used to.

Friends of Miss Van

Gelder, who has been ill for the past two months, are glad to learn that she is with us again.

On Thursday evening, February 28, the men's bowling team of the General Construction Department, entertained the young women of the Department at a bowling party held at Hoeffner's bowling hall, on St. Paul Street. After the bowling appetites had been skillfully aroused, a very fine repast was provided which was a real 'strike' with every one.

The employees of the General Construction office held an interesting Valentine's day party on the noon of that day, in the offices at East Station. Fitting decorations were provided, together with a fine lunch and, of course, valentines for all. The girls at the General Construction Department sure know how to run parties.



A Y. M. C. A. Vacation Camp Group. Messrs. Evans and Miller are first and third respectively from Left to Right.

Miss Marion Parker, of East Station, recently entertained the girls of the General Construction Department office at her home, 461 Mt. Vernon Avenue. Each young lady was entitled to bring with her an escort, and a very interesting evening was spent running off a fine program of games and sports. Of course there was a fine luncheon.

We present below a picture of Buttermilk Falls, near Ithaca, a delightful place to spend a vacation. The photograph was taken by Mr. Hollis, of West Station, who has made quite a study of photography. Mr. Hollis has a fine collection of negatives made from most of the beautiful vacation spots in New York State and Canada.



Buttermilk Falls. A Vacation Photograph Taken by Mr. Hollis of West Station.

An article written in 1921, by Mr. Stone and Mr. Norman Prince recently appeared in a Russian technical magazine. The article is entitled 'Determination of Tar in Gas', and has appeared in English, Austrian, and German magazines prior to its recent introduction into Russia, another example of 'Rochester Made Means Quality'.

Mr. Frank Henry, of the Laboratory, is a regular attendant at the Cornell Alumni luncheons.

Mr. Tucker is at the Homeopathic Hospital where he is doing nicely after a minor operation. We trust he will soon be with us again.

Mr. Arthur Shlenker has a dog which exhibits keen enjoyment on a diet composed of small stones and pebbles. Although he is an Airedale, supposedly, it has been suggested that he may have a strain of Plymouth Rock in him. On the other hand, he may be gathering grit enough to "lick" some big dog in the neighborhood.

Speaking of dogs, Mr. Farnham brought his dog to work one day and left him in a spare room at Andrews Street, where he succeeded in devouring a discarded incandescent lamp, glass and all, and has been cutting-up ever since.

Mr. Howe Kieffer recently received some real English golf garters from friends in Merry England. With the aid and suggestions of his fellow dispatchers at Andrews it was finally discovered just how the classy contraptions work.

Mr. "Jimmy" Cooper appeared one morning recently minus a front tooth and received very graciously some good-natured bantering as to just how it happened. The most popular theory advanced was that the Cooper twins, who are hale and husky, gave their "dad" an argument.

Earl Dennis is shown in an illustration on this page as he appeared last summer during his stay at the Thousand Islands with his parents and some friends. Earl said he would not ask us to believe his fish stories without evidence, so just "count em up" for yourself and don't let Earl put anything over on you.

Miss Helen Smith, of the Industrial Sales Department, attended the convention of dealers interested in the manufacture of electric fixtures which was held in Chicago a few weeks ago.

Mr. Durfee, of the Electric Department, recently attended the sub-committee meeting of the N.E.L.A. Meter Committee, which was held in the City of Philadelphia.

Mr. Fred Doyle, of the Electric Meter Department, recently found a ring while engaged in his work of installing a meter at a private residence. Upon returning the ring to the lady of the house, it was discovered that it was her wedding ring which became lost many weeks ago and which she had despaired of ever seeing again. The lady, Mrs. Silverstein, of 424 Joseph Avenue, was profuse in her appreciation of Mr. Doyle's honesty and thoughtfulness.

Gas and Electric News voices the general satisfaction and pleasure of Company and employees in noting that at the regular meeting of the Board of Directors of the Company in New York City, March 19th, our Secretary and General Auditor, Mr. J. C. Collins, was elected Assistant Treasurer.

