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**GAS and ELECTRIC
NEWS**

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SENTINELS of SAFETY—
Sodium Vapor Lighting installation
along the Summerville Boulevard

✦ ✦ Good Will ✦ ✦

LET US NOT FORGET THAT ANYONE WHO WILL VISIT US, ANYONE WHO WILL CALL US ON THE TELEPHONE, ANYONE WHO WILL SEEK OUR AID, OFFERS US THE PRIVILEGE OF CREATING GOOD WILL FOR THE GENERAL ELECTRIC COMPANY ✓ LET US NOT THROW AWAY THAT PRIVILEGE ✓ LET US NOT REBUFF THE MAN WHO GIVES US THIS OPPORTUNITY ✓ ✓ ✓ *Owen D. Young*

The above quotation is from an address given by Mr. Owen D. Young, President of the General Electric Company, at Association Island on July 27, 1925. This gem of thought expresses in delightfully simple phrasology an idea that will recommend itself to all persons who are interested in creating goodwill through helpful service.

Sentinels of Safety Along the St. Paul Boulevard

FRANK SCHMITT, *Rate and Contract Department*

WE spend billions for safety of various kinds, for battleships, airplanes, tanks and heavy guns as a peace safeguard; for flood control by building of dams and deepening of streams; for health protection by the constant vigil of our doctors and research scientists, and yet, as individuals we continue to ride, drive or walk on the highways with Death rampant and exacting a toll far too great to be passed over lightly or ignored.

highways, railroad crossing eliminations and various methods of traffic control. These expenditures are needed but are not the entire answer to the problem.

The auto death list since 1922 and through the year 1935 has reached a total of 380,000, a figure which exceeds by 55% the record of those killed in all wars in which this country participated. Where highway lighting existed and was then discontinued, due

(Continued on page 399)

Our cover showing a sodium vapor lamp on St. Paul Boulevard is appropriately named a "Sentinel of Safety." Motorists and pedestrians and other users of the Boulevard now travel in safety under the golden glow of this adequate highway lighting.

The convenience and safety afforded by such a well-lighted road is invaluable and worth far more in dollars than the annual cost of lighting, for although only one-fifth of our cars venture upon the roads at night, more than half of our traffic fatalities occur after darkness. The annual increase in deaths and injuries would seem to be tauntingly belittling our safety efforts which involve the spending of hundreds of millions of dollars for wider



A total of 105 of these "Sentinels of Safety" stand guard over the safety of the motoring public along St. Paul Boulevard. An installation of six of them is now on display along the Ridge Road, East of Webster. Betty McLarty, of the Transportation office, is giving this fixture the "once over."



Old Man Winter hasn't given us much snow to doll up our trees this winter. We expect that he will be visiting us before long with plenty of the "beautiful" as pictured in our illustration. Surely, a winter with little or no skating and sliding is unusual for us, and we imagine our hoary headed friend will be visiting us almost any moment with snow enough to make up for lost time.



Modern insulated, automatic gas ranges are doing much to make cooking easier, through controlled cooking. Gas is playing a major role in the Home Modernization field through providing an ideal fuel for cooking, refrigeration, water heating and house heating. Modern gas ranges give the housewife ample opportunity to be proud of her cooking.

Central Avenue Movable Dam

HOWARD HARDING, *Engineering Dep't.*

IN the Genesee River just south of Central Avenue in Rochester, a very interesting movable dam is now being installed by the Manitou Construction Company. The work is being done by the Manitou Company under two different contracts. The first contract with the City of Rochester covers all required river deepening, the concreting of the river bed, the construction of walls, piers and abutments. This part of the work known as "PWA Project 1155 N. Y.," in the language of the contract "is to be financed wholly or in part by a loan or grant by the Federal Emergency Administration of Public Works, and is subject to the provisions of the Emergency Relief Appropriation Act of 1935," etc.

The transportation of the structural steel gates, superstructure, and operating mechanisms from the cars in Rochester to the site and their erection at the site is provided for by a contract between the Manitou Construction Company and the Rochester Gas & Electric Corporation. The Corporation is to pay the entire cost of the transportation and erection of such material without the financial aid of any outside agency. The Corporation is also paying the entire cost of making the gates at Kenton, Ohio, as well as the cost of shipping them to Rochester.

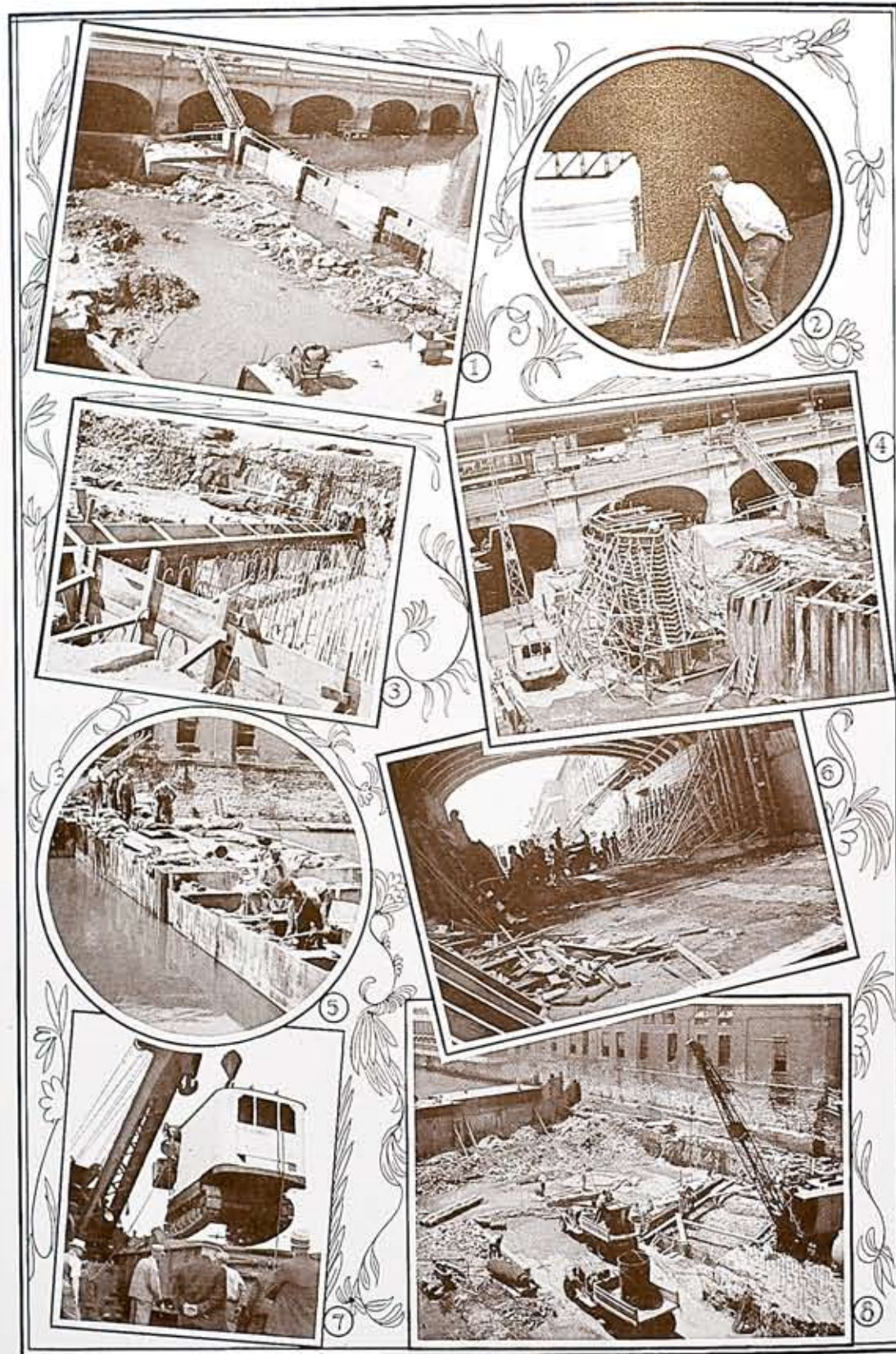
General Description of the Job

In 1917 the bed of the river in the vicinity of Central Avenue was lowered about seven feet. For reasons which seemed good the existing masonry dam and the rock under it were not removed at that time except in the two most easterly channels of the Central Avenue Bridge. The water in those channels has been held back by a

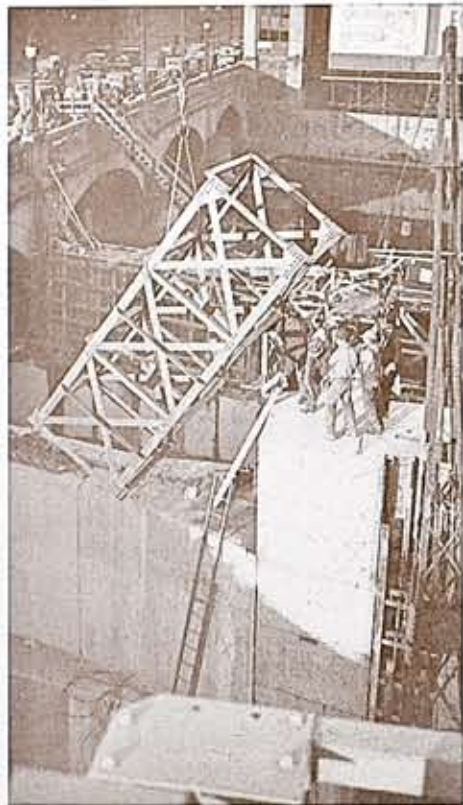
wooden stop log dam intended to be removed in times of flood. Since 1917 there have been no flood flows of such magnitude as to require the removal of the stop logs although some of the logs have been removed almost every year by ice or debris and have required replacement by the Gas and Electric Corporation to maintain the desired pond level.

