

CENTRAL HEADLIGHT

Vol. I, No. 1

METROPOLITAN NEW YORK DISTRICT

January, 1940

New Low Special Rates in Hospital For N.Y.C. Folk

Hospital For Ruptured And Crippled Cuts Costs For Metropolitan Workers And Their Families.

Under an agreement recently completed by Dr. Bradley L. Coley, Chief Surgeon of the New York Central, with the Ruptured and Crippled Hospital, New York Central employes in the metropolitan district, together with members of their families, will be given special rates for service in that hospital. These rates are such as to cut materially the cost of a stay in the hospital.

While the original announcement envisaged hospital care for employes only, it was later announced that members of their families also would be given special rates, for a period of six months ending April 30, 1940, at which time the matter will be given further consideration.

Must Have a Letter

To obtain entrance to the hospital, it will be necessary for the employe or member of his family to obtain a letter of authorization signed by the head of the employe's department. The hospital is at 321 East 42nd Street.

The announcement, as originally made, is outlined in the following letter from the superintendent of the hospital:

"We would be glad to take care of employes of the New York Central Railroad in the Ward for \$4 per day with a minimum charge for operating room of \$10, anaesthesia \$5, and a charge of \$3 for laboratory work.

"For semi-private accommodations our charge would be \$5.50 per day and a minimum charge of \$15 for operating room, all other charges to be according to our semi-private room rates.

"For semi-private rooms in the Gibney Pavilion a charge of \$6.50 per day would be made.

"As before, any employe will be admitted with a slip signed by the Chief of Department, and Dr. Bradley Coley or Dr. Higinbotham will be immediately notified."

Woman's "Seeing Eye" Gets Three Suspects

The other day Mrs. A. L. Murty, Agent at University Heights, cast her optics down the yard and saw three young men loading scrap steel into a truck. She knew that the section men did not work on that particular day and therefore promptly 'phoned the Superintendent.

Captain of Police Hogan sent one of his fleetest runners, pell-mell, up there and caught the suspected thieves red-handed. Score one for both the lady and the cop.

John J. Troop Dies

John J. Troop, chief rate clerk in the general freight office, died suddenly at his home, 109-04 101st Avenue, Ozone Park, L. I., December 13. Mr. Troop left for home at close of business in apparent good health. He was in his 53rd year. Born in Brooklyn, he took active part in church affairs.

Mr. Troop was an employe for 19 years, starting as a clerk in the Freight Tariff Bureau in 1920, and later transferring to the General Freight Office. His wife, Mrs. Anna Adele Troop, and four children survive him.

Manhattan A. A. To Present Play Friday, March 29

Musical Show, "Toot Toot," to be Staged Lavishly in Grand Ballroom of the Hotel Commodore

The most successful affair ever conducted by the New York Central Athletic Association was an amateur play held several years ago at the Central Opera House, attended by some 1500 members and friends.

In response to numerous requests, the Association will sponsor another amateur play, entitled "Toot Toot." This is a musical version of the play "Excuse Me" which had a successful run playing on Broadway. The play was written by Rupert Hughes, with music by Jerome Kern.

It will be staged on Friday evening, March 29, in the Grand Ballroom of the Hotel Commodore, which will accommodate 1650. General Admission will be \$1 and after the play there will be dancing.

The Association has been fortunate in securing the services of Frank W. Shea to direct the show. Mr. Shea has worked successfully with George M. Cohan, the Shuberts, the late Madame Schumann-Heink, and many others.

Assisting Mr. Shea in coaching the dancing will be Mrs. Shea, a former premiere danseuse in the Ziegfeld Follies.

More than 30 members already wish to participate. There is still time if you have talent, either as a dancer, singer, actor, or comedian. If you wish to participate, make this known to H. L. Buhler, Room 1046.

Big Coffee Plant on Jersey Shore

The Austin Company, industrial builders, are constructing a plant for Hills Bros. Coffee, Inc., of San Francisco, on about fifteen acres of land at Edgewater, N. J., for the mixing, roasting, packing and warehousing of coffee. The structure, which will have a central tower of fifteen stories, will represent an investment, including the land, of more than \$1,000,000. It is expected construction will be completed and ready for operation early next summer.

It will be served by private sidetracks from the New York Central Railroad, as well as the Erie.

"Y" Invites Company Kids To Swim

Saturday morning "splash" parties for the children of all New York Central employes are being conducted, free, every Saturday from 10 to 12, in the Grand Central Railroad Young Men's Christian Association, 224 East 47th Street.

Boys and girls come to town with their dads and hurry over to the "Y" for a morning of fun which includes table tennis, movies and a grand swim in the Vanderbilt pool.

Aquatic