Mr. Edward Crouch, of the Subway Tool Room, recently visited Buffalo,

N. Y., as a member of the bowling team of the local Aerie of Eagles.

Miss Huddy recently received a letter from Mrs. Galway, formerly Miss Minna Stroh, who used to work for the Company on the Main Office telephone switchboard. Mrs. Galway now lives in New York City and is the mother of two fine boys.

Messrs. Jacob Boehme and David Dorman, employees of Station No. 2, recently assisted a Rochesterian from a precarious position along the river bank at Station 2, where he had fallen

or jumped a distance of about 70 feet from the cliff above. Landing in a huge snow bank, unhurt, the fortunate man was assisted to the interior of the station where he was warmed up and sent on his

way rejoicing. It will be remembered that "Steve Brodie" took a chance once in about this same location, but he had no snow bank to fall back on.

Mr. and Mrs. Thomas Yawger spent some time recently visiting friends and relatives in the Sunny South. A wonderful time was enjoyed at Palm Beach, Key West, Miami, Florida, and Savannah, Georgia, where a brother of Mr. Yawger lives. Havana Cuba, was on their itinerary.

Mr. Edward Suhr, Shift Foreman of East Station, has a new member in his family. On March 5 Mr. Suhr adopted little Frances Genevieve Smith, aged five years.

Mr. J. C. Collins is very happy over the recent arrival of a fifth granddaughter, little Virginia Lou Collins, second daughter of Mr. Collins' son, Louis, who resides in Cleveland, Ohio.



Mr. Earl Dennis, Number 5, left to right, verifies a fish story

Here's a compliment for the New York Central Lines. Mr. Jimmy Titus worked overtime one evening in the Garage and was somewhat sleepy on the train going home to Churchville. The train rode so smoothly that Jimmy was lulled to sleep and did not awaken till the train reached Batavia, some stations west of his regular stop. Jimmy says he is going to take a freight the next time he works overtime, the coaches are altogether too comfortable.

Mr. Hillis recently caught a fine string of perch while fishing through the ice at Point Pleasant.

A very pleasant evening was enjoyed recently by the employees of the Transportation and General Construction departments. The occasion was a bowling fest at Hoffner's bowling alleys on North Street. Mr. Prince Palmer carried off the honors in individual scores, Mr. Frank Vogler being second. Mr. James Casey sang "On the Back Porch" during the lunch period, and received much applause.

We are glad to note that Mr. Raymond Newell, of the General Con-

struction Department Paint Shop has graduated from the Mechanics Institute as a sign painter and is now engaged in lettering Company trucks about to be painted.

Mr. Pink, of the Paint Shop, is said to be an expert at managing bowling parties. He always pays special attention to the "eats," a fact which makes a big hit with his associates. Mr. Pink's theory is—you can't bowl 200 on an empty stomach.

Mr. Leo Capprio, the "Mayor of Sea Breeze," recently drove to Cleveland, Ohio. He is quite content to refrain from other long drives till the sun begins to shine on both sides of the fence.

Company men seem always alert to do their bit in an emergency. On February 6, rain and sleet made walking and driving conditions very dangerous, and when a trolley wire fell at Front and Andrews Streets there was more danger and plenty of fireworks. Messrs. George Knight and Jimmy Curtis, of the Garage, jumped out of their automobile and held up traffic on all sides till the police and trouble wagon arrived.



Messrs. Frederick Miller (pointing) and party after a Hard climb up Mount Marcy, last Summer. Mr. George Dutton is the Central figure in the Photograph, which was snapped by Mr. Landis Smith

How is this for a fine record. Mr. Stein's 38 chickens produced 1,141 eggs in 2 months, December and January. Of course, Mr. Stein depends upon electric lights to produce these results. Chickens are no different from persons in this respect; they like lots of cheerful light—it makes them happy—and a happy pullet is one that sings and shells out the eggs. Try it on your birds.

