

# RAILROAD ASSOCIATION MAGAZINE

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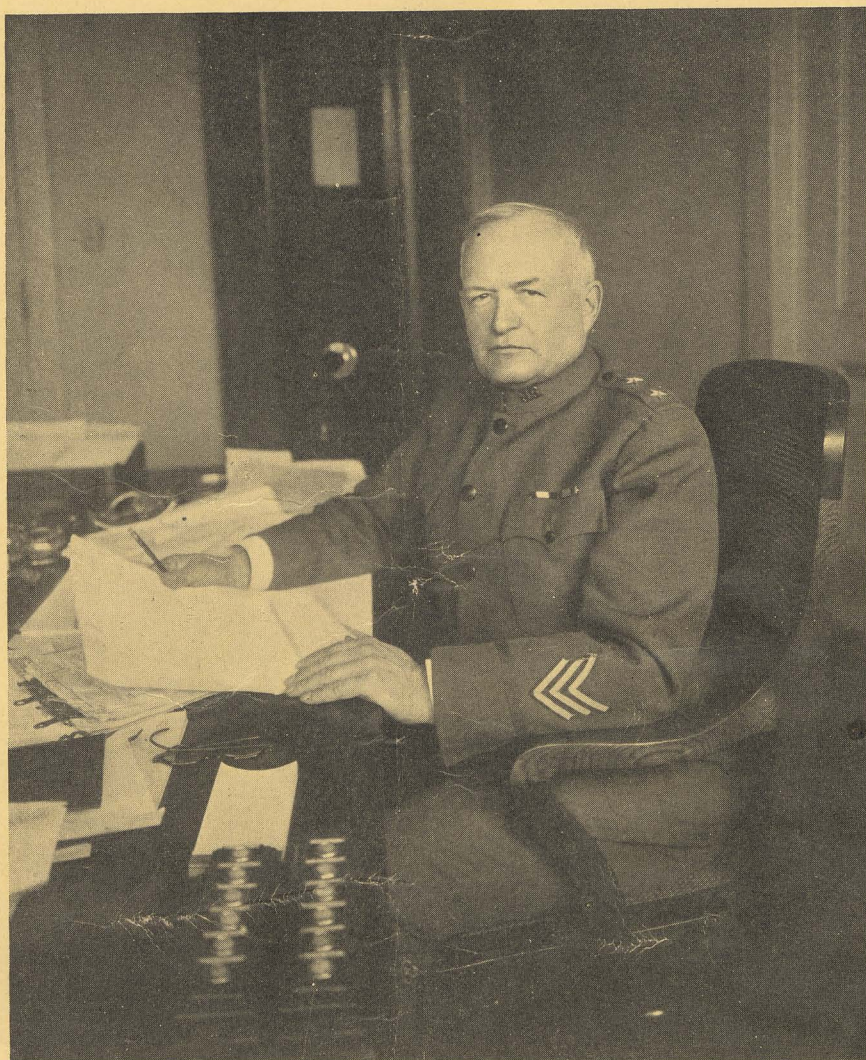


*File on account  
of Campbell + Hoboken  
references*

## Hoboken Hut, Hoboken



Waiting for News during a Baseball Game  
in the "World Series"



**MAJOR GENERAL D. C. SHANKS, U. S. ARMY**

In a letter to Dr. Munn, on page 10 of this issue, General Shanks writes, "I wish to indicate to you and your associates my keen appreciation of the contribution that has been made to the well-being of soldiers and sailors passing through this port" (Hoboken).

# RAILROAD ASSOCIATION MAGAZINE

THE ORGAN OF THE RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATIONS

VOL. VIII. No. 1

JANUARY 15, 1920

WHOLE No. 38

## Hudson Hut—"A Mighty Factor in Keeping Men True, and Strong, and Steady"

*MAJOR JOHN T. AXTON, Chaplain U. S. Army,  
watched the "Y" work at Hoboken and writes of it*

WHEN troop movements overseas were at the highest point and every helpful agency about the Port of Embarkation was pressed to its utmost capacity, Major General D. C. Shanks, commanding, asked the Young Men's Christian Association to make a venture on very large lines to care for the moral and religious needs of soldiers and sailors. His recommendation met with instant favor and Hudson Hut came into being.

The Hut itself met with instant favor. Different in architecture from the usual camp welfare building and embracing features not generally incorporated in these plants, Hudson Hut has ministered to the needs of officers and enlisted men of the Army and Navy and is now including ex-service men in the program in a remarkably successful manner. Many wise ones have thought it impossible to have officers and men enjoy together the privileges of such an institution, but Hudson Hut is unique and is in a unique situation which it has met splendidly.

We hesitate to say all that comes to mind relative to the helpful influence of this bit of "Y" work lest we be considered extravagant in our praise of it. We know that it has helped to brighten and elevate the lives of thousands of men, that it has deterred some from evil, kept many from dissipation, and has caused most comforting messages to reach far-away homes in which are hearts that love and yearn for our soldier men. Always abounding in attractions for men, with an atmosphere most elevating, the

religious element present but not obtrusive, Hudson Hut has been a mighty factor in keeping men true, and strong, and steady.



Major John T. Axton, Chaplain U. S. Army

## The Dream That Grew

*LUPTON WILKINSON knew of  
the "Dream," watched it "grow,"  
and writes of what he has seen*

IT is not given to many dreams to reach a fruition greater than the vision. Only when the earnest, loving effort of many is welded to an ideal basically unselfish can such a monument of service as the Hudson Hut come forth.

The institution's history breeds strong temptation for a writer to dazzle with figures, to spray statistics over his paper broadcast, like stars in the sky. Greater in size and in number of men served than any other one building dedicated wholly to the heart-warming of the Army and Navy during the war, Hudson Hut viewed in retrospect is a startling accomplishment from the standpoint of the adding machine.

Yet the memory of the place will not be preserved in numerals, although seven of them in a row be required to tell single chapters. The flashing mental image of a boy in blue, chilled to the bone by an Atlantic blizzard, smiling lightly at the mention of the lurking death through which he helped convoy a world's salvation, rubbing his hands before a great open fireplace, stretching his sea-weary limbs on a library couch, drinking in cheer and companionship as a strong man breathes mountain air—that, multiplied over and over (who cares how many times?), is the story of Hudson Hut. Paint the boy's uniform Army brown or Marine green as you like. The rambling gray palace in Hoboken was home to all three.

Those myriad, transient, personal bits of happiness form the record that will not die. The boy who met his mother for the first time in months in the hostess room, presided over by Miss Mary R. Tooker and Mrs. J. W. Wilbur, the shining-eyed lad who chatted with his "girl" across a cafeteria table downstairs, the fellow who leaned over Chaplain Burkhalter's desk and talked with manly earnestness about what came to his soul in the bleak North Sea

—think of those things when you read the summing up of Hudson Hut.

C. E. Brown, the general secretary at Hudson Hut, discovered shortly after the Armistice was signed and the men began to return home that there was great need for helping returning soldiers to find their lost baggage. Ever alive to the needs of



Mrs. J. W. Wilbur

the soldiers, Mr. Brown organized the "Lost Baggage Department," and daily scores of appeals are received and service is rendered to these men who appeal for their lost baggage.

There was nothing formal about the welcome extended to a young fighting American in the Hoboken "Y" center. Every effort was made to see that bigness of heart went along with the 31,600 feet of

floor space and the high ceiling reach. That physical bigness, by the way, was one of the chief charms of the building. "Dicky" Thach, son of a college president and exceedingly young for a chief boat-swain's mate, once expressed it this way as he swung his leg over a rocking-chair arm—"When a fellow's been aboard a crowded ship, it's a blessing to get where the corners aren't cramped."

In only one room of the Hut is smoking barred. The gameroom, with its eleven pocket billiard tables, its shuffle-board, and its twelve checker, chess, and domino tables, was uninterruptedly humming from 12.05 every Monday morning until midnight Saturday during the war rush. V. A. Boyd, the entertainment secretary, has conducted the entertainments in the auditorium, making an entertainment history that few halls in the country surpass for variety, quality, or quantity. Vaudeville, moving pictures, musicales, and lectures follow each other in a never ending kaleidoscope. On Sunday evenings, amusement, of course, gives way to worship and no feature of the auditorium's program seems to arouse more interest than the weekly vesper services.

The restful library, the splendid shower-bath facilities, the barber shop, the smokeless hostess room, the canteen, and the giant cafeteria combine to make the "gob" or "doughboy" on leave find almost everything he wants or needs, and find it at little cost.

S. A. Anders, the educational secretary of the Hut, has conducted classes, with competent instructors, in commercial Spanish, French, agriculture, and English for foreign-born. Whenever a group

of men stationed at the port display interest in a particular line of study, a class in that subject is organized and kept going until the men leave. As for the transport sailors, they are invited to ask for textbooks in any line. The books and advice on their use are furnished and men are requested to come to the Hut for further help next time they reach port.

All this educational service, including textbooks, is free and has three primary aims: Americanization of the foreign-born; preparation of the men in general for success in civil life; and guiding of the students' minds toward "the job back home," as opposed to congestion in near-by cities. Splendidly illustrated books are placed on each desk in the library of the Hut, reminding by photographs of the agricultural and commercial opportunities to be found in the South and West.

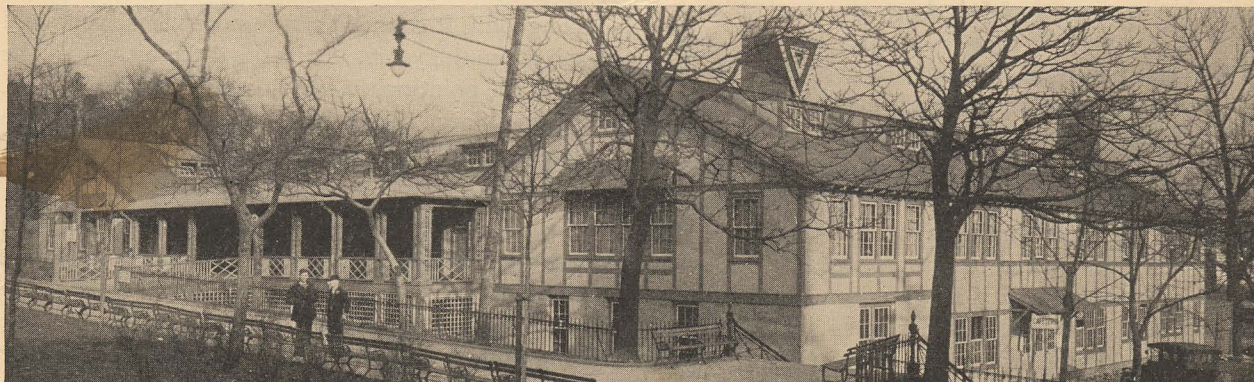
W. F. Berry, religious secretary at the Hut, has made the tri-weekly Bible class suppers among the most popular features of the service rendered by the Y. M. C. A. in Hoboken. Throughout the religious work done there is presented a constant appeal to the men to "tie up with a church at home" after discharge.