The old masonry dam and its supporting rock foundation are now being removed to provide free channels of full depth equal in width to the clear distance between the present bridge piers.

In the Bartholomew Major Street Plan for Rochester submitted in 1929 it is suggested that Central Avenue should be widened to accommodate eight lines of traffic which, with fourteen foot sidewalks on each side, would require a street 100 feet wide. The present width of Central Avenue is sixty-six feet. To provide for the future widening of the bridge to 100 feet the center line of the new movable dam has been located forty-six feet south of the present bridge rail. When the street is widened the center line of the bridge will be twelve feet from the southerly street line. To facilitate the proposed widening of the bridge at some future date the present bridge piers are being extended southward to merge with the piers which will carry the guide-frames and superstructures of the movable dam. Another advantage of extending the present bridge piers is that much smoother and more efficient water flow channels are thereby provided than would be the case if a gap were to be left between the piers of the bridge and those required for the dam. The top or crest of the movable dam will be the same as



Construction pictures of Central Avenue movable dam. 1—The first cofferdam. 2—Taking a "shot" under the bridge towards the Upper Falls. 3—Just before steel sill was concreted. 4—Form work on first pier. 5—General view of cofferdam. 6—Underneath the Central Avenue bridge. 7—Moving a shovel to a new "digging." 8—Pouring concrete for sill number 1.



Raising steel tower to top of pier number two.

that of the old masonry dam so that no additional pondage is provided by the new construction.

The center-line of the dam intersects the west wall of the river about twenty-five feet upstream from the south line of Brown's Race intake. Under present conditions, therefore, the dam in the west channel will be raised only to the extent required to furnish an adequate supply of water to Brown's Race. If Central Avenue is widened, a strip of property at least 34 feet wide would be taken from the north end of the Rochester Gas and Electric Corporation's Andrew Street property. This would require demolition of the most northerly brick buildings and would provide an opportunity to construct a new entrance to Brown's Race upstream from the new movable dam in the west channel of the river. With Brown's Race intake as at present it has been necessary to install

an auxiliary dam in the west channel at a point downstream from the race intake. This dam is made up of a set of vertical stop logs with supports arranged so that the logs can be released to clear the channel in case of extreme flood flows. We do not anticipate any serious trouble due to accidental loss of the stoplogs. The design is better than that formerly used in the two easterly channels of the river. Furthermore, we expect that the shielding action of the upstream movable dam will very largely protect the logs against the buffeting of ice and heavy debris.

Contractor's Methods

To shut off the water the Manitou Company used a rather unusual type of cofferdam. The major portion of the cofferdam was formed of steel tanks or barges which were skidded into the river, towed to the desired position and then filled with fine stone dust screenings. The material was brought to the Central Avenue Bridge, dumped into an open flume, and then conveyed by a stream of water into the steel barges. Sheet steel piling was used to close various relatively narrow gaps not closed by the barges. The piling was driven in two rows in line with the upstream and downstream walls of the barges and the compartments so formed were filled with stone dust. Since the river bottom on which the barges rested was rather uneven, it was necessary to make use of a diver to stop the leakage under the barges by means of carefully placed bags of material. There was considerable leakage through the cofferdam but due to the proximity of the work to the brink of the falls the contractor was able to do the work with very little pumping of the water.

The rock was drilled and blasted, then loaded by a small gasoline driven shovel into trucks which carried it directly north down the bed of the

river and dumped it over the brink of the falls into the lower pool.

The gates, towers and superstructures were delivered to the job in completely fabricated units and their assembly into a complete operating structure was chiefly a problem of moving and hoisting rather heavy pieces. The weight of the gates averages more than 40,000 pounds—that of the towers about 4,500 pounds—and that of the superstructures or cross-bridges about 12,000 pounds.

The difficulty of placing this material can be better appreciated by remembering that its location in the finished structure ranges from twenty-seven to fifty feet above the river bed, and so far upstream that a hoist on the bridge could not be used to the best advantage although it was very useful for lowering material into the river and for assisting in some of the erection.

The gates were unloaded from the cars and lowered into the river just north of the railroad bridge by means of a locomotive crane operated by its regular wrecking crew. At that

location the gates were mounted on steel sub-bases and then moved on pipe rollers up the bed of the river and swung laterally so that the ends of the gates fitted into the slots left in the piers. The permanent hoisting cables were then connected from the hoists to the gates through multiple sheaves and the gates were hoisted to their maximum upward position to permit installation of the guide frames carrying the tracks on which the rollers of the gate will bear. The next operation was the lowering of the gates into the guides and the "grouting in" of the guides after they had been securely blocked in the proper locations. To the uninitiated it should be explained that "grout" is a free flowing concrete made only of sand, cement, and water in suitable proportions.

Movable Dams

The movable dams were made by the Philips and Davies Company of Kenton, Ohio. The movable part of each dam consists essentially of a vertical skin-plate supported by a series of 30-inch structural I-beams running hori-



Cofferdam and concrete forms for gates two and three. Gate number one at extreme left in the picture is seen in its completed form.

zontally. The skin plate is riveted to the upstream flange of the I-beams and diagonal bracing is welded to the rear or down-stream flanges of the I-beams. The resultant structural unit is amply strong to support the pressure of water to which it will be subjected. As a matter of fact the I-beams in themselves without any help from the skin plate were designed to carry the entire water load with the pond elevation five feet above the crest of the dam. The load due to water pressure is carried by the skin plate into the horizontal girders which in turn transmit it to header beams at the ends of the girders. The load is then passed by a heavy casting fastened to the vertical end beams to a series of rollers which roll between the casting and a steel track fastened to a suitable frame which is imbedded in the concrete pier. The rollers are held to a constant equidistant spacing in an endless chain arrangement and run in a suitable groove in the heavy casting. The great advantage of using this type of construction is that the friction which the hoist mechanism must overcome is reduced to a minimum. Each gate is 11 feet in height, but the lengths vary somewhat because the pier spacing is not uniform. One gate is 38 feet, two are 40 feet, and three are 42 feet long. They average somewhat more than 40,000 pounds in weight.

The sill on which the gate rests in the closed position is at elevation 471.64. This brings the crest of the gate at elevation 482.64 which is the same as that of the old masonry dam.

The piers at the ends of the gates have been carried up to elevation 498 and on top of the piers rectangular structural steel towers extend upward about 17½ feet.

The towers support a structural steel bridge 5 feet wide made up essentially of two 24-inch I-beams connected together by cross beams and diagonal bracing. At the center of each bridge is

located a 45-ton motor-driven hoist which is connected by cables and sheaves to each end of the gate underneath. The hoist will lift the gate at the rate of about one and one-half feet per minute.

The towers and bridges are high enough to permit the bottoms of the gates to be raised to elevation 496, which is at least five feet above the crest of the maximum flood over the old dam. With the completion of the channel improvements now under way a much larger flood can be passed under the gates with a clearance of 5 feet. The deeper flow channel plus the clearance should greatly facilitate the passage of logs, trees, and other debris which in the past were prone to lodge on the Central Avenue dam. That each gate can be completely raised out of the stream to provide free, unimpeded flow channels is one of the very important features of the new dam.

A small hoist, which may be traversed entirely across the bridge, has been provided to help clear the gates of such driftwood as may be brought down by occasional freshets or by the ordinary flow of the non-flood season.

The manufacturer has gone to considerable trouble to make the gates water-tight. The skinplate at the end of each gate has been extended by a vertical strip of spring brass, which bears on a bronze strip fastened to the guide frame which is concreted into the pier. The spring pressure reinforced by the relatively much greater water pressure will make tight joints between the sealing strips and the bronze bearing strips. The bottom edges of the gates carry heavy rubber seals which bear on structural steel sills carefully installed in the bed of the river.

The loss of water without the sealing devices might not be very great but the leakage would produce an unsightly condition, would increase the corrosion of portions of the gates and

in the winter time would result in the formation of heavy ice masses which might interfere with gate operation and tend to reduce the effective depth of the channels downstream from the gates.

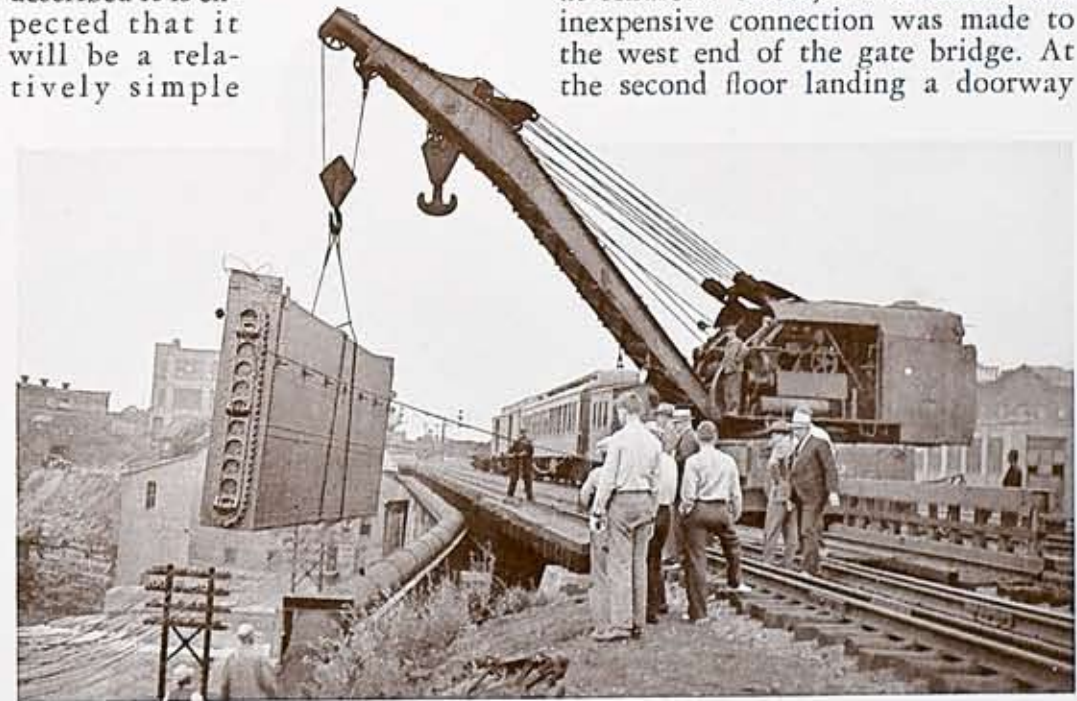
Even with non-leaking gates, however, there may be certain weather conditions which would result in the freezing of the gates to the piers. To meet this situation two vertical heater boxes, formed by 10-inch channels with their flanges welded together, have been incorporated with the guiding and supporting structure concreted into the piers at the ends of each of the gates. The boxes extend from the sills at elevation 471.64 to the tops of the piers at elevation 498. They are called "heater boxes" because they are to be piped so that steam can be supplied to them at any time. Normally the steam will be shut off, but conveniently located valves will make it possible to supply the requisite steam heat to free any gate anchored to a pier with ice.

Because of the various features just described it is expected that it will be a relatively simple

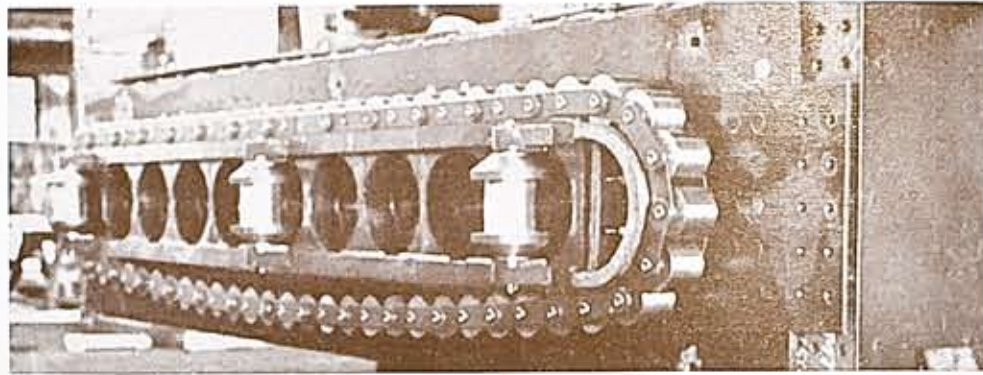
matter to keep the gates always ready for any flood emergency.

Each gate will have its own motor operated hoist controlled by conveniently accessible push button stations, located inside the housing over the hoists. Limit switches will prevent damage to the gates by over-travel. In addition to the push-button control stations on each hoist there will be a remote control push-button station to operate the most westerly gate. This station will be located just inside the wall of the brick building, adjacent to the west end of the dam. Normally the west gate will be submerged only enough to act as a skimmer for the water entering Brown's Race, but in times of high water it may be used to throttle and control the amount of water. Such procedure would obviate the necessity of operating the small sluice gates, located in the present intake house.

By making use of the present stairway, leading to the second floor office of the steam distribution department at Andrews Street, a convenient and inexpensive connection was made to the west end of the gate bridge. At the second floor landing a doorway



Transferring a 40,000-pound gate from a railroad car to the bed of the Genesee River. From this point it was transported underneath the Central Avenue bridge to the site of the movable dam.



An end view of one of the twelve gates used on the dam, showing the formidable caterpillar rollers which make for ease of gate operation.

was cut through an interior wall. From this door a runway, leading to another door cut through the east exterior wall of the building, was constructed. The runway was extended through the exterior wall as a cantilever platform connected to the bridge by a stairway having 14 treads of Irving Subway grating. The remote control station which has been mentioned will be on the inside wall closely adjacent to the runway. The exterior door has glass panes in the upper part so that the response of the gate to the manipulation of the push-buttons can be noted. The connection as described utilizes pre-

viously unused space and does not in any way interfere with any of the operations which normally carried on in the area.

Flood Flow Capacity

At midnight of March 30 in 1916 the flow of the Genesee River at Rochester was at the rate of 48,300 cu. ft. per second, although the 24-hr. average for that day was only 44,800 cu. ft. per second. For the next day, May 31, the 24-hour average was 46,300. Since that time the flood flows have been considerably less than 48,000 cu. ft. per second but at some future



Transferring the superstructure from a truck to its position at the dam site. The New York Central railroad bridge is seen in the distance.

date the flow may be greatly in excess of that amount. The improvements now under way will allow the passage of at least 70,000 cu. ft. per second of water with the level of the pool between Central Avenue and Andrews Street no higher than it was in 1916. Even without tripping the collapsible dam the other channels at Central Avenue will safely pass at least 60,000 cu. ft. per second. Indeed it is well within the bounds of possibility that the collapsible dam will never be operated.

Progress of the Work

Work began early in May with the launching of three steel barges, which were to form the major portion of the cofferdam for the deepening of the most westerly channel. The cofferdam was finally made fairly water-tight, and on June 18 the water was shut off from Brown's Race and excavation was started.

The period from June 18 to August 12 was required to complete the deepening of the channel to concrete the river bed, to build the piers, and to install the gate upstream from Brown's Race and the collapsible dam downstream from it. Although a part of the cofferdam was removed and some water was admitted to Brown's Race on August 12 it was not until the following week that the quantity of water in the race was sufficient for effective utilization of the Station 2 generating capacity. The interruption to Station 2 generation therefore lasted for nearly two months.

On August 12 the shifting of the cofferdam, preparatory to unwatering the next two channels, was begun and by August 31 excavation on those channels was under way. The pouring of pier number 2 was started on October 1 and the pouring of pier number 3 took place about a week later. On October 6 the number 2 and number 3 gates were unloaded by the

railroad crane and set in the bed of the river. The installation process was then repeated, and, on the 28th of October, the cofferdam was opened and water allowed to rise against the gates. On November 1, the contractor still had to complete three channels and install three gates. The job was considerably more than half completed, however, because the required excavation of rock and old concrete was considerably less than that of the first three channels. Also three piers out of a total of five had been poured, and the forms used for the noses of the first three piers were available for the last two to be poured. As a result of experience gained by the installation of the first three gates, improved methods of handling and installing the last three gates and superstructures were devised.

In opposition to the foregoing favorable factors the contractor faced the unfavorable probability of increasingly inclement weather, and the possibility of excessive flow of water in the river. It became apparent that an extension of time would be required, but the city engineers insisted that the work be expedited as much as possible so that the essential concrete piers and the final three gates could be installed and the cofferdams removed well in advance of the spring run-off.

The Behaviour of the River

It seemed likely, as the work progressed, that the experience of the Manitou Company would be different from that of almost every other contractor who has undertaken any large job in the Genesee River at Rochester. The contractor who replaced the Mohawk type of dam at Court Street with the present 110 ft. sector gates was flooded out. The contractor who deepened the river about twenty years ago suffered greatly from an excessive river flow. Gas and Electric employees on various construction projects along the stream have had so much unhappy

experience with the vagaries of the river flow that they regard it almost as an axiom that initiation of an important bit of river work will be followed by high water.

However, during the May to October period of 1936 the flow of the river never exceeded 2,000 cu. ft. per second, and during most of the time it was less than 1,500 cu. ft. per second. A flow very much in excess of 2,500 cu. ft. per second would probably have overtopped the cofferdam and caused considerable loss of material and equipment as well as delay in the completion of the work.

In the period from May to October, in 29 of the 31 years from 1904 to 1935 there were flows in excess of 3,000 cu. ft. per second. Flows in excess of 6,000 cu. ft. per second have occurred in 25 of the 31 years and in 16 years the flows between May and October have exceeded 10,000 cu. ft. per second. A flow of 10,000 cu. ft. per second over a dam 300 feet long would result in a depth of about 4.5 feet over the crest of the dam. During a large part of the summer the available spillway length has been less than 200 feet and a flow of 10,000 cu. ft. would have caused a depth of at least 6 feet over the crest, a depth which would certainly have poured large quantities of water over the cofferdam. These figures indicate how fortunate the contractor was during this critical stage of the job in not having to contend with flows greater than 2,000 cu. ft. per second.

When gates No. 2 and No. 3 were finished, and the cofferdam was shifted, everyone concerned with the job breathed easier because it was felt that the critical period had passed. Very conservative figuring indicated that with the two gates raised, a flow of about 10,000 cu. ft. could be accommodated without danger of seriously over-topping the cofferdam.

On January 15 word reached Rochester of a flow of more than 15,000 cu.

ft. per second at Mt. Morris. Due to the flat land between Rochester and Mt. Morris it frequently happens that the rate of flow at Rochester is less than that at Mt. Morris, even though the drainage area at Rochester is nearly double that at Mt. Morris. According to the record of the official gage located at Station No. 5 the flow of the river at Rochester on January 16 averaged 12,810 cu. ft. per second, and reached a maximum of 13,795 cu. ft. per second at 10:00 P. M. Water overtopped certain sections of the cofferdam as much as two feet on the 16th, but frequent inspection seemed to show that there was no serious loss of materials; and the anxious contractors and workmen went home Saturday night with the conviction that the cofferdam would stand the pounding to which it was being subjected. However, at 10:00 o'clock Saturday night, just as the water was starting to recede lightly at Central Avenue, one of the barges was pushed out of its place in the cofferdam and collapsed against one of the gate piers. Water rushed through the gap and submerged the area back of the cofferdam, but no material damage was done and no one was injured. As a matter of fact the only man on the job was the watchman who happened to be standing at the south rail of the Central Avenue Bridge when the cofferdam failed.

Ironically enough, "Old Man River" staged the flood demonstration at almost the latest hour at which any trouble or inconvenience could have been caused by high water. Gates No. 4 and No. 5 were practically completed, and the last gate had been moved upstream preparatory to sliding into its position in the pier slots. The break occurred the Saturday night preceding the Monday on which the movement of the gate to its final position was scheduled.

As this is being written, January 21, the contractor has set two rows of steel piling from the last pier to the

remaining eastern portion of the cofferdam. The space included within the sheet piling has been partially filled with bags of crushed stone dust. The work has been hampered somewhat by continued high water in the river, but progress is being made; and it is expected that before long the last gate will be securely grouted in position, and the balance of the job can be completed without any further trouble from high water.

Christmas Party

Glittering lights danced a merry welcome for the fifty-five little girls of Friendship Center at the festive Christmas party, arranged by the members of the Women's Chorus, Thursday afternoon, December 17, in the Assembly Hall. Rollin Farnham of the Consumers Bookkeeping Department played

the role of Santa, and, as Master of Ceremonies, conducted a jolly amateur show. With radiant faces the children went back to Friendship Center, each bearing some dandy gifts.

Pearl Dailey was Chairman of the Party, and was ably assisted by the following committees: Entertainment: Alvina Kier, Mary Powers and Mildred Wood; Toys: Margaret Hunnewell, Elvira Schuler, Dorothy Dake; Clothing: Marie Boyink, Beatrice Streicher; Stockings: Ann Leela, Grace Rockwood, Mildred DeWolf, Lois Tompkins; Refreshments: Vera Bennett, Lucille Cason, Frances Cameron; Tree and Decorations: Lora Yendes, Margaret Morris, Harriet Fauth, Doris Horner; Contributions: Laura Morrill, Bertha Hegeman, Dorothy Wallman, Freda McAdams, Frances Andersen, Catherine Robena, Doris Fink; Big Sisters: Evelyn Hering, Anita Swarthout; Transportation: Edna Robertson and Helen Smith.



This view shows the job as it appeared about December 8, 1936. The first three gates were then completed and the waters of the Genesee River have been held back by cofferdams as work progresses on the last three gates.

R. G. and E. Bowling League Pass Season's Half Way Mark

EACH recent year has seen new enthusiasm for the R. G. and E. Bowling League. This year four new teams entered, boosting the total number of teams to twelve. The picture on this page shows what a fine aggregation they are as they meet each week on Tuesday evening at the Elm Bowling Hall. The fine enthusiasm which marks the league's present season is responsible for a much closer race for teams and also for individual averages than ever before.

The high game thus far goes to Office Maintenance with a score of 1,068. In the high three game feature General Construction leads the way with 2,947. Johnny Bloom is high individual with a 200 score.

Howe Kiefer rolled his fine game on the evening of December 22 to start off

the holiday season. This 299 is the highest score ever tallied by anyone in the eleven years of the league's activity. It earned Howe a silver medal from the American Bowling Congress.

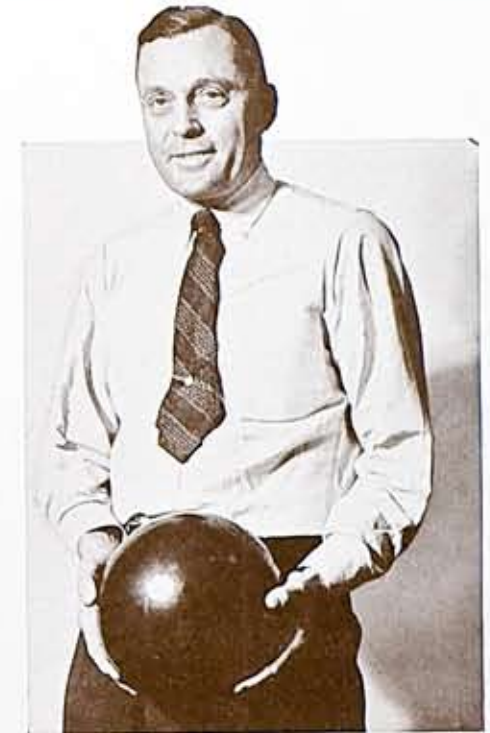
Thus far this year about 80 men have participated and 10 men have already qualified for the City Championship Tournament by rolling high scores. This city classic held under the auspices of the *Rochester Journal* and *Post Express* will bring out the best talent the city affords. It is hoped that a fair sprinkling of Company bowlers will be among them.

This seems highly possible when it is remembered that last year Johnny Bloom stuck it out until he was eighth man in a start of one hundred and twenty bowlers. It will also be remembered that Johnny got a perfect

game last year which didn't count so far as the league was concerned because it was not a regular league game but a product of private competition.

Some of the members of the league are anticipating the possibility of attending the National A.B.C. meeting at New York City in the Spring. Any way you figure it the Company has reason to be proud of its bowling talent as a look at the data tabulated in connection with this article will bring out. There isn't much else in the way of sports besides bowling in a winter like this one. The fine competition afforded augurs well for the activity for next year. Few Company sports bring out more men from so many departments to crash in weekly jousts as bowling does. The way the league has been handled speaks very well indeed for the league's officers, its team captains and the general personnel of the twelve teams.

(League officers and team standings on next page.)



Howe Kiefer, who recently missed out on a perfect score by but one pin, which wobbled like mad but decided to stay on its feet. Howe is fourth in individual average, being led by Bloom (200), Winterroth (197) and Bond (196).



This picture shows how the R. G. and E. men turn out on regular bowling nights, every Tuesday at the Elm Bowling Hall. The men represent twelve different departments. At this time the Electric Distribution Department leads with 33 games won and 9 lost.

Elm Bowling Hall was all a-twitter when Howe Kiefer nearly got a perfect 300 score. Howe is fourth in individual averages, but only four points behind the leader, Johnny Bloom, who has 200 points. Messers Winterroth and Bond are second and third, respectively.

LEAGUE OFFICERS AND TEAM CAPTAINS

George Galen, Pres.
 Max Wohlgenuth, Vice-Pres.
 Howard Stebbins, Sec.
 Howe Kiefer, Treas.

Electric Dist.—Carl Winterroth
 Office Maint.—John Bloom
 Office—Leon Wittman
 Electric Sta.—Doug. Bruce
 Gen. Construction—Joe Schoenherr
 Line Dept.—Herman Fichtner
 Tool Room—Liv. Begy
 Gas Dist.—Chas. Jennejohn
 Order Dept.—Jim Skinner
 Steam Dept.—Cris. Helfer
 Storehouse—Chas. Wiemer
 Appliance Service—Joe Trapolino

WEEKLY STANDING JAN. 11, 1937

Team	Won	Lost
1. Electric Distribution...	33	9
2. Office Maintenance...	31	11
3. Office.....	27	15
4. Electric Stations.....	26	16
5. General Construction..	25	17
6. Line Department.....	21	21
7. Tool Room.....	20	22
8. Gas Distribution.....	17	25
9. Order Department.....	15	27
10. Steam Department.....	14	28
11. Storehouse.....	13	29
12. Appliance Service.....	10	32

TEAM

High 1 Game—Office Maint.—1068
 High 3 Games—Gen. Const.—2947

INDIVIDUAL

High 1 Game—Kiefer—299
 High 3 Games—Bloom—688

INDIVIDUAL AVERAGES

Name	Games	Ave.
1. Bloom.....	39	200-16
2. Winterroth.....	42	197-13
3. Bond.....	42	196- 5
4. Kiefer.....	36	191-22
5. C. Miller.....	42	189-13
6. Swoszowski.....	39	185-25
7. Fichtner.....	36	183-29
8. Wittman.....	19	183- 5
9. Schipper.....	42	183- 1
10. Knope.....	39	182-36
11. Sales.....	42	181-32
12. Heinzle.....	27	181-23
13. Schoenherr.....	42	180-40
14. Davis.....	24	180-13
15. Neuffer.....	39	179-32
16. Cahill.....	39	179-16

Name	Games	Ave.
17. Voelker.....	42	179- 3
18. Lee.....	36	178-28
19. Fogarty.....	18	177-12
20. Galen.....	30	176- 9
21. Kwapich.....	39	176- 1
22. Ernst.....	42	175-41
23. Klick.....	42	175-40
24. Young.....	42	175-39
25. Bruns.....	42	175-26
26. Adams.....	36	174-21
27. Begy.....	42	174—
28. H. Miller.....	42	173-15
29. Symonds.....	41	173- 7
30. Weaver.....	33	173- 7
31. Pink.....	42	172- 4
32. Kramer.....	37	172- 3
33. Stebbins.....	42	171- 1
34. Sanders.....	42	170-37
35. Hall.....	42	170-27
36. De Prez.....	15	170-10
37. McDonald.....	33	170- 5
38. Cooper.....	38	169-30
39. Cotanch.....	42	169-26
40. J. Skinner.....	42	169-19
41. Versprille.....	42	169-18
42. Howe.....	37	169-10
43. Myers.....	18	169- 8
44. Baker.....	27	169- 7
45. Nichols.....	17	169- 4
46. Kopp.....	42	169- 1
47. Deans.....	39	168-38
48. Smith.....	42	166-13
49. Bruce.....	42	166- 4
50. Trapolino.....	42	164-17
51. Russell.....	30	164-13
52. Jennejohn.....	42	164—
53. Kress.....	37	163-28
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55. Rieger.....	42	161-14
56. E. Skinner.....	24	160-16
57. Sailer.....	39	160-13
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60. Mallon.....	17	158- 3
61. Mahoney.....	39	158- 1
62. Croston.....	39	154-36
63. Govern.....	41	152-14
64. Wohlgenuth.....	24	152- 8
65. Warney.....	35	149-34
66. Kastner.....	22	140-21

Not Alone

Mrs. Jones could find only two aisle seats—one behind the other. Wishing to have her sister beside her, she turned and cautiously surveyed the man in the next seat. Finally she leaned over and timidly addressed him.

"I beg your pardon, sir, but are you alone?"

The man, without turning his head in the slightest, but twisting his mouth to an alarming degree and shielding it with his hand, muttered:

"Cut it out, Kid—cut it out! My wife's with me."

GENERAL INFORMATION

Net Increase in Consumer's Meters for Year Ending November 30, 1936				Net Increase in Consumer's Meters by Months						
	Nov. 30, 1936	Nov. 30, 1935	Increase	1933	1934	1935	1936			
Electric.....	133,116	130,250	2,866	January.....	258*	54*	329*			
Gas.....	110,428	110,106	322	February.....	86*	86*	451*			
Steam.....	323	317	6	March.....	460*	93*	182*			
Total.....	243,867	240,673	3,194	April.....	128	266	318			
Statement of Consumer's Meters by Departments as of November 30, 1936				May.....	134	366	540			
	Electric	Gas	Steam	Total	Incr.	June.....	94	332	314	506
1926	89,363	97,915	230	187,508	July.....	7*	172	233	562	
1927	98,617	102,446	278	201,341	August.....	132	281	153	433	
1928	105,164	106,527	308	211,999	September....	517	249	324	581	
1929	115,804	109,332	327	225,463	October.....	318	203	211	585	
1930	119,089	109,453	344	228,886	November....	281	191	121	456	
1931	121,260	109,529	340	231,129	December.....	211	179	175		
1932	126,896	108,867	329	236,092						
1933	127,511	108,805	313	236,629						
1934	128,731	109,622	314	238,667						
1935	130,250	110,106	317	240,673						
1936	133,116	110,428	323	243,867						
Incr. in										
10 Yrs.	43,753	12,513	93	56,359	56,359					

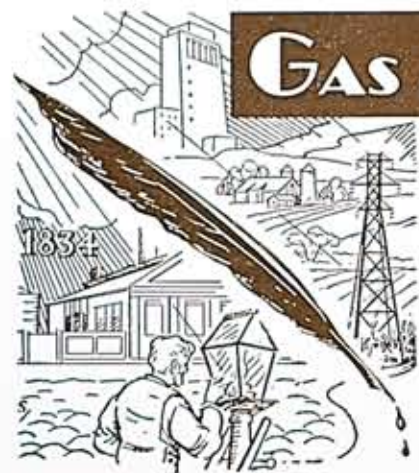
	Month of Nov. 1936	Month of Nov. 1935	Increase
KWH Generated—Steam.....	14,956,609	6,502,396	8,454,213
KWH Generated—Hydro.....	13,703,785	13,001,969	701,816
KWH Purchased.....	9,870,796	15,822,874	5,952,078*
M Lbs. Commercial Steam Produced.....	138,885	106,600	32,285
MCF Coal Gas Made.....	433,346	388,338	45,008
Tons Steam Coal Used.....	20,348	14,077	6,271
Tons Gas Coal Used.....	36,621	33,369	3,252
Tons Coke Made.....	24,903	21,904	2,999
	Nov. 30, 1936	Nov. 30, 1935	Increase
Number of Employees.....	2,458	2,405	53
Amount of Payroll—Mo. Ended.....	\$ 393,374	\$ 356,148	\$ 37,226
Amount of Payroll—Yr. Ended.....	\$4,641,062	\$4,254,956	\$386,106
Miles of Underground Duct.....	2,039	2,033	6
Miles of Underground Line.....	3,023	3,004	19
Miles of Overhead Line.....	8,939	8,285	654
Miles of Gas Main.....	844	825	19
No. of Street Arc Lamps.....	1,397	1,395	2
No. of Mazda Street and Traffic Lamps.....	26,342	25,992	350
Total Number of Street Lamps.....	27,739	27,387	352

*Denotes Decrease

EMPLOYEES' BENEVOLENT ASSOCIATION

Cash Statement for November, 1936

Receipts		Disbursements	
Balance 1st of month.....	\$6,197.04	Sick Benefits.....	\$1,230.54
Dues and Fees—Members.....	885.12	Accident Off-Duty Benefits.....	210.74
Dues and Fees—Company.....	885.12	Family Sickness.....	0.00
Rochester Hospital Service Plan—		Medical Examiner.....	6.00
Members.....	827.61	Nurse's Expense.....	100.00
Company.....	413.44	Payment to Rochester Hospital	
Interest on Bank Balances and		Service Corporation.....	1,240.40
Investments.....	12.13	Balance end of month.....	6,437.07
Miscellaneous Receipts.....	4.29		
Total.....	\$9,224.75	Total.....	\$9,224.75
E. B. A. Membership Nov. 30, 1936.....	2,196	E. B. A. Membership Nov. 30, 1935.....	2,179
Members participating in Rochester Hospital Service Plan Nov. 30, 1936....1,285			



GAS & ELECTRIC NEWS

Department Correspondence Staff

EVELYN CROSS	Women's Section
LANDIS S. SMITH	Industrial Sales
MILDRED HACKER	Consumer's Accounting
HOWE KIEFER	Electric Distribution
CATHERINE O'ROURKE	Canandaigua
GEORGE B. HISTED	General Construction
GUY CHADDOCK	Station 3
JAMES COYNE	Garage
GEORGE PUDDINGTON	Domestic Sales
VIRGINIA WOLVERTON	Gas Manufacturing
RALPH MASON	Lake Shore Dist.

ROCHESTER GAS AND ELECTRIC CORPORATION
89 East Avenue, Rochester, N. Y.

HERMAN RUSSELL *Honorary Editor*
FLOYD MASON *Editor*
EDITH H. WILSON *Associate Editor*

Day Dreaming

WE are all familiar with the expression "day dreaming." Most of us have done a bit of it in our lives. Perhaps the example we remember best is that of the boy gazing over the top of his geography in school, in early Spring, his mind full of the imagery which the first warm days bring of fishing, swimming and day dreaming.

Some scientists have gone on record as believing that day dreaming is a very bad habit or practice. They may mean that it unfits us for serious thought, takes us away from the business of reality which we ought to be attending to, and might be apt to lead us into unnecessary accidents because of the mental "fog" through which we soar to imagined heights of glory, fame and happiness.

Nobody would want day dreaming to get too much of a hold on humanity. It might make us lethargic and careless and lackadaisical. But who would deprive us of an occasional season of

this pastime, of course under the proper conditions.

Naturally, persons should not do their day dreaming when they have work to do; at least in working hours. But there is a time and a place for day dreaming, and if this questionable pastime were taken away from us the effect might be rather destructive.

Psychologists tell us that if it weren't for a certain something which is very akin to the day dreaming folks indulge in, the movies would cease to be much of an allure to us. When we see pictures showing Clark Gable, Myrma Loy, Robert Taylor, Norma Shearer, Dick or William Powell or any of the other screen stars portraying interesting parts that seem to captivate us, we more or less unconsciously enter into that part with them and become a movie favorite, also a lover, a hero, a benefactor or some other captivating character, of course in a day-dreaming sort of way.

How often have even you listened to a fine singer, such as Diane Durbin, Norman Thomas (or even some of the many crooners) and imagined yourself singing as sweetly as they seem to be. Day dreaming has to be done under the proper auspices and circumstances, but when this plan is followed it appears to be a harmless if not even a worthy pastime. It has potentialities for inspiring us with a desire to follow

worthy examples, to make something of ourselves which we might not otherwise do.

Each one of us feels the urge, once in a while, to get away from the too material side of life and soar in the world of day dreams. Unlike the dreams of night time, day dreams more often satisfy a longing or an ambition, probably because a certain amount of conscious thinking forms a part of them and guides them into dreamland.

Dreams and day dreams have their mission. Shakespeare put it convincingly when he said, "We are such stuff as dreams are made of, and our little world is rounded with a sleep."

Safety Slants

ONE cold, frosty morning, when a glare of ice covered most streets, we noticed a sight that impressed us. It was a car full of youngsters being driven to school by a mother. There was a generous sprinkling of the children of nearby neighbors, it appeared, because few families are as large as the one this mother had in her charge that morning.

All the car windows were closed and the mother had great difficulty in seeing to drive. She traveled at a slow pace, at regular intervals wiping the condensation from the inside of the windshield, but it did little good. The moisture and fog kept on coming back.

Many cars we noticed that morning were being driven safely and without undue effort or perplexity. They were equipped with windshield defrosters or double windows. What a lot of grief these modern contraptions eliminate.

One wonders why more persons still fail to use them. Why does anybody hesitate to install at a very reasonable cost a device which has potentialities for saving human lives, to say nothing of eliminating many unpleasant experiences and trying moments.

Perhaps it is the fault of the manufacturer, who may not have dramatized the sale of these double window moisture eliminators. And then it may be that many among the general public have not kept abreast of what science and invention have done to help make our motoring lives more pleasant and serene. Just why people do not buy things that are obviously investments in greater safety for themselves, their families and other persons is an unknown equation.

This reminds us of a statement made by a friend of ours some years ago. He said: "If someone would only invent a device which would keep the fog off the inside of a windshield and help to keep the frost and snow off the outside—every motorist would buy one. Oh yeah? The general public doesn't buy things so easily."

It takes much advertising, promotion and selling to put over a good article, even today. We are talking of things that sell for more than a dime a piece. A manager of a big five-and-dime store did tell us that he wouldn't have an article on his shelves or tables that wouldn't sell itself on sight. "We don't hire clerks to SELL things" he said, "we merely acquire help to wrap them up and receive the dimes that are already waiting to buy them."

Yes, there are two types of selling. The kind that is almost automatic, instantaneous and may be applied to inexpensive articles, gymcracks and gadgets; and the kind that calls for the transfer of real money. When an article gets up in the two or three dollar class or more, it must be SOLD.

As parents, citizens and drivers, those of us who drive rather extensively should keep abreast of the bona fide safety devices and equipment which are on the market today. It almost amounts to a responsibility to read the advertisements in the reputable newspapers and magazines, so that we may be sure we are not missing some good "bets" in safety as

presented by advertisement to be found there.

People still seem susceptible to a certain amount of bally-hoo in their buying. How many of us still fall for more or less worthless things which we buy under the inspiration of high-pressure. Perhaps legitimate advertising needs a dash of that indescribable something which street fakirs effect so well, to doll it up a bit and make it seem a bit more romantic than mere paper and type and words does.

In the meantime, let us not miss any bets so far as safety is concerned. If the family is accustomed to driving the car, let's be sure it is always in apple pie condition and equipped with the safety devices which a reputable dealer can recommend. This safety precaution also applies to the condition of tires, breaks, horn and many other factors which combine to help us make consistently good driving records, and cut down needless fatalities.

Women's Chorus News

The Women's Chorus gave a concert at the Veterans' Hospital at Canandaigua, Thursday evening, December 17. The R. G. & E. Radioettes (Evelyn Hering, Vera Bennett, Mildred DeWolf, Ann Leela, and Edna Robertson) and the "Harmony Trio" (Freda McAdam, Mary Powers and Mildred Wood) gave their first performance in unique and humorous roles, arranged by Floyd Mason and Wm. Hudson. They were rewarded by enthusiastic applause from the audience. After the concert a delicious chicken dinner was served at the "Homestead," having been arranged by Phil Thomas and Len Geyer.

Other Christmas concerts were given at Iola Sanitorium, and the Monroe County Home. Kenneth Lynn, Meter Department, accompanied the Chorus by playing his violin at these concerts.



R. G. and E. Women's Chorus Christmas party committee: Left to right, they are, back row: Ann Leela, Margaret Hunnewell, Laura Morrill, Alvina Kier, Mary Powers, Evelyn Hering, Anita Swarthout (pianist). Front row: Marie Boyink, Freda McAdams, Pearle Dailey and Vera Bennett.

Sentinels of Safety

(Continued from page 379)

to economic conditions, the records show, all other factors being equal, an increase in the accident rate. Resumption of lighting resulted in a marked reduction in accidents. It is generally accepted that we can be reasonably sure to eliminate almost half of the night fatalities by lighting 50,000 miles of main highways. The savings in lives, expressed in dollars, is conservatively estimated by various sources at \$100,000,000 per year—a huge figure, but even this cannot compensate for the irreparable loss of lives. Not only dollars, but sorrow and suffering can be saved by placing "Sentinels of Safety" along the highways so as to give light to the roads where Death rides at the wheel.

Men's Chorus Bowl

THE Muhs bowling alleys on Clinton Avenue North was the scene of the bowling party enjoyed by the members of the Male

Chorus. Four alleys were kept busy for the evening. After the bowling winded up, there was lunch.

Some of the men had not bowled for a year or more, including Art Kelly and Bill O'Brien, who managed nevertheless to wind up among the first seven highest scores. Cal Brown had never bowled before but he sure had his share of beginner's luck. He went along fine until he discovered those two little sewers.

The high man of the evening was George Giblin, with a score of 213. Following him in order came Henry MacGregor, 200; followed in order by Milt Robinson, Clete Kress, Tommy Wier, Art Kelly and Bill O'Brien.

A fine example of Company service was demonstrated when Clete Kress was called from the party to make an emergency call in the Steam Distribution Department. When he returned and washed up a bit he went right back with the same old vim and bowled good enough ball to win fourth place for the evening.

Bill O'Brien, vice-president, had charge of the party arrangements.



R. G. and E. Men's Chorus bowling party. Left to right they are, back row: Frank Stevens, Art Kelly, Chester Dupont, Gus Farese and Henry MacGregor (Henry is just saying "shoot"). Middle row: Howard Brown, Elmer Smith, Rudy Hoffmeier, Clete Kress, George Giblin, Martin Scabill and Floyd Mason. Front Row: Bill O'Brien, Harry Taillie, Frank Schmitt, Bert Lewis, Charles Prothero, Tommy Weir and Milt Robinson.



Eleanor Burger drove to Hartford, Connecticut, and then on to New York, during Christmas week, with her sister and brother-in-law. They visited friends and relatives, and spent a delightful week in New York, seeing some of the best shows and amusements which New York offers during the holiday season.

The Telephone Service Department recently enjoyed a very pleasant party which was held at the home of Ralph Hughson, 995 Genesee Street. Following a delightful dinner games were played. The committee on arrangements for this departmental social event was headed by Grace Rockwood.

Laura Morrill (whose name we misspelled in a recent issue) has returned to the Telephone Service Department at the Main Office after some months spent at the Andrews Street switchboard.

A jolly Christmas Party was held, Thursday afternoon, December 24, on the Second Floor by members of the Consumer's Bookkeeping Department. Each group making up the large department exchanged gifts, which were distributed by a very able Santa Claus, Fred S. Raines. Refreshments were served, and a merry Christmas spirit prevailed. Fred was such a good Santa Claus that the gifts fairly poured out. Well, it never "Raines" but it pours.

Hollis G. Young, district manager at Fillmore, with Mrs. Young and their three children, Ansel, Norman and Wilson, on January 4, returned from a very enjoyable motoring trip to St. Petersburg, Florida. They spent the Holidays there at the home of Hollis' father, Mr. W. L. Young and his present family composed of his daughters Dora and Beulah. Sight-seeing stops were made at Gettysburg, Pa., Washington, D. C., and St. Augustine, Florida.

The Lake Shore District was the scene of two very enjoyable Christmas parties during the holiday season. At Sodus the girls of the office held their Christmas party in the Home Service room. This has been an annual affair for a number of years at the Sodus office.

Down at Wolcott the entire office and sales force joined in a Christmas surprise party for District Manager, Graydon Curtis. Gifts were exchanged and a bountiful supper prepared by Marian Olmsted, of the Home Service Department, was enjoyed by all. The tables were very appropriately decorated with holiday favors and Christmas candles. The Christmas spirit was further enhanced by having a real live Christmas tree with lights, tinsel and presents for everyone.

Frank Ashdown, salesman from the Sodus office, and Mrs. Ashdown are spending sometime with their son at Sanford, Florida.

The Conaga Club, which club sponsors the Second Floor Employee Benefit Fund, every year sets aside \$50 from the funds collected during the year, to cover the cost of Christmas baskets to needy families. Thirteen baskets were distributed to families whose names were given in by the employees as being deserving. Men from the Order Department delivered the baskets, and received the grateful thanks of the recipients. As their baskets cost more than the money set aside for this purpose, the members of the department held a raffle and in this way collected about \$27 more, which just about cleared the cost of their Christmas Giving.

At the Rate and Contract Department Christmas tree, everyone received a funny present. Robert Ginna was master of ceremonies. As he received his present; first he had to wear it, or them. Among his gifts was a

hair ribbon and a rattle which he proceeded to use to pep up the occasion. The fine Christmas tree was trimmed by Thelma Dys and Mary Powers.

Cupid has once again been successful in bringing together two office members, and had delegated Santa Claus to futher the work. Lois Consaul, employee of the Stores Records Department, and daughter of Mr. and Mrs. Arthur D. Consaul, 448 Lake View Park, became engaged at Christmas time to Henry Symonds, son of Mr. and Mrs. George Symonds of Pittsford, N. Y. Henry is employed in the Steam Division Office.

The first Christmas tree was quite an event for two babies whose Dads work in the Engineering Department. Little Richard Gordon Bangs, son of Mr. and Mrs. G. L. Bangs, of 116 Falstaff Road, was born last July 14 and didn't quite understand just why that



What Santa Claus brought little Elaine Forsythe, four-and-one-half year old daughter of Mr. and Mrs. Joseph W. Forsythe. Her Daddy helped Santa Claus make it, and Elaine went right to "keeping house" next day.

beautifully lighted tree was set up in his home; but mother and dad sure got a "kick" out of it. Little Mary Lou Pulver, who was but three months old when Santa Claus arrived knew there was something special brewing Holiday week, but says that next year she will appreciate it a bit more. She is the little daughter of Mr. and Mrs. A. R. Pulver, who reside west of Spencerport. Mary Lou has three brothers and sisters to amuse her, but little Richard Gordon is the first baby in the Bangs domicile.

James Peachey, formerly employed in the Mailing Department on the 3rd floor is now a member of the Stores Records Department.

Hattie Garis, with Mr. Garis, had the pleasure of spending New Years with relatives at Far Rockaway, Long Island. It was the first year she ever had celebrated the incoming year at home with her many brothers and sisters. Six out of the nine married brothers and sisters were at the party. With the numerous nephews and nieces and some invited guests there was a good house full.

Charles Scholl, who formerly was an employee in the Third Floor mailing department, has been transferred to Andrews Street to work with Raymond Clark in the window trimming department.

The annual Christmas and Grab-Bag Party of the Stores Records Bridge Club was held at the home of Eva Robinson, 441 Pullman Avenue, on Tuesday evening, December 29th. The guests were Helen Garvey, Eunice Inderlied, Lois Consaul, Evelyn Cross, Margaret Morris, Mildred Magin, Dorothy Fisher, and Vera Kingsbury.

Frank Valenza of West Station is one of the editors of the monthly bulletin put out by the Savonarolla Lodge I. O. O. F.

Leonard Elliott recently purchased a General Electric home workshop. It is just what he has wanted for years. With it he can satisfy his impelling urge to make things. The workshop came in handy at Christmas time. Leonard made little Leonard Junior a nice table, two chairs and a fine wooden automobile. Leonard visits



On this and the opposite page are pictures showing the dinner party held just before Christmas for the officers and employees of the Fourth Floor. The scene was the Rochester Club, and the decorations, including a fine Christmas tree were beautiful and in keeping with the season.

the toy marts, then goes home with the idea in his mind and reproduces whatever he has seen that appeals to him as a possibility for his son and heir.

Doris Fink spent a week in New York before the Holidays. She stopped at the home of Mr. and Mrs. Edward Boes (not Bowes) and had a delightful time. She visited Rockefeller Center, Radio City, and took in several broadcasting programs. She saw and heard Lanni Ross in the Showboat program, heard the Maxwell House Coffee hour with Helen Jepson and heard Kate Smith sing over the Studebaker program as guest artist. Doris also visited Madison Square Garden where she saw an exciting hockey game.

Edna Crocker and her assistant, Verna Parmelee, who have been giving range demonstrations and home service talks for some months at the village building, Hilton, N. Y., were given gifts of hosiery by their enthusiastic group of listeners, at Christmas time, in appreciation of their fine service in home making.

Doris Horner spent a delightful week in Virginia last Fall. She had never covered that particular neck of the woods in any vacation itinerary. Doris saw Norfolk, Baltimore, Virginia Beach and made stops in Philadelphia and Atlantic City. At Virginia Beach she visited at the home of a school friend. One of the most interesting features of the trip was seeing the restored colonial town of Williamsburg, which has been restored to its former glory of colonial times. The governor's palace is a delightful restoration of the old historic homes which once dotted the country, rich in their English styles and furnishings.

Arthur Morrell of the Telephone Service Department, who resides in Brighton, recently became a member of the Brighton Volunteer Fire Department. Arthur says he is highly imbued with the ideals requisite for those who make it their business to help protect life and property. The real test comes, he says, when one has to jump from a warm bed in the middle of the night and help fight fire. In order to be of further assistance as a fire fighter



President and Mrs. Russell were guests of honor, and Mr. Ernest Scobell flew from New York that day to be present for the dinner. David Kass, president of the fourth floor employees social committee was in charge of the activity and left nothing to be desired. Music and dancing, as well as bridge filled in spare moments.

Arthur has joined a first-aid class, sponsored by the Fire Department and is learning what to do before the Doc arrives.

Raymond Clark assisted with scenery and lighting effects at the recent presentation of "Why the Chimes Rang," a Christmas play which he also directed. It was presented at the Greece Baptist Church, in the church hall, and included in the personnel of the cast was Norman Moore. This very appropriate Holiday play was very enthusiastically received by a large audience.

On their vacation last Fall, Mr. and Mrs. William Hudson visited the Sunny South. Their trip included a stop at Raleigh, North Carolina, where they inspected some of the new homes recently constructed under the activity of the Resettlement Administration. This activity, substantially, takes farm land which has never produced or amounted to much agriculturally, and these plots of ground comprise the basis for the resettlement of

needy families. Each little home has an ample plot of ground for gardens, and the homes themselves are varied in their architecture so that no unpleasant sameness results.

Forty employees of the Genesee Valley District assembled at the employees' "Cabin" on the evening of Friday, December 11, to enjoy the annual pancake supper. This culinary Sweep-stakes is a much looked-forward-to event. With prime maple syrup, excellent coffee and lots of pretty slick sausage the evening sometimes takes on the aspect of an elimination contest. Hollis says he will back some of his plain-and-fancy eaters with the best we can dig up here in Rochester and give us a handicap of one fat stack of "wheats."

The cakes, coffee and syrup were donated and served by Mr. W. H. Quant, a Fillmore merchant, who likes to fill Genesee employees' "sweet teeth" once a year. Guests were present from the New York Central Electric Company and from Warsaw and some Allegany County officials.



Collection Department bowling party. Left to right they are, back row: Ralph Short, Walter Guyett, Ray Patton, Frank Plum, Lefty Sheppard and Cliff White; second row: George Rapp, Sam Kayser, Don Dutcher, George Lindsay, Herbert Ringelstein, Charles Drons, Lewis Neary, Clarence Johnson, Charles Phillips, Wm. Beuthling, Edward Shippy, Edward Wenke, Gus Foos. Front row: Frank Houlihan, Harvey Van Zandt, Gerald Baker, Morris Callahan, Fred Waite, Harold Waite, Harold Noble, Ernest Meridew, James Nolan and Fred Marsh.

OBITUARY



WITH the utmost regret we announce the following deaths. To the bereaved families we extend the deep sympathy of the Officers and Employees of the Company.

Mrs. Edwin Russell, mother of President Herman Russell, passed away at her home in Manistee, Michigan, on January 7. She was eight-seven years old. Death came to her while President Russell was with her, he having gone to Manistee to spend the New Year's holiday at his old home, the place to which Mrs. Russell came as a young bride in 1870. Mrs. Russell was from pioneer stock, her father, Lincoln Hopkins, having settled in Ellery, Chautauqua County in the early days. Mrs. Russell survived her husband, Edwin Russell by about eighteen years. She leaves, besides President Herman Russell, another son, Curran Russell, of Manistee, and three grandchildren.

Mrs. Josephine Bourne, wife of John C. Bourne, died on December first at the Highland Hospital. Besides her husband, she is survived by one daughter, Mrs. Margaret Hall; two sons, Edward J. and William H. Bourne; two sisters, five brothers and one granddaughter, Jane E. Hall. Services were held from the home, 270 Dearcop Drive, and interment was made in Holy Sepulchre Cemetery.

Ralph Lewis Blakeslee, aged fifty-two years, of Station Three, died at his home on Milldorf Street on January 6. He leaves his widow, Alice Reiss Blakeslee; three brothers and two sisters. Mr. Blakeslee was a former machinist's mate in the U. S. Navy,

being honorably discharged in 1919 from the headquarters of the Fifth Naval District and the U. S. Naval Reserve force.

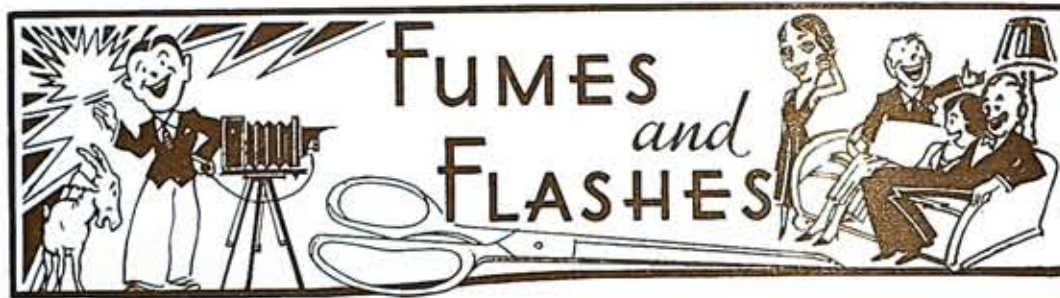
Mr. Leopold Fang, father of John Fang and for over half a century a well known business man of the twenty-third ward, died before the Holidays at his home in Charlotte. Mr. Fang was in his eighty-seventh year. Funeral services were held from the home and from Holy Cross Church, where mass was celebrated by the Rev. Father McCabe. Interment was made at Holy Sepulchre Cemetery.

Retired into rest on Wednesday at his home, 74 Kemphurst Road, Frederick Basel, aged 70 years. He is survived by his wife, Mrs. Barbara Basel; one son, Frederick Basel, Jr.; one daughter, Mrs. William C. Loll; two grandchildren; one brother, and three sisters.

Funeral was held on Saturday morning at 8:30 o'clock at his home and 9 o'clock at Holy Cross Church. Interment at Holy Sepulchre Cemetery.

The mother of Samuel S. Landon died recently at the home of her son, 20 Northview Terrace. She was in her eighty-sixth year. The simple ceremony of Christian Science was recited by Mr. Arthur J. Gillard in the presence of the friends and relatives of the deceased, whose body was cremated.

Andrew L. Quetchenbach, of Station three, died on December 10, aged 42 years. Surviving him are his wife, Ethel Snyder Quetchenbach; two sons, Donald and Robert; two sisters and six brothers. Funeral services were held from the home, 384 Glide Street, with interment in Grove Place Cemetery.



FUMES and FLASHES

For Goodness Sake

Wife (on the street): "Tom, here comes the man I was engaged to before I married you. Now, for goodness sake, perk up and look as though you were happy."

Father: "Yes, my boy, I'm a self-made man."

Son: "Gee, pop, that's what I like about you. You always take the blame for everything."

Our Elmer

"A": "What type of boy is Elmer?"

"B": "Well, the other night he had a parlor date. The lights went out at 9:30 and he spent the rest of the evening in the cellar working on the fuses."

Too True

Nowadays when they kiss and make up, she gets the kiss and he gets the makeup.

In Lighter Vein

"Mazda, darling," he wrote, "be mine. *Watts* life without you? *Ohm* is not *ohm* without the *light* of your presence. My heart is a *transformer* which steps up at every thought of you. I would lay my head alongside your *switch*. The touch of your hand is like a *live wire*. Marry me, and let us have a *little meter* in our home."

With Apologies

A professor was asked to give his definition of woman. After clearing his throat, he began in a leisurely way: "Woman is, generally speaking—"

"Stop right there professor," interrupted a masculine listener. "You'll never get any nearer to it than that."

Not Too Much

"Hae ye been out wi' yon lassie again?" asked old MacTavish.

"Aye, dad," replied young Angus. "Why do you look sae worried?"

"I was just wonderin' how much the evening cost."

"No more than half a croon, dad."

"Aye? That was no sae much."

"It was a' she had," said Angus.

Or—Play the Pipes

A Scot applied for a position as patrolman on the London police force. Here is a question they put to him in Scotland Yard, and his answer:

"Suppose, MacFarland, you saw a crowd congregating at a certain point on your beat, how would you disperse it quickly, with the least trouble?"

"I would pass the hat."

Technique

Old Lady: "I wouldn't cry like that, my little man."

Little Boy: "Cry as you darn please; this is my way."

What's Wrong With This Picture?

"Why do you say that beautiful photograph of your wife was just a snapshot?"

"Well, it must have been. Her mouth was shut."

Old Scotch Custom

They say a Scotchman from Aberdeen is putting off buying an atlas until world affairs look a little more settled.

But—Gentlemen!

Jones: "Sorry, old man, that my hen got loose and scratched up your garden."

Smith: "That's all right—my dog ate your hen."

Jones: "Fine! My car just ran over your dog."

Get Out the "Weegie" Board

An elderly man of ultraconvivial habits, but withal learned and bookish, was hauled before the bar of justice in a country town.

"Ye're charged with bein' drunk and disorderly," snapped the magistrate. "Have ye anything to say why sentence should not be pronounced?"

"Man's inhumanity to man makes countless thousands mourn," began the prisoner, in a flight of oratory. "I am not so debased as Poe, so profligate as Byron, so ungrateful as Keats, so intemperate as Burns, so timid as Tennyson, so vulgar as Shakespeare, so—"

"That'll do. That'll do," interrupted the magistrate. "Ninety days. And officer, take down that list of names he mentioned, and round 'em up. I think they're as bad as he is."

TIRED WOMAN'S EPITAPH



HERE

Here lies a poor woman, who always was tired,
She lived in a house where help was not hired;
Her last words on earth were,
"Dear friends I am going,"
Where washing ain't done, nor sweeping, nor sewing;
But everything there is exact to my wishes,
For where they don't eat, there's no washing of dishes;
I'll be where loud anthems will always be ringing
But having no voice, I'll be clear of the singing;
Don't mourn for me now, don't mourn for me ever,
I'm going to do nothing, forever and e-v-e-r."

— Author Unknown

Contributed by Angeline Place



Doubtless written at the passing of a woman, of the last generation, who was born "twenty years too soon" before the advent of those household helpers, Gas and Electricity.



It's Not Too Late to Try This One



Here's a New Year's resolution
Any one can make and keep;
It will help one's constitution,
And enable one to sleep.

"I will try to keep from fretting
When I cannot see the sun;
I will try to keep from getting
Into quarrels I may shun.

"I will try to keep from grieving
Over troubles that are past;
I will try to keep believing
Things will all come right at last.

"I will try to keep from sighing
When I ought to smile, instead;
I will try to keep on trying
To deserve to get ahead."

—*Montreal Herald*