Mr. Sanderson's Department has expanded into the entire third floor. Each morning employees of that department are given a breathing spell in which windows are opened, some simple exercises are indulged in and the body and mind alike are generally rejuvenated. This is a fine practise, and judging from the pleasant expressions of appreciation from employees there, it is greatly appreciated by all.

Mr. Harding and his staff are now at the Andrews Street Offices, where, together with the Engineering Department they occupy some fine offices on the third floor of the Company's recently acquired Stewart building.

Mr. Oscar Roth, of the Subway Department, is quite well known for his dancing ability, being known as one of Sea Breeze's expert "finale hoppers."

Mr. Wiesner, of the Drafting Department, is now living in his new home located at 89 Chapin Street. Mr. Wiesner planned this home himself and it is his idea of what a home should be.

Mr. Edward Krebs in attempting to reach Syracuse to attend the Aquinas-C. B. A. basketball game, became snowbound just east of Waterloo and was obliged to return to Rochester.

Mr. Fred Miller, accompanied by Mrs. Miller, recently spent a number of days in Washington, D. C. Mr. and Mrs. Miller visited the Senate and House of Representatives and

spent much time in the new National Museum, which has many masterpieces of art as well as interesting exhibits showing the development of the foremost industries of today.

On Tuesday, March 6, Mr. Howes spoke before the Rochester Engineering Society on the economics of the Mount Morris Development. As at the society's meeting of the previous week, there was great interest displayed in this topic, and Mr. Howes' remarks were received with unusual attention.

Messrs. Alling, Burch and MacDowell attended the convention of the American Society of Electrical Engineers which was held in Philadelphia during February.

Mr. Specht, of the Drafting Department, recently attended a dinner meeting at the Powers Hotel. He was rather late and the regular supply of roast beef for the dinner became exhausted just before his entry. He was just about to become sorry for himself when the waiter deposited before him a plate of roast turkey, saying it would have to do. Now Mr. Specht believes in "last table best."

Messrs. Norman Davidson and Arthur S. Whitbeck went to New York during the fore part of February to confer with the Foundation Company there in regard to certain phases of the Mt. Morris development. Mr. Davidson stayed in New York over the week-end and met Mrs. Davidson and his little daughter at the home of his brother, Mr. W. F. Davidson, who is Director of Engineering Investigation with the Brooklyn Edison Company.

Miss Henehan is still at the Main Office with her engineering and drafting records, and will rejoin her associates of the Record Drafting Department when a suitable vault for the records has been provided at the new Andrews Street offices.

Mr. Bert Zenaty, of West Station, is the author of a very interesting story which appeared in the January issue of the Kodakery Magazine, one of the Eastman publications. This story is a true one and has to do with Mr. Zenaty's life as a soldier during the war. It tells how a kodak helped to save his life and is very readable and possesses much real interest.

Mr. Arthur Morrell, formerly employed in the Meter Department, is now located in the Application Department, at the Main Office.

Mr. William H. Cummings is again with us, having been recently engaged as a resale man in the Sweeper-Vac Department.

Mr. William Weaver is a member of the Inter Club Bowling League, being one of its most efficient point getters. T'would do you good to see "Bill" bowl.

Mr. Arthur Underwood recently enjoyed a skiing expedition to the Eastman-Durand Park, where he succeeded in having a wonderful time. "Art" says but one thing marred its perfection and that was an inadvertent nose dive into a beautiful white snowbank, which was quite a thriller.

In the Radio Digest of March 10 appears an illustration of Mr. Benjamin Cahill, of the Line Department, engaged in receiving a radio order over the Company's radio transmitting system. Radio Digest gives the Company credit for being the first utility in the United States to utilize the radio method of transmitting orders to linemen.

The Misses Mabel Kramer, Doris Hillyard and Gladys LaRue were entertained at dinner and bridge by Miss Marie Spillane, at her home, 65 Richard Street recently.