In this field the employment and religious secretaries cooperate in a novel way. A church in the "home town," chosen by the man himself, is notified when a sailor or soldier is nearing discharge. In each case the "Y" suggests that a committee of members get in touch with the man, offer him a welcome from the church and *see to it that he secures a job*.

The following are the men whose names, as general secretaries at one time or another, will go down as leaders in Hudson Hut's success: J. B. White, A. C. Estes, and C. E. Brown, its present secretary.



C. E. Brown, General Secretary  
Hudson Hut, Hoboken



Hudson Hut, Hoboken, the Super "Y" Hut of America

# RAILROAD ASSOCIATION MAGAZINE

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## EDITORIALS

### Hoboken

THE name "Hoboken" will for years to come  
conjure up in the minds and hearts of count-  
less soldiers and sailors delightful memories.  
When the khaki and the blue, who by tens of thou-  
sands passed through this port, are all home again,  
they will recall in gratitude the charming and gra-  
cious hospitality and the unmistakable Christian  
spirit that characterized not Hudson Hut alone but  
also the allied buildings conducted by the Young  
Men's Christian Association along this stretching  
water front.

Many elements entered into making Hudson Hut  
and the associated buildings what they were: the  
faithful and unselfish secretarial force, working in  
season and out of season; fine laymen such as Mr.  
Baldwin and Mr. Campbell, giving generously of  
time and strength; patriotic and devoted women such  
as Miss Tooker and Mrs. Wilbur, who, with that  
great company of volunteer women associated with  
them, gave freely of their best to help brighten the  
lives of boys away from home who were knowing  
more of homesickness than they cared to tell and  
more of the fires of temptation than others dreamed.

Hudson Hut, like all Association war work, will  
soon be a thing of the past, but to those who shared  
in its burdens and its privileges it will live as a  
precious memory whose perfume makes fragrant the  
years. It will endure as a striking illustration of  
the capacity of a Christian agency to render large  
practical ministry in grave days. It will live as an  
evidence of the unswerving loyalty and sacrifice of  
those who, unable to serve at the front, did what  
they could at home. It is a fine thing to fight for  
freedom on the field of battle but "they also serve  
who only stand and wait."

### Detroit

THE Convention is over; the tumult and the  
shouting have ceased; the Captains and the  
Kings have departed; the fires of convention  
enthusiasm have grown dim; the hour has struck  
for appraisal and action.

Did the International Convention make good or  
was it sounding brass and tinkling cymbal? Did it  
sound a note worthy of great days or did it merely  
indulge in worthless mouthings? Did it justify the  
lustrous past and point the way to a more luminous  
future, or was it content with self-admiration, com-  
pliments, and glorying in the past?

He who was at Detroit can answer these questions  
with clearness and conviction. The Convention did  
make good. It sounded a true note whose echo will  
reach down the years. It justified the history of the  
past, while pointing the way to awaiting possibilities.  
It planned large things for the onward sweep of the  
movement and for the speeding of the coming of  
the King.

To have looked from the convention platform  
down upon the sea of faces gathered in the great  
arena was a privilege to be coveted. How resolute  
in purpose and how illuminated by the Spirit of the  
living God those faces were! What latent power  
for righteousness was gathered there—what meas-

ureless forces that unloosed would set in motion energy adequate to overturn kingdoms, transform empires, convert nations, save men!

The men were there, nearly 4,000 in number; the program was there, modern and effective; high ideals were there, dominating the gathering; far-seeing visions were there, unfolded by men with heaven-born dreams.

The Detroit Convention is now of the past, but it will not soon be forgotten, for from it, as a new point of departure, the Young Men's Christian Association will press forward, "an army terrible with banners."

### Veterans

THEY marched down Fifth Avenue in New York; State Street in Chicago; Commonwealth Avenue in Boston. Proudly they marched, bearing their colors high, as they had borne them on the fields of France. They were veterans of a world war fought to a victorious conclusion. They were men who had wrought miracles and, returning home, received the grateful acclamations of those for whom they battled.

But life has other battlefields than those on which armies clash and life has other battles than those of its great wars. There are other honorable wounds and scars than those of bullet and of sabre. Life has its veterans of peace who bear without complaint the wounds and scars of many conflicts. To heroes such as these, as well as to those from overseas, we raise our hands in salutation as we cry, "Hail, all hail!"

Isaac Jenkins, past the allotted three score and ten, as faithfully at work as in the heyday of his youth; Harry Aukerman, retiring from active service, amid the loving appreciation of those whom he served these many years; George Sample, finding in freedom from detail of administration his largest opportunity for life investment; and Frank Thatcher, still in the battle after more than thirty-five years of splendid service.

A luncheon was tendered Mr. Thatcher recently in recognition of the thirty-fifth anniversary of his secretaryship in Buffalo. What higher tribute could be paid to the cumulative power of unselfish service than the fact that at that luncheon every member of his large Committee of Management was present, not one missing? A veteran of years? Yes, but still a boy at heart. Bearing the marks of long service upon his sleeve? Granted, but within him the song of deathless youth.

Who among those present can forget the little gathering in the Association at Detroit one night

during the recent Convention when the Quarter-Century Club had dinner together? Forty men were there, representing a total service for the Young Men's Christian Association and the Kingdom of God of more than one thousand years. To see that little company gathered, as were the historic twelve, in an upper room, was a tonic in days when materialism and selfishness control the hearts of many men.

Long and honorable is the list of those veterans who have fought well and are still fighting. Proudly we acclaim them as the heroes of the Railroad Department, worthy all honor. In forgetting themselves they won for themselves an imperishable place in the history of the Young Men's Christian Association. Such men as these will live in the hearts of others so long as the world recognizes character and rejoices in seeing demonstrated the fruits of the Spirit in the lives of men.

### Father and Son

THERE are few ties closer and dearer than those that bind together a father and his son; for the right-minded father sees in his boy the promise of the continuance of himself after his own life is spent, and every true boy sees in the right kind of a father the kind of man he himself would like to be as the years take their flight.

Nevertheless, owing to the pressure of these strenuous times father and son are not always as close together as they would wish. The pressure of life's duties upon the man and the claims of youth upon the boy tend to draw them in different directions. They are not separate in affection, but sometimes in complete understanding; they are not apart in love for each other, but in that spirit of "chumminess" which is perhaps the most delightful of human relations.

The Young Men's Christian Association has set apart February 16 to 22, 1920, as Father and Son Week, and Railroad Associations are urged to share in this privilege. Father and Son banquets should be held, Father and Son meetings conducted, and every possible effort made to draw into closer relationship those whom God has united as fathers and sons.

### The Merchant Marine

BY action of the International Convention, held in Detroit, Michigan, November 19 to 23, 1919, the Railroad Department was authorized to establish a Merchant Marine Division at the earliest possible opportunity, and to this end to make such further investigation of the field as might be deemed necessary in order to ascertain its needs and possibilities.

Such investigation is now in progress and it is expected that, with larger knowledge of existing facts, the way will soon open to a far-reaching ministry of service by the Young Men's Christian Association to the men who sail the Seven Seas.

## Volunteer Work at Hudson Hut

*MARY R. TOOKER, Hostess Secretary at Hudson Hut, herself a Volunteer Worker, writes of her gratitude to the Y. M. C. A. for "Schooling a Volunteer"*



Miss Mary R. Tooker

I RECALL very clearly the day in November, 1917, when a statement in the *American Issue* caught my eye, and turned my thoughts to Hoboken: "United States Government closes one hundred and seventy-eight saloons in one day."

A visit to Hoboken showed a long street of closed saloons, but not one open door into anything cheerful or uplifting for men in the Service stationed there. Through the kindness of Major General David C. Shanks, Commanding Officer of the Port, and the cooperation of local people, this condition was soon changed by the Hut conducted by the War Work Council of the Y. M. C. A. From the day of its opening, in December, 1917, to the present time, November, 1919, women volunteers have been used in increasing numbers in the canteen and cafeteria of the "Y."

During the long months of anxious uncertainty as to the safety of members of their families, many women counted the opportunity of service at the "Y" a great privilege. It gave to these volunteers an outlet to that universal desire to be of service to our country which was so deep among our women, and it put the workers in direct touch with boys who, like their own, were serving in the Army and the Navy.

All kinds of service has been given by these loyal volun-



Volunteer  
Workers at  
Hudson Hut

teers: sweeping, dusting, scrubbing, washing tables, carrying and washing trays, making sandwiches, cutting pies and cakes, serving coffee and food, playing hostess, and talking with the men in uniform.

No "fair weather friends" were they. Rain or snow, heat or cold, did not deter them from serving on their appointed day and team—teams which grew from four members at the beginning to fifteen or twenty, as the need grew, making a total of about five hundred women from various towns as far as Morristown on the west, Montclair on the north, and Jersey City and Newark, as well as Hoboken itself.

The character of the work is changing somewhat. Fewer uniforms, with their fascination, are to be seen. A larger number of men in "civies" daily fill the noon line, but we recognize Naval Reserves and honorably discharged soldiers underneath the motley

variety of suits and hats, as well as government employes.

Recognizing the need of these service men and boys out of uniform for a clean place to eat in cheerful surroundings, we "soldier on," helping to create the atmosphere of hominess and friendliness which has made the "Y" in Hoboken beloved by the men in service.

The benefit to the "Y" of the volunteer service has been demonstrated beyond question. There has also been the other side. Hundreds of women have learned the value of team play, loyalty to an organization which is large in scope and high in ideals, sympathy with all sorts and conditions of men. We have learned to recognize by experience the universal brotherhood of all men and women and are grateful to the Y. M. C. A. for schooling a volunteer.

### Another Group of Hudson Hut Volunteer Workers.

They are seated in the roomy and attractive cafeteria.



## NAVAL WAR COLLEGE NEWPORT, RHODE ISLAND

December 10, 1919.

It may be of interest to the readers of the RAILROAD ASSOCIATION MAGAZINE to speak of the value of the "Y" and particularly of the value of the Hudson Hut, Hoboken, New Jersey, to the troop transport *Leviathan*, which ship I had the honor to command during the latter part of the war and for a few months after the Armistice.

We maintained in the *Leviathan* a navy personnel averaging seventy officers and two thousand men. As, periodically, a percentage was leaving us to commission new transports and was replaced by green men, and also by reason of the huge size of the ship, many men never could get acquainted with their shipmates.

Now we have found, in any ship of the Navy, that the highest efficiency, the best cooperation, the best discipline rests on a common understanding, a common sympathy, a unity of thought and action, including captain, officers, and men. This is only another way of stating the axiom that the maximum of cooperation depends on the maximum of understanding.

Our difficulties in gaining this condition were somewhat relieved by the four "Y" houses on River Street, Hoboken, and the one "Y" house on Hudson Street. But actual strides toward the desired condition were not made until December, 1918, when the "Y" opened the Hudson Hut.

Cooperating through Secretary Safford of the *Leviathan*, the Hudson Hut gave us a *Leviathan* night whereby a large percentage of the crew of the *Leviathan* were brought together and given an entertaining evening, affording the



Capt. W. W. Phelps  
Former Captain of U. S. Troop Transport *Leviathan*  
—now at Naval War College, Newport, R. I.

needed opportunity for the captain, officers, and men all to become better acquainted. And from that time on I came to regard the Hudson Hut as an important aid to better discipline and better morale in the *Leviathan*. The Hudson Hut is as attractive architecturally and substantially as it is in its comforts and equipment, and it would be the greatest pity if it should not continue just as it is.

It is this sort of service rendered by the Young Men's Christian Association to the Navy that I like best to dwell upon, and that seems to me to be its most important service.

No one needs nowadays to eulogize the "Y" for its service to men in the material ways. Its material achievements are too well known and understood. Its greatest value to the Navy and Marine Corps, and I am sure to the Army also, has been in enhancing morale, and improving thereby directly discipline, and hardening the "will to victory." From this one standpoint alone, every cent of money that has been invested in the Y. M. C. A. and in the other war welfare organizations (for we must equally appreciate the same excellent work done by all the others), has been as sure a contribution to victory as any investment in a liberty bond. Surer, I may say, because liberty bonds mainly provided material things. The "Y" helped to provide the spiritual punch, so much harder to gain, and so much more valuable when once gained, for did not Napoleon say that in war the moral stands to the material as three to one?

And for these spiritual helps I would like to say that they in turn were completely due to the splendid personnel with which the Y. M. C. A. enlivened its material. Without the service given and examples set by the Y. M. C. A. personnel, no amount of material would have brought about these great achievements.

Faithfully yours,

W. W. PHELPS,

Captain, United States Navy.

## HEADQUARTERS PORT OF EMBARKATION

HOBOKEN, NEW JERSEY

Dr. John P. Munn, Chairman,  
Transportation Committee,  
Young Men's Christian Association.

My dear Dr. Munn:

I have watched with particular interest the activities of the Young Men's Christian Association at the Port of Embarkation from the time when Mr. Safford and Miss Mary Tooker opened the rented quarters at No. 127 Hudson Street, through the splendid accomplishments of the Hudson Hut and its auxiliary plants.

I wish to indicate to you and your associates my keen appreciation of the contribution that has been made to the well-being of soldiers and sailors passing through this port.

The secretarial staff at the Hudson Hut and the hundreds of women who have volunteered for service at the cafeteria and at the canteen have worked most painstakingly to the end that our men should be kept happy and contented. No one can measure the good that has been accomplished.

A special word should be said in commendation of Miss Mary Tooker and Mrs. Jane Wilbur, who have been the mainstays in volunteer service. Miss Tooker came to me at the very beginning of things here, offering her services and her means for the benefit of the troops, and she is still here every day ministering most kindly to a large number of appreciative men. Mrs. Wilbur came soon after and has directed the cafeteria at Hudson Hut most excellently. Too much cannot be said in laudation of their work.

I can make no prediction as to how long your activities may be necessary, but I sincerely hope that you have no thought of suspending the work near the port so long as the need is as great as at present.

I appreciate very much the personal interest you have always taken in the Embarkation and Transport Service.

Yours sincerely,

D. C. SHANKS,

Major General.

*A photograph of Major General Shanks appears opposite page 1.*

## Hudson Hut, As I Saw It

*J. PALMER CAMPBELL says: "Here was a place where care and loving tenderness could always be found"*



J. Palmer Campbell

**H**UDSON HUT, AS I SAW IT, in plan, previous to its construction, seemed to me to be too largely conceived for the purpose. But that was because I had not grown up to the size of the work to be done.

After the construction, and after its equipment was installed and work commenced, I saw that those who were responsible for its building knew their job and the demand for its being.

Hudson Hut was well planned, well located, and well managed.

It was completed and made available in the nick of time to help some of the departing and all of the returning boys.

While I personally must confess that my time and energies were so absorbed by Liberty Loan, Red Cross, and United War Work Drives that I could not give any time to the work the Hut was doing, I saw Hudson Hut caring for the boys and girls of the Port of Embarkation and for the young officers waiting for discharge or detail, and making the lame, halt, and blind from the Army Hospital happy. Here was a place where care and loving tenderness could always be found.

What its future may be is not important. It has fully justified its cost and being, and if arrangements can be made to continue it in some civic endeavor, so much the better.

But as I saw it, it did its full duty and owes nothing to any man; on the contrary, it has rendered a service in value to our boys far in excess of its cost.

## The Volunteer Workers

*S. HENRY BALDWIN writes: "If the men received the same joy as we experienced in serving them, our efforts have been doubly repaid"*

IN 1917, when our country lined up in the great war struggle, men were eagerly seeking some form of service. The appearance of the triangle in a basement window of a former saloon in Hoboken offered an opportunity. The room was small and possessed very little equipment, and in consequence Mr. Safford, the genial secretary in charge, was anxious to obtain volunteer assistance.

As soon as the wants were made known, offers of financial aid and time were freely made. The response came in great measure from East Orange, through the men's classes of the various churches, simply because the appeal was first made there.

The tremendous growth of the work soon necessitated the renting of several buildings. And during that period committees of local men and women were formed to direct and promote the various activities. The volunteer workers were thus able to render much needed assistance, until the secretarial staff was properly organized and ready to assume supervision.

On moving to the Hudson Hut, teams were organized to take care of the activities on the main floor between the hours of 5.30 and 10 o'clock every evening, and many of the men are still active in the work.



S. Henry Baldwin

It is perhaps not within my province to refer to the splendid work done by the ladies, under the leadership of Miss Tooker and Mrs. Wilbur. I would simply say that they assumed the greater share of the volunteer work, and the faithful and able way in which it has been performed is quite evident to all their associates.

The volunteer workers appreciate the opportunity for war work extended to them by the "Y. M." They have enjoyed their relations with the obliging and hard-working secretaries of the Hoboken staff, and above all value having been brought into close contact with the men in the service. If the men received the same joy as we volunteer workers at Hoboken experienced in serving them, our efforts have been doubly repaid.

Brigadier General G. H. McManus,  
Troop Movement Officer at Hoboken,  
writes to Miss Tooker about the  
work of Hudson Hut

My dear Miss Tooker:

Recent orders of the War Department relieve me from duty at the Port of Embarkation and take me to Norfolk, Va., for station. I am sure you already know my thoughts as to the good work you have done in the Y. M. C. A. Huts, but I wish to repeat my words of appreciation for the great and good work you have done in Hoboken. I know that it has been of immeasurable value, not only in a material way, but more particularly in a great moral way, to the men. Please accept my heartiest good wishes as well as my word of appreciation.

Very sincerely,

(Signed) G. H. McMANUS,

Brigadier General, U. S. A.,

Troop Movement Officer.

## Echoes from Newport News

*When the Transportation Bureau Hut at Newport News was about to cease its activities because of the closing of the Port of Embarkation, Major General Cronkhite and Major L. W. Depuy wrote to Mr. O. C. Post, the General Secretary, in highest terms of commendation of the work. Their letters are reproduced herewith:*

ARMY SUPPLY BASE, NORFOLK, VA.

Your work at the Casino Y. M. C. A. Hut and also that of your staff has been greatly appreciated by Army Headquarters. Upon hearing of your leaving the Y. M. C. A. service I hasten to let you know that the officers and enlisted personnel of the port feel that they are losing a splendid agency for the good of the service. Being in close touch with all welfare organizations, I can see the good of your work probably more than most officers who are not in as close touch, and personally I want to thank you for the cooperation which you have given us in handling the many trying situations in the way of entertainments, feeding, etc.

(Signed) L. W. DEPUY,  
Major, Infantry, U. S. A.,  
Director of Non-Military Activities.

ARMY SUPPLY BASE, NORFOLK, VA.

My period of duty at the Port of Embarkation is about to cease, and before I leave I wish to have the pleasure of expressing to you the appreciation of the commissioned and enlisted personnel of the port for the many kindnesses extended to them. I wish to thank you, as well, in the name of the numberless thousands who passed through Newport News, on return from service overseas, whose paths were smoothed by you, and especially through your kindly attentions to their friends and relatives, as well as to the civil functionaries who came to welcome them. These kindnesses were extended to all men in uniform, whether native or Allied troops, and these latter have freely stated that they were more warmly welcomed here than on their governmental soil. The constant crowds in attendance upon your efforts have proven your success, and you should terminate your efforts with a feeling of complete satisfaction of work well done.

(Signed) ADELBERT CRONKHITE,  
Major General.

## 1920—The Banner Year

*A. B. RICHARDSON, State Railroad Secretary, Tennessee, says: "The year before us is holding the opportunities of a lifetime"*

**E**VERY employed officer, every member of the hundreds of managing committees, and every member of the Association should be brought to a realization that the year before us is one holding the opportunities of a lifetime. Light-

ning-like changes of conditions among the great army of railroad workers present constantly expanding opportunities and it behooves every man of us to enlarge his capacity for new enthusiasm, so that we may not be shorn of our striking power.

The after-war readjustments to a normal peace basis will be the paramount feature of the coming year.

Throughout the Railroad Associations of North America, now numbering almost three hundred, there is a rising tide of interest in one another, causing a feeling of comradeship. The leaders of the movement are being stirred by the compelling facts of the various fields—not only those already organized and occupied, but also the several hundred fields yet untouched by the Association.



A. B. Richardson

The Association should seize its opportunity for helping to bring the character-making influences and the personal social standards of Jesus Christ into the lives of the railroad men and boys who compose and control this great field of the railroad industry. The undivided message of the Railroad Association of body, mind, and spirit should be projected into every railroad community during 1920, and an opportunity given the railroad workers to understand more fully the purposes of this great movement.

The all-round program that concerns physical, mental, religious, social, and economic welfare needs to be continued. The splendid beginning of the past

year, when the entire Brotherhood joined in the Membership and Service Drive and when simultaneously the Associations participated in a program of activities, has been a never-to-be-forgotten lesson in doing things unitedly and systematically, and this same policy will be a permanent feature of the coming year.

The Banner Year, first of all, should set a goal of not less than 200,000 membership and with the proper organization the achievement of this quota will be an easy undertaking.

The simultaneous membership plan is the right one. It takes the Association out of the realm of the special privileged class and the industrial man is made to feel that he is actually wanted, that the men of the Brotherhood really need him, not only for what he gives in so many dollars and what he may get in return, but because he can contribute to the great altruistic service of the Association.

The year will make wonderful strides in the development of the new leadership which will be required to continue and enlarge the fivefold program.

The successful employed officer will recognize that the efficiency of the Association depends upon its volunteer organization. The well-planned program for the year requires secretaries, but, more than that, thousands of volunteers, men who work without financial recompense or reward. The successful Association is a laymen's institution. There is an influence exerted by volunteer work which does not attach itself to paid or professional work.

It will be our purpose always to remember during this Banner Year that the Brotherhood is truly a democratic organization and it is decidedly worth while to have the membership coached to mingle together.

The physical, educational, religious, social, and economic program, which has been so well begun, can be carried through to a successful conclusion by unanimity of purpose, by cooperation in methods, plans, and policies, and by simultaneous action. Thus will 1920 be truly a glorious year, never to be forgotten, and one fruitful in the multiplicity of souls garnered for the Kingdom of God.



Hudson Hut Christmas Celebration



American Legion Men at Hu



Monday Night Bible Class—102 Service Men Present



250 Yeomanettes Entertained at Hudson Hut

## In Hudson Hut

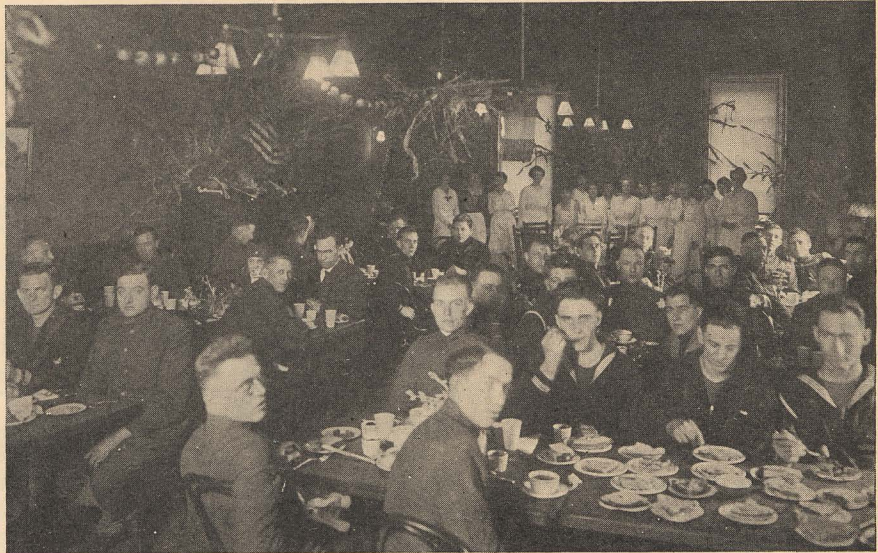
### AMERICA'S LARGES



Staff of Buildings Department, Hudson Hut, and



Men at Hudson Hut



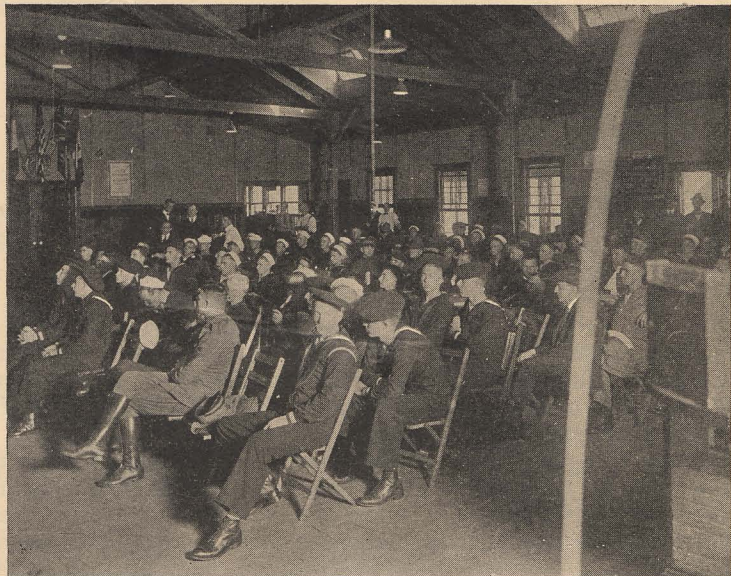
Free Thanksgiving Dinner to Service Men

# Hut, Hoboken

## LARGEST "Y" HUT



Hudson Hut, and Some of Their Families



Watching World Series Baseball Returns

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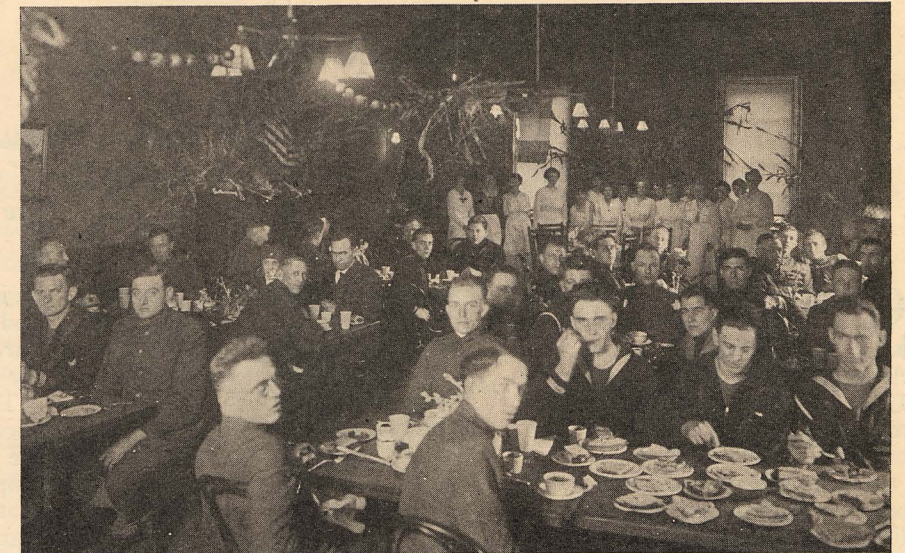
Hudson Hut is the answer to the need for a typical Y. M. C. A. service to soldiers, sailors, and marines—officers and men—a place for rest, entertainment, good cheer, good food at a reasonable price, religious, educational, and social expression.



Hudson Hut Christmas Celebration



American Legion Men at Hudson Hut



Free Thanksgiving Dinner to Service Men



Monday Night Bible Class—102 Service Men Present



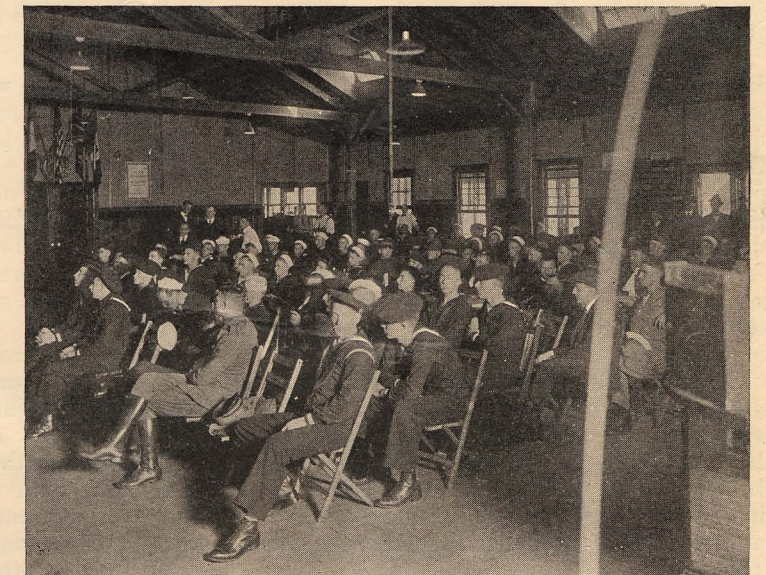
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### AMERICA'S LARGEST "Y" HUT



Staff of Buildings Department, Hudson Hut, and Some of Their Families



Watching World Series Baseball Returns

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# Railroad Slang

*J. L. B. SUNDERLIN, Railroad Secretary at Albany, is writing an article each Sunday for the "Knickerbocker Press" of Albany.*

*One recently published is reproduced here*

**S**LANG is very prevalent and much too common in the United States of America in this year of our Lord, 1919, many using it because it is more expressive, for them, than ordinary king's English.

A patois has thus been developed in certain trades, occupations, and professions that is quite unintelligible to the layman.

Take, for instance, our baseball slang; anyone not a fan would find it very difficult to understand the detailed report of a game as set forth in the sporting column of the daily newspaper.

Railroading is no exception to the rule, a jargon having grown up around this occupation remarkable alike for its brevity and expressiveness, a few examples of which, we trust, will be of interest to the general public.

We will begin with the locomotive, as "she" occupies a good portion of the center of the stage, for obvious reasons.

A locomotive is always referred to as "she"; some say because it takes a man to handle her, but this saying was probably prevalent before the days of woman suffrage.

Other conclusive reasons why the locomotive is always spoken of in the feminine gender are that she is always equipped with an apron and a petticoat; the apron being the piece of sheet iron connecting the tender and the engine, and forming part of the flooring upon which the fireman stands, and the latter being the pipe that regulates the draft in the front end.

The air pump is frequently termed the "wind jammer"; a very expressive term, don't you think?

Steam is referred to as "putty" and also "juice" and when the engineer is working her hard he is said to be "pounding her on the back"; and when she fails to respond to this treatment and stops on a hill, she "lays down"; when the fireman puts on the blower to get up steam he is using "the fireman's friend"; and when she attains the maximum pressure again and shows steam in her pop valve, she is "showing the white feather."

The engineer is frequently designated by the irreverent as "eagle eye," the fireman as "fire boy," the brakeman as the "shack," and the conductor as the "con."

The railroad track is known as the "pike," and when the engineer is making particularly good time



J. L. B. Sunderlin

he is said to be "hitting the trail," and when he is losing time he has "dropped" so many minutes, as the case may be.

The usual railroad office is known as "the knowledge box," the superintendent as the "super," and the master mechanic as the "old man"; and when a man is called into the office in order to institute disciplinary measures in his case, he is said to be "on the carpet."

When a railroad man is promoted he is "set up," and when he is put in charge of a passenger train he is handling "varnished cars."

When he goes to bed he "turns in," and when he goes to sleep he "pounds his ear"; his dinner pail is the "grub bucket" and his boarding house the "hash factory," and so on *ad infinitum*.

We do not mean to infer by the foregoing that all railroad men use these terms or that any considerable number of them use them habitually, but they are in more or less common use by large numbers of men, and are well known to those who do not use them.

As railroad men come up in the service they shed a good many of these more suggestive terms, the refining influences of the Railroad Young Men's Christian Association often being a contributing factor in this line, so much so that a well-known railroad man who has been a good many years in the service remarked that he could generally tell by the conduct and conversation of the average railroad man whether he was or was not an habitual frequenter of the Railroad Young Men's Christian Association.

This, of course, applies principally to single men, who, from the nature of their calling, have no place they can call home, for of course nothing can take the place of the refining influence of a good home.

In the last analysis the man Jesus Christ is the great refiner and purifier, whether the railroad man come into contact with Him in the church, the Railroad Young Men's Christian Association, or the home; and no life is complete without the power of this inner life to supplement this imperfect life of ours; and the railroad man who comes into saving contact with Him is a better man in this life, and is prepared to cross "the Great Divide" when the summons comes.

## The Boy Remembered

J. M. DUDLEY

IT was another case of death from influenza. Two men carried a basket bearing a baby through Bonaventure Station, and by their manner of handling their helpless burden somehow betrayed to the writer of this story that this was part of a funeral company and that the little one had lost father or mother.

A few minutes later, on boarding the train and again seeing the babe in the basket, it was no surprise to see a mother by its side dressed in deep mourning. For in some strange way two broad-shouldered men had revealed without words the tenderness that is called forth only at such a time. Yet it was a sad surprise to see my friend, Captain Randall, sitting there and to read the signs of suffering in his fine old face. The father of the babe was his son, who had died of influenza and was being taken home to Vermont for burial.

Captain Randall was always proud of his boy and rightly so. H. E. Randall, Jr., made a good record in high school and in Boston Tech, and was making wonderful strides in his profession as a hydro-electric engineer, when death overtook him at the age of twenty-five.

The father spoke first of his satisfaction over the very substantial insurance his son had provided for his young widow, and then went on to tell this story, which is given as far as possible in the captain's own words: "My boy was a thoughtful and considerate son. When he got through college and was ready for a business position, he said, 'Dad, it has cost you about \$5,000 to educate me, and I mean to pay you back some day. To make this matter sure, I mean to take out a life insurance policy in your favor.'" At this point Captain Randall produced from his coat pocket a paper and handed it over to me. It was a Mutual Life Insurance Co. policy, in the father's favor, for \$5,000. The dear old man's mind was not on the \$5,000, but his heart and mind were overflowing with pride in the memory he has of a faithful and loyal son.

H. E. Randall, Jr., not only bore his father's name, but had much of his nobleness of mind and heart. The boy is gone, but his character lives and will lure others to better living on the railroad and in the little hill-girt railroad town.

## The New War

F. H. THATCHER

EDITORIAL NOTE: Reprint from November issue of *Brass Buttons*. Mr. Thatcher, as noted elsewhere in this issue, recently completed his thirty-fifth year as general secretary of the Union Terminal Railroad Y. M. C. A., Buffalo, New York.

We thank thee, Lord, for peace!  
And yet for peace we pray!  
Cannon and rifles cease,  
But hosts stand in array!

The forge is silent now  
When cries a world in need!  
The captain will not bow  
Down to the workman's creed.

The toiler will not yield  
What need he thinks his due,  
On this old battle-field  
War blazes out anew!

Brothers stand face to face,  
While mutual hate is rife,  
And brotherhood gives place  
To fratricidal strife!

How strange men should forget  
The law of mutual life!  
The needs of none are met  
Without another's gift.

Either must fall and fail,  
Without his fellow's aid;  
No capital avail,  
No worthy labor paid.

Lord, hear our prayer for peace  
On this fresh field of strife!  
That bootless conflicts cease  
And love transfigure life!

## Unique Socials at Pueblo Railroad "Y"

THE cold winds of Colorado that wheeze and whine under the cupola sash and the driving sleet that undercuts the flapping locomotive cab canvas sometimes chill the very souls of men in train and engine service.

For such as these Charlie Kincaid, secretary of the Pueblo Railroad "Y," knows the cup that cheers and serves it with the gracious cooperation of the girls of the Pueblo Y. W. C. A.

Beginning in the early fall, the first of these now famous socials was given in the lobby of the Railroad Association, the girls of the Y. W. coming as guests. In a few weeks the girls invited the men as guests for an evening at the Y. W. C. A.

The City Association is also cooperating, and Secretary Ruppel says, "The socials afford opportunity to the many young men of the membership who do not have an acquaintance among young

women to meet some splendid girls socially, and they likewise afford a similar opportunity to the girls to meet some fine young men."

Through the season the response from the membership has been splendid and enthusiasm grows with each social. A closer working relation between the cooperating Associations is one of the by-products of the socials.

Games, musical and dramatic numbers, readings, and mass singing have been the popular features. Of course "eats" are always on the program.

The secretaries of the three Associations are agreed that these socials as conducted enable the several cooperating organizations to further their objective and, basing an opinion on results coming from this venture, they advocate more social life between the Y. W. and the Y. M. C. A.

## A Notable Anniversary

(Reprinted from November issue of *Brass Buttons*.)

IT is most unusual, and a rare privilege, to break into the columns of *Brass Buttons*. As the result of an urgent request, I have been granted a dispensation by the editor to make a statement which, all will agree, should be a matter of record in the columns of *Brass Buttons*—columns that are burnished so bright they clearly reflect all that's best in the life of the Union Terminal Railroad Branch.

On Tuesday, October 28, thirty-five—mark the number—representative Association leaders gave a complimentary luncheon at the Elliott Club to Frank H. Thatcher, the genial and efficient executive secretary of the "Union Terminal," in recognition of his thirty-five years of continuous service as executive secretary of the Union Terminal Railroad Branch. In this period the membership has advanced from thirty-four to approximately 1,000.

One of the most remarkable features of the luncheon was the fact that every one of the members of the Union Terminal Board of Management residing in Buffalo, nineteen in all, was present at the luncheon. When we consider the activities of railroad officials, the fact of the attendance of every man is

the best evidence of the high regard that they have for Mr. Thatcher. Nearly all these officials took the opportunity to say a few words of commendation. President Hugh Kennedy and Vice-President Arthur E. Hedstrom were present for the directorate, and the various Branches of the Association were represented.

Congratulatory messages were read from Dr. Mott, International Railroad Secretaries Moore and Hamilton, and State Railroad Secretary Smith. Fitting gifts were presented to Mr. Thatcher, Mr. Mossman and Mr. Tuttle being the spokesmen. Chairman James E. Clark of the Union Terminal presided in a happy manner over the occasion.

The best number on the program was the speech of Mr. Thatcher at the end, when he modestly reviewed his connection with the work and delighted all present with his assurance that it would be indeed gratifying to him if he should have the privilege of celebrating his fiftieth anniversary as the secretary of the Union Terminal Branch.

A. H. WHITFORD,  
General Secretary.

## Helping Pocatello Win

**I**N the last issue of RAILROAD ASSOCIATION MAGAZINE editorial mention was made of the successful campaign for \$90,000 recently conducted by the Pocatello, Idaho, Railroad Association. Two photographs are shown in the current issue—one a group of ex-service men who helped put the campaign "over the top" by solicitation among their fellows; the other photograph shows one of the "Daily Get Together" meetings of workers. These daily dinners were served by ladies of the different local churches and the one shown by the photograph was served by the Ladies' Committee of the Church of Latter-Day Saints of Jesus Christ.



## Faithful and True

(A reprint from the *Altoona Tribune*, November 1, 1919.)

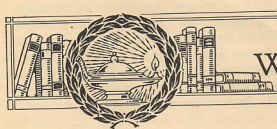
THE *Tribune* yesterday announced the retirement from active duty of General Secretary

H. J. Aukerman, of the Pennsylvania Railroad Young Men's Christian Association, after more than thirty-seven years of useful service. He now becomes secretary emeritus and will enjoy a well-earned rest for the balance of his days, which we trust may be many. He has richly earned a period of leisurely activity.

From the beginning of his career as general secretary, the *Tribune* has been in pretty close touch with Secretary Aukerman. At the time when general distress led this newspaper to found and carry on the Quick Charity Fund, it was Mr. Aukerman who helped to solve the problem of efficient distribution and careful oversight. He became the general agent of the fund, a post he occupied for several years, carrying on the work with the aid of the noble ladies who assisted in the task of investigation and distribution at no expense whatever to the fund, every penny of which went to the relief of suffering. The existing Central Bureau of Charity is the successor of the Quick Charity Fund and is administered on the same principle and at practically no expense.

The Pennsylvania Railroad Young Men's Chris-

tian Association of the city of Altoona has a long and an honorable history. It was perhaps more intensely devoted to the important business of personal evangelism in those days than at the present moment,—perhaps it would be better to say that it had fewer lines of work,—but it was always actively engaged in the business of promoting all the best interests of the community, and Mr. Aukerman has ever been a wise, an active, and a successful leader. The record he has made is greatly to his credit. He is one of the most modest men we ever encountered, but we imagine he has a perfect right to rejoice over the shining record achieved during the past thirty-seven years. Constantly engaged in the promotion of the better and the higher things of life, Mr. Aukerman comes toward the sunset hour with a heart and mind at rest with themselves and also with the world. The *Tribune* hopes that his last days may be his best and that his earthly life may be prolonged for many years, for the reason that it will continue to be increasingly useful to the community, in spite of the fact that its sphere of action will be less extensive than heretofore. Of course we are all pleased to welcome Mr. Aukerman's successor, Mr. Emrick, and to bespeak for him the support and the confidence not only of the members of the Association, but also of the entire community.



## REVIEW OF WORTH-WHILE BOOKS

A large number of Railroad Young Men's Christian Associations have libraries and during the past year many tens of thousands of books were distributed among railroad men and their families. In view of this fact, RAILROAD ASSOCIATION MAGAZINE has decided to inaugurate a review of worth-while books in the hope that the more attractive among them may find their way to Association library shelves and to the personal bookshelves.

**THAT ONE FACE.** *By Richard Roberts.* This unusual series of daily readings presents a number of the world's great poets and suggests the manner in which their teaching was influenced by Jesus and the way in which His Face, in a sense, was the center toward which their thought turned. For those, and they are many, who find the poetic approach to Christian faith appealing and impressive, these studies by Mr. Roberts will prove of great value. Published by Association Press, New York.

**OPENING THE IRON TRAIL.** *By Edwin L. Sabín.* Every Railroad Association with a library ought to have on its shelves fresh and appealing books for boys. "Opening the Iron Trail" is a real railroad story. We glimpse the overland stage that preceded the railroad of today; we catch the spirit of the boundless prairies and we share with Terry and George the exciting adventures of the successful laying of the iron rails across a continent in the face of tremendous odds. Familiar characters walk across the pages—General Grant, Collis P. Huntington, and Sidney Dillon, who, when he died, left an endowment fund to help promote the work of the Railroad Young Men's Christian Association on the Union Pacific Railroad. A book well worth getting and distributing widely among the boys (and men as well) who constitute the Railroad Association field. Published by Thomas Y. Crowell Company, New York.

**A MAN FOR THE AGES.** *By Irving Bacheller.* Irving Bacheller has rendered a great service by his portraiture of Abraham Lincoln in his new and splendid book, "A Man for the Ages." From the first glimpse of the rugged pioneer on the banks of the Sagamore through to the brief but graphic story of his death one feels that he lives with the great

American and shares with him in the perils and joys of those pioneer days. Apart from its splendid delineation of the young manhood and growing power of Lincoln, "A Man for the Ages" gives appealing pictures of the lives of those hardy men and women who made our great western country. A book to be read and reread and to be given place in every Association library. Published by The Bobbs-Merrill Company, New York.

**THE GREEN-PEA PIRATES.** *By Peter B. Kyne.* A most interesting story somewhat in the whimsical vein of W. W. Jacobs. Mr. Kyne relates the exciting adventures of three very human old reprobates engaged in the conveying of garden truck in San Francisco harbor. The adventures that befall this worthy trio—in fact quartet, for there was a fourth less striking character in the party—baffle description. Participating in a Mexican revolution, kidnapping cannibals, and being stranded on a barren island were everyday occurrences to them. An unusually good book for a winter's evening by the fireside. Published by Doubleday, Page & Company, New York.

**HUNKINS.** *By Samuel G. Blythe.* Mr. Blythe has written an excellent story of American political life. The hero is a returned soldier who, entering the political arena on a reform platform and with the support of other returned soldiers, makes his way slowly but surely until he finally reaches the mayor's chair. The vicissitudes of his experiences and who "Hunkins" really was are secrets to be solved by the reader himself. It would not be fair to rob him of pleasure by stating them in advance. A good book for Railroad Association libraries. Published by George H. Doran Company, New York.

**SANCTUS SPIRITUS AND COMPANY.** By *Edward A. Steiner*. An appealing book in these days of national and international turmoil is Dr. Edward A. Steiner's "Sanctus Spiritus and Company." His characters are real, throbbing human souls and he constantly delights his readers with a hopeful and wholesome philosophy. Dr. Steiner lays bare the struggling hate of racial pride, discloses the immorality and injustice of many modern social customs, and condemns that narrow nationalism that seems to be thriving in all countries, including our own. "Sanctus Spiritus and Company" is the gospel of love versus that of hate, and visions the day when all men, regardless of creed, ancestry, or other accidental forces, may dwell together peacefully. Published by George H. Doran Company, New York.

**THE VITAL MESSAGE.** By *Sir Arthur Conan Doyle*. This book by Sir Arthur Conan Doyle on spiritualism is more for the student than for the casual reader. It is to be regretted that Sir Arthur felt it necessary in the presentation of his theme to enter so largely upon destructive Biblical criticism, which really is not essential to the theme presented. In these days when the question is being asked more frequently perhaps than ever before, "Are the dead still with us?" a book such as "The Vital Message" will have many readers. It is, however, more a book for the shelf and the student than for general distribution in Railroad Association libraries. Published by George H. Doran Company, New York.

**LIFE CAN NEVER BE THE SAME.** By *W. B. Maxwell*. Mr. Maxwell has written an interesting series of short stories illustrating the effect of the war upon varying personalities. Some of the stories are almost gruesome in their realism, as, for example, "A German in the Village," and some are exceedingly bright and cheerful with their good-natured fling at the idiosyncrasies of folk, such as "A Widow." A strong and readable book. Published by Bobbs-Merrill Company, New York.

**THE NIGHT OPERATOR.** By *Frank L. Packard*. This book consists of a series of short stories that the average railroad man would sum up in the word "bully." They tell of life on a western railroad division in the days of at least a generation ago, for in one instance wages are referred to at \$1.60 per day—that must have been before the present High Cost of Living. The characters are human, though rough and ready. Mr. Packard is son of H. L. Packard, for many years closely identified with the

Young Men's Christian Association of Montreal. He is a gifted story teller and it is not surprising to learn that he has found it necessary to turn from his profession as civil engineer to devote himself wholly to literary effort. This book will be enjoyed and appreciated by railroad men. Published by George H. Doran Company, New York.

**THE GREAT IMPERSONATION.** By *E. Phillips Oppenheim*. America has no more effective writer of exciting fiction than Mr. Oppenheim, and in "The Great Impersonation" he grips the reader by the skill of his plot and the effectiveness of the manner in which the story is told. "The Great Impersonation" is in a sense a war story and deals with the striking likeness between two men and the way in which this similarity leads into complications that threaten the welfare of the Allies and promise to promote the interests of Germany. Needless to say, right triumphs, although how it occurs should not be told in review but left to the reader, else his pleasure in the reading may be marred. An admirable story. Published by Little, Brown & Company, Boston.

**HEALTH THROUGH WILL POWER.** By *James J. Walsh, M.D.* In "Health through Will Power," Dr. Walsh places great emphasis upon the power of the will as a remedy for many of the ills to which flesh is heir. Dr. Walsh recognizes the real place of a wise use of medicine, but holds that much more vital toward continuance of health and recovery from illness is a recognition of the power of the will, expressed in adequate utilization of nature's surest remedies, such as exercise, rest, food, and sleep. Dr. Walsh writes with a freedom from technical terms that makes professional statements easy of comprehension by laymen. "Health through Will Power" is a good book to distribute among railroad men. Published by Little, Brown & Company, Boston.

**THE BUSINESS MAN AND HIS "OVERFLOW."** By *William E. Sweet*. A greater problem than that of having something to retire on is treated by William E. Sweet in his recent book, "The Business Man and His 'Overflow.'" It is the question of what a man shall retire to after he has done his necessary work for himself and those dependent upon him. Mr. Sweet has placed at the advantage of other men his own wide and splendid experience of the possibility of making one's "overflow" enrich other lives. This book carries with it an appeal and a challenge and deserves a wide reading. Published by Association Press, New York.

**THE HIGH ROAD TO HEALTH.** *By James Edward Kelly, M.D.* In "The High Road to Health," Dr. James Edward Kelly has placed at the disposal of his readers the results of his wide experience and many years of successful practice. This book is exceedingly suggestive, although all readers may not follow Dr. Kelly in his dietary recommendations. It seems a little strange to learn that eggs and apples are unwholesome food and that many other things with which tables are usually spread have in them elements of grave danger. The book, however, is stimulating and attractive and in these days when people are interested as never before in the development and preservation of health is entitled to and deserves a wide reading. Published by Dodd, Mead & Company, New York.

**JOHN DENE OF TORONTO.** *By Herbert Jenkins.* When \$20,000 reward is offered for a missing man a natural inference is that he is an unusual man and that there must be unusual reasons for wishing his return. This is very true of "John Dene of Toronto" by Herbert Jenkins, for Dene had invented a type of destroyer that meant much to his country and that his country's enemies were very eager to capture so as to prevent its getting into actual service. Plot and counterplot follow each other, but John Dene comes out all right. To learn

more of the detail the reader must peruse the book himself. This is a book in which interest is well sustained and the reader finds it far from difficult to read to the conclusion. A good book for Railroad Association libraries. Published by George H. Doran Company, New York.

**WHAT WILSON DID AT PARIS.** *By Ray Stannard Baker.* Men always like to have what they call an inside viewpoint. So much has been written regarding President Wilson and his experiences overseas by those who gathered impressions and formed convictions from a distance, that an authoritative statement by one who was on the ground commands attention. "What Wilson Did at Paris," by Ray Stannard Baker, is an interesting summary not alone of Mr. Wilson's participation in the Peace Conference but of the attitude of nations and the personality of the group of great men who there made history. It may be that Mr. Baker writes from an extremely favorable viewpoint with which all men would not fully agree. Nevertheless he has the advantage of having made observations firsthand and on the spot and is able to give a picture of a great President in great days. It is a book that can be read at a single sitting and is rich in information concerning the Versailles gathering and men who met around the table there. Published by Doubleday, Page & Company, New York.

## Notes from the Field

*What the other "fellow" is doing—for his sake send your notes in for the next issue*

**S. L. Thomas**, formerly railroad secretary in Richmond, Va., and now in business in that city, continues his deep interest in the work of the Railroad Department. Mr. Thomas has the agency for Dethol, one of the best exterminators on the market, and in addition handles a fine line of typewriters. He is so situated that, fortunately, he can render occasional Sunday service to Associations within a night's ride of Richmond. He has a message that appeals to men, and will be glad when visiting a Railroad Department field to render a maximum possible helpfulness.

**Troy Railroad Association** bowling alleys are being used to the limit and besides the regular bowling teams in the league there are a number of ladies' teams, composed of the wives and sisters of the members of the bowling league. Large shop meetings at the D. & H. shops at Colonie are very largely attended.

**West Albany Railroad Association** is conducting a community work including a Sunday school, monthly entertainments, largely attended shop meetings, and entertainments in the hall, for members, including boxing matches and vaudeville.

**Crestline, Ohio**, recently installed a new lunch-room equipment at a cost of \$2,000. Vitrolite glass and porcelain enamel have been used wherever possible as a sanitary measure. Additional items of equipment are en route or in process of manufacture for both the kitchen and pantry.

**Texarkana, Ark.**, through the cooperation of the Cotton Belt, Texas & Pacific, Missouri Pacific, and Kansas City Southern Railroads, will soon have the interior of its building brightened up with fresh paint. They have recently started on a boys' program by organizing a Hi-Y Club and are planning other activities.

The Boston Railroad Y. M. C. A. has recently published its Eighteenth Annual Report and the annual prospectus for 1919-1920 in a very well-arranged and attractively printed booklet entitled "Information." The activities are varied and the prospectus for the coming year augurs well for an even larger program than the one just completed.

## LIFE'S "LIMITED" TRAIN

What part of it do you  
occupy?

Friday Noon Talks, 12.20

R. R. Y. M. C. A. BOSTON

By REV. CHAS. M. GROSS

1919

|          |                 |
|----------|-----------------|
| Oct. 10, | The LOCOMOTIVE  |
| " 17,    | The MAIL CAR    |
| " 24,    | The BAGGAGE CAR |
| " 31,    | The SMOKER      |
| Nov. 7,  | The DAY COACH   |
| " 14,    | The DINER       |
| " 21,    | The PARLOR CAR  |
| " 28,    | The SLEEPER     |
| Dec. 5,  | The PRIVATE CAR |

All Railroad Men Invited

Helpful Life Talks

IF YOU  
YOU WILL **COME** ONCE  
AGAIN  
 **BRING A FRIEND**

The Railroad Y. M. C. A. at Altoona, Pa., issued its Forty-fourth Annual Report recently and it contained many interesting figures. Mr. Aukerman, who has been general secretary at Altoona for thirty-five years, retired on October 31 and was succeeded as general secretary by Robert D. Emrick, former assistant secretary of the B. R. & P. and later executive secretary of the Transportation Bureau at Hoboken.

One of the largest and most successful shop meetings ever held in the West Albany Shops was held Friday noon, November 7th, under the auspices of the West Albany Railroad Y. M. C. A. Fully 2,000 men gathered at 12.20 o'clock in the boiler shop, occupying all available space. The speaker of the day was Father Burke, a Catholic priest of Albany, who spoke on "Safety First," applying his subject to the physical and spiritual side of man. The address made a very deep impression on the great crowd of men. R. J. Shannon rendered two tenor solos in a way that brought tears to the eyes of the audience. The West Albany Shop Band furnished music for the occasion. Robert J. Benson acted as chairman of the meeting and handled the affair in a very commendable way. A spirit of good fellowship prevailed throughout the hour.

A Railroad Y. M. C. A. Secretary's Busy Day. Arrived at building seven o'clock a.m. Inspected entire plant. Office work until nine o'clock. Morning watch and conference with restaurant manager and assistant secretary. Called on general superintendent to submit material for campaign; returned to shops, visited members of shop committee in two machine shops, blacksmith, coach, and carpenter shops. Returned to building, met party of two men and two women and escorted them to shop for noon meeting from 12.15 till 12.50. Called on Mr. ——— and Rev. ——— of school board to arrange for use of high school building for shop basket ball team games. Called on railroad storekeeper regarding supplies for building, then on superintendent of shops regarding getting the principal of the high school to speak, and the high school glee club to sing, at a noon shop meeting. More office work and then to general superintendent's office to finish up work begun in morning; secured his authorization to have Company ——— put in fire extinguishers and make more needed repairs to building which had been left unfinished for lack of funds. Then to superintendent's office to arrange for electrician to make repairs and alterations to electric lights. Took a *table d'hôte* dinner of sandwich, pie, and coffee, and went back to building. Checked up what we wished done for lighting. Busy until 7.45, then went to hall where shop\*blacksmiths were holding a meeting; spoke there on Railroad Y. M. C. A., its growth, object, and plans for local Association; then home.

The foregoing is a partial list; many details, visits, and calls are left out. It is different from other days in that I called at different places, and arrived at the building later in the morning, and left earlier at night. Other days I must clean some windows that employed staff cannot get to, or clean out a toilet that our colored janitor fails to do satisfactorily, or make visits to friends of the Association.

A day spent as above brings rich rewards and a feeling that I had made the most of my time—and so ends a perfect day.

Parsons, Kans., is having its building put in first-class shape, thanks to the M. K. & T. Railroad.

Five hospitals are being visited by a committee of ladies representing the Union Station Railroad Association at St. Louis. Mrs. A. Robertson, wife of Mr. A. Robertson, federal manager of the Missouri Pacific, heads up the committee. The work of the committee includes personal visitation, writing letters, extending comforts, furnishing dainties, sight-seeing trips, etc. They are rendering most efficient and valuable service.

## Wind Storm Damages R. R. "Y."

What the "big wind" did to a Railroad Association on October 8. A cyclone sweeping over Kansas struck the Hoisington, Kansas, Railroad Association building and did considerable damage, as will be seen by the photographs reproduced.



The Hoisington Y. M. C. A. with a Big Hole in the Front Wall and Much Battered Generally



Main Street, Looking North from the Railroad



West Side of Main Street between Y.M.C.A. and Degan's Store

J. H. LaMasney, railway conductor, writing about the result of the cyclone, reports: "The first two blocks of Main Street are pretty badly wrecked, from the railroad up to the post office. Then the storm jumped east to the residence district and did a lot of damage. Several men were staying in the Y. M. C. A. at the time, but all were fortunate in coming out whole."

State Railroad Secretary A. B. Richardson of Tennessee compiles a very interesting monthly report on railroad and industrial work in that state, which contains information regarding all the Railroad Associations in the state and the outstanding features of their work during the preceding month.

Jersey City Railroad Association set up a program covering the entire week, November 9 to 16, inclusive, observing the Week of Prayer, which involved nineteen different meetings in the Association building and over the city.

A Colonel of the 12th Engineers relates his experience overseas. "I was very much interested in your work in France, and I want you to know that I am one of your champions and strongly condemn the attacks which have been made upon your institution and the services that it performed over there. I was connected with the railroad department in France for about a year and had the opportunity of traveling all over the base and intermediate sections in the course of my position, and I know from my own observation that the Y. M. C. A. did a wonderful work in France. Just why they have been attacked so outrageously I am unable to understand. There was not a town or camp of any importance in the base or intermediate sections that was not served by the Y. M. C. A. I do not know what our boys would have done without the Y. M. C. A. over there. If at any time you should wish to quote me in championing your cause, you are entirely at liberty to do so, and I am sure the same must be the case with a great many other officers who served in France during the war."

**Centralia, Illinois, Association** will shortly move into enlarged quarters, the Association having taken over the management of a local hotel. C. H. Myers, who formerly served this Association, returns as secretary.

**O. A. Kenyon**, railroad secretary in Alaska prior to the war, on his return from overseas service was elected secretary of the St. Paul Railroad Association. This Association has enlarged its program to include the small factories in the Midway community.

**The Denver & Rio Grande** moved its Helper, Utah, terminal to Soldier Summit, Utah, on November 15. A \$40,000 Y. M. C. A. will be constructed in the spring. The company has already constructed a hotel which is being operated under Association auspices. Julius Sheppard and E. A. Steele are the secretaries in charge of the Association program and hotel features respectively.

**Topeka, Kans.**, Railroad Association had eleven graduates in its mechanical drawing class, ten of them being young women. This photograph shows eight of the latter, together with their instructor.



Topeka R. R. "Y" Drawing Class with Teacher

**Albuquerque, N. M.**, has put out an attractive little folder entitled "After the Whistle Blows," giving a few suggestions for a good time "before you hit the hay." The folder closes with the terse reminder that "A man wins or loses because of the way he spends his leisure hours. Some men spell 're-creation' 'wreck-creation.'"

The following report from a useful and successful railroad secretary indicates something of the variety of work that fell upon him during war days when desperate conditions were made worse by the influenza epidemic: "Accompanied troop train to camp. Crossed to France and returned on transport. Came back home; cooked, washed dishes, mopped floors, cleaned wash bowls, cleaned windows, made beds, swept and cleaned rooms, put in window panes, fixed mosquito blinds, lifted ice, worked in our war garden, spoke five times on our work for soldiers overseas, spoke at one flag-raising, wrote seventy personal letters, washed and attended to the sick in our emergency room, fixed up some cuts and did other first-aid work, cashed checks, fixed bonds, played checkers and dominoes with the men, ran Victrola concerts, shoveled coal." He spent the rest of his time at home with his family.

**Argentine, Kans.**, observed Boys' Work Week by conducting moving picture forum three afternoons during the week. Following the pictures the boys discussed the problems of schoolboys. The cigarette was voted among the chief things that keep a boy from becoming a man of character and influence.

**The Douglas, Ariz., Railroad Association** believes in keeping its activities before the public through the medium of the daily press. Mr. Fraser, the general secretary, in reporting on this feature, sends in clippings averaging more than two columns in one issue of the Douglas morning paper and states that "This is nothing unusual." The Y. M. C. A. Bulletin, published "Every Little While" by this Association, is also doing valiant service along the line of publicity.

**Extensive alterations** have just been completed at the Albany Railroad Association. They include new shower baths and lavatories, new locker room containing one hundred and fifty steel lockers, thirty-one additional bedrooms, making a total of eighty-three, four new bowling alleys, a new billiard room, and a reception room. With the complete renovation of the building a larger program is being projected, which includes community work as well as the other lines of effort. Mr. Sunderlin writes that the last membership campaign has given to the Albany Association the best cooperation in all branches of their work.

(Reprint from *Railway Age* of November 26, 1919.)

**Americanization of Railroads.** This country is suffering severely from the almost absolute lack of any system for educating to our customs and ideals the great hordes of immigrants that flocked to our shores year after year before the opening of the World War. Foreigners have been left largely to themselves; little real interest has been shown in their methods of living or in their habits or beliefs; in many cases they have been exploited by selfish and unprincipled interests. The seriousness and danger of this neglect—and in some cases abuse—are clearly evident today. There are many foreigners in the employ of the railroads and it is questionable whether any better investment can be made by the management than that involved in an aggressive Americanization program. The Railroad Y. M. C. A., in connection with its continental extension program, is planning to direct some of its energies to this end and the railroads can well afford to back up this effort; indeed, they should supplement it, for there are many points that are not served or cannot be reached by the Y. M. C. A. One suggestion made by the Railroad Y. M. C. A. is the formation of clubs with the slogan, "Every member a voter"; but why should not the roads as a whole enter into such a campaign? Why not have the different divisions vie with each other in having every employee become an American citizen as soon as possible—and also an intelligent voter? This movement is every bit as important as a Liberty Loan or Victory Loan campaign. Why not instill the same spirit and organization into it and "put it over the top"? Even an optimist must admit that the days to come will be full of serious problems for this country and that of making real Americans of our foreign population is not the least of these. Let it not be said by our sons and grandsons that we lacked in preparedness in this respect.

The St. Louis Railroad Association recently held its Fourth Annual Lincolnville County Fair, which was largely attended and furnished splendid entertainment for the railroad men as well as men of the service.

**E. C. Dudley**, formerly assistant secretary at Proctor, Minn., is now general secretary at South Kaukauna, Wis. S. E. Hawkins, formerly secretary at South Kaukauna, is secretary of the new Association at Hulbert, Ark.

A recent issue of the *Association Bulletin* of the Pennsylvania Railroad Department at West Philadelphia contains interesting information regarding athletic teams, junior gym class for girls, Y. M. C. A. chorus, girls' club, boys' division, Armistice Day anniversary, thrift, etc. This Association, under the leadership of General Secretary Keeler, is conducting a vigorous program of activities.

**D. L. Brooks**, general secretary, Railroad Association at East Youngstown, Ohio, writes as follows regarding the opening of their shop work: "Boys, the old world is sick. It is very sick, and needs some mighty strong medicine. The only Physician capable of curing the widespread disease of unrest at the present time is Jesus Christ." These were the opening remarks of the Rev. H. B. Roberts at the first shop meeting of the season held by the P. & L. E. Y. M. C. A. at the Struthers Car Shops. Assistant Foreman Mohler said as we entered the shop, "We have a lot of new men here now and I don't know just how they will take to this sort of thing, but today will be our worst day; after this meeting they will know what to expect." Three hundred and twenty-five men "took to" this sort of thing in the most earnest manner possible, and signified by every act and word that they were eager for the truth. This is only another proof that men really want the Gospel, and they want it in the regular gospel way, free from any attempt to cover up or make easy the laws of salvation.

The following notice was issued during the Temperance Referendum Act of Canada in 1919:

The Ontario Election Act  
The Temperance Referendum Act, 1919  
Railway Employees' Polls  
Electoral District of Niagara Falls

To Wit:

Notice is hereby given that pursuant to the provisions of the Ontario Election Act, 1919, Section 14, a poll will be opened on the 16th, 17th, and 18th days of October, 1919, from the hour of nine o'clock in the forenoon to five o'clock in the afternoon (standard time) of each day at the Railway Y. M. C. A. Building, Lewis Street, in Polling Sub-Division No. 1, Town of Bridgeburg, for receiving the vote of railway employees of Bridgeburg, Fort Erie and vicinity, whose employment is such as to necessitate their absence from their ordinary place of residence and who have reason to believe that they will be so absent upon the day fixed for the General Election and the Temperance Referendum, namely, October the 20th, 1919.

H. P. HANAN,

Dated at Bridgeburg, this      Returning Officer for the  
9th Day of October, 1919.      Riding of Niagara Falls.

**Dr. O. C. Withrow** of the Military Service Department, Canadian National Council Y. M. C. A., recently spent two days at the Railroad Association at Brownville Junction, Maine. His topic was "Sex Education" and in the course of two days he used four reels of motion pictures for men and boys and four for women only. He spoke eight times with a total attendance of 1,345. Two talks were made before the American Thread Company plant, whose manager told the railroad secretary that it cost over \$300 to close their plant for the two hours but that it was worth all that it cost. Mr. Henry writes that Dr. Withrow reaches railroad men in great shape.

On the Sunday night of the Detroit International Convention fifty Detroit churches were visited by Association "Gospel Crews." The Railroad Department furnished leadership and membership for many of these gospel crews. The picture reproduced here is that of a gospel crew from the Railroad Association at Scranton just before it started out for a Sunday's work.

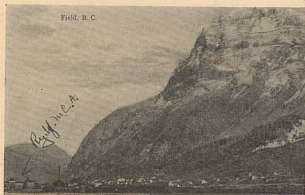


Gospel Team, Scranton R. R. "Y."

**P. M. Montgomery**, secretary at Erwin, Tenn., writes that there is in that Association an organization known as the "Federated Men's Bible Classes," which meets monthly in the Association building and includes Bible classes from the Baptist, Methodist, Presbyterian, and Christian churches in that community. On Hallowe'en night the Erwin Association gave a "tacky" party and over 300 attended. The Union Thanksgiving service was held at the Y. M. C. A., at which each of the pastors gave a ten-minute talk on Thanksgiving and a chorus of high school girls and a male quartet rendered special music. The Young Men's Bible Class of the Erwin Association has organized a musical.

The "White Light," published by the Pennsylvania Railroad Y. M. C. A., Camden, N. J., in reprinting an interview given by General Atterbury to the *Public Ledger*, quotes in part as follows:

"In this connection I want to pay tribute to the 'Y.' In common with many of my fellow citizens in America, I had come to look upon the Y. M. C. A. as an institution of men who were perhaps more inclined to pious activities than to practical service. But the men who are coming over here in its name today are practical; they see what needs to be done; they are doing it, and the good they are accomplishing for our personnel in France is immeasurable."



Field, B. C., Y. M. C. A.

This photograph gives some idea of the location of the Railroad Y. M. C. A. at Field, B. C., which is situated in the Canadian Rockies.

Seventeen religious meetings are held by the St. Louis Union Station Railroad "Y" each week.

Paul Ackert, after several years with the colors, returns to his former position as secretary at Chadron, Nebr.

Sapulpa, Okla., has made extensive improvements in its building. Special consideration was given to the bath equipment.

Several campaigns are being conducted in the Southwestern Region for the purpose of repairing buildings and providing budgets for boys' work.

Denison, Texas, raised \$69,000 for a new building in a whirlwind campaign. They own a lot valued at \$20,000. The campaign was led by L. A. Coulter, state secretary.

Dupo, Ill., is happy over the new water system recently installed by the Missouri Pacific Railroad. The bath equipment was completely overhauled and enlarged.

Charles R. Parsons, the beloved secretary at Kansas City, is now giving half time to the state work of Missouri. He has been rendering splendid service to the Railroad Associations of Missouri.

Coffeyville, Kans., has been holding a series of evangelistic meetings which have been very profitable. Their building has been undergoing a complete overhauling and is now in splendid condition.

Thayer, Mo., under the leadership of Secretary J. M. Manuel, is putting on a real religious work program, including Sunday afternoon meetings, prayer meetings, Bible classes, etc.

Fort Scott, Kans., now has one of the most attractive buildings in the Southwest. The interior of the building has recently been painted and other improvements made.

J. H. Banks, state secretary of Missouri, has had the prayers and sympathy of scores of friends during his extended illness. We are glad to report that he is much improved at this writing. Mr. Banks is one of the most efficient, loyal men in the Association brotherhood.

Topeka, Kans., Railroad Association announces the opening of the night school with an encouraging enrollment in the gas engine, office training, electricity, and mechanical drawing classes.

Haileyville, Okla., has the community boys' work program of that Association in full operation. The program includes the Hi-Y Club and reaches the boy life of several adjoining communities.

**Our Apollo Quartet.** RAILROAD ASSOCIATION MAGAZINE proudly announces arrangements by which its Apollo Quartet is available for a few evenings during the present winter to local Associations willing to pay the price.

This quartet, which recently refused an offer of \$250 a night with a leading Chautauqua and also declined to appear at a Sunday night concert at the New York Hippodrome, is now available for concert work for Railroad Associations within a night's ride of New York City at the ridiculously low rate of \$150 per concert, all receipts to apply on the 1920 budget of the Railroad Department of the International Committee.

With each performance will be given free one hundred and fifty highly colored lithographs of the quartet (as per photograph in this issue), which show the Apollo Quartet in action, these lithographs to be freely displayed in shop windows where they are guaranteed to attract wide attention.

Apart from the unusual musical character of the quartet, their concerts afford a rare opportunity for detailed and careful study of facial expression (this expression is barely suggested in photograph, but needs to be seen in person).

The superficial observer, judging from outer appearances, might possibly fall into the error of assuming that, due to extent of vocal opening, Mr. Adair was the star singer. This, however, is not so, and it should be kept clearly in mind that volume does not necessarily depend upon dimension.

RAILROAD ASSOCIATION MAGAZINE fearlessly proclaims to the world, and on this proposition is not only ready but eager to meet all comers, that all four members of our Apollo Quartet (give photograph another glance) are equally good (or equally bad) according to viewpoint.



Our Apollo Quartet

Left to Right: M. W. Callender, W. W. Adair, E. L. Hamilton, H. O. Williams.

## Notes From the Field (Continued)

Grand Island, Nebr., has a Religious Work Committee organized and at work. That Association also held a Father, Mother, and Son banquet opening Boys' Week, with an address by the state boys' secretary.

Jamesville, Wis., reports the conclusion of a most successful membership and financial campaign, with 575 new members and renewals and the raising of \$9,500. "Open House" conducted for one shop resulted in an attendance of 175.

The "Home Room in the 'Y'" idea is being demonstrated in the Pueblo, Colo., and Peoria, Ill., Associations. The women in charge are returned overseas war workers and are making a real place for their program in the lives and hearts of the men in these two Railroad Associations.

Ellis, Kans., reports that as a result of Religious Week, a committee has been appointed whose duty it is to invite men personally to accompany them to church. A church directory has been given a place in the lobby of the Association building showing the location of every church, hours of service, and other information.

Springfield, Ohio, City Association had the Safety Rally of the Accident Prevention Drive in the Y. M. C. A. building on October 22d, bringing to the building many railroad men. The Springfield, Ohio, Association has four former railroad secretaries on its staff, as follows: John L. Dorst, general secretary; W. V. Edwards, industrial secretary; C. B. Simpson, assistant industrial secretary; John T. O'Toole, boys' secretary.

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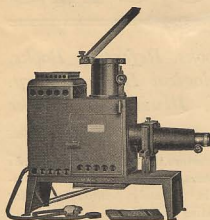
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