Employees of the West Station Coal Gas Plant

"The Men Who Keep the Wheels Turning" Series



Back Row, standing, Left to right: Messrs. E. Yakey, M. Keady, C. Trott, J. Keady, B. Davis, Retort House Foreman, O. Duda, S. Cangarella, F. Reus, and J. Dault. Middle Row, sitting: J. Armstrong, Shift Foreman, N. DiTucci, J. Chick, J. Harvey, C. Mavole, R. Esposito, T. Colaputulo, and T. Mingo; Front Row, sitting: A. Cartarulo, J. Derisio, P. Piedico, and J. Groskey.

FUMES & FLASHES



SOME CALL IT DISCRETION

Physician—"Tell your wife not to worry about that slight deafness, as it is merely an indication of advancing years."

Mr. Meek—"Doctor, would you mind telling her yourself?"—*Selected.*

OLD OFFENDERS

"Well, did you collect that bill from the Scatterbys?"

"No, sir," said the new collector. "I saw a piece of crepe on their door and I didn't want to intrude on their grief."

"You go right back there and get the money. Those people hang a piece of crepe on their door the first of each month."

—*The H. & B. Bulletin.*

WHO'S RIGHT?

Hardware Dealer (rebuking clerk for rudeness to a customer)—Smith, you must remember a customer is always right.

Smith—Well, sir, he said you were an old shark.—*Good Hardware.*

MAMMY WAS IN TROUBLE

A colored woman one day visited the court house in a Tennessee town and said to the judge:

"Is you-all the reperbate judge?"

"I am the judge of probate, mammy."

"I'se come to you'all 'cause I'se in trubble. Mah man—he's done died detested and I'se got t'ree little infidels, so I'se cum to be appointed execootioner."—*Selected.*

NOT WHAT HE EXPECTED

Motorist—"Good morning, Judge. How are you?"

Judge—"Fine! \$25.00."—*Selected.*

FIRED FOR CAUSE

"Say, mamma, was baby sent down from heaven?"

"Why, yes."

"Um. They like to have it quiet up there, don't they?"—*The Legionnaire.*

EASIER NOW

"Is your boss a hard man to work for, Sadie?"

"He used to be, dearie. He'd put in ten hours a day at the office. But somebody started him playing golf. Call me up some afternoon."—*Selected.*

NOT MARBLES

"When I looked out of the window, Johnny, I was glad to see you playing marbles with little Eddie."

"We wuzzn't playin' marbles, ma. We just had a fight an' I was helpin' Eddie to pick up his teeth."—*Selected.*

IT'S MORE CONVENIENT

A Chicago banker was dictating a letter to his stenographer. "Tell Mr. Soandso," he ordered, "that I will meet him in Schenectady."

"How do you spell Schenectady?" asked the stenographer.

"S-c, S-c-er-er-er. Tell him I'll meet him in Albany."—*Selected.*

CORRECT, BE SEATED

Teacher—"What is the highest form of animal life?"

Schoolboy—"The Giraffe."—*Selected.*

OMYGOSH!

Passenger (after the first night on board ship)—"I say, where have my clothes gone?"

Steward—"Where did you put them?"

Passenger—"In that little cupboard there with the glass door to it."

Steward—"Heavens, sir, that ain't no cupboard, that's a porthole."—*Selected.*

TWEEDLE D. D.

There was a man named Tweedle,

Who refused to accept his degree.

Said he, "'tis enough to be Tweedle,

Without being Tweedle D. D."

—*Selected.*

NOT SO SURE

An all around good-for-nothing man had died and the minister delivered a most beautiful address praising his good qualities as a good man.

At this state the widow said to her children, "Go see if that really is your father."

—*Selected.*

NEXT CASE!!

"What is your occupation?" asked the judge, sternly.

"I haven't any," replied the man. "I just circulate around, so to speak."

"Please note," said the judge, turning to the clerk, "that this gentleman is retired from circulation for thirty days."—*Moonbeams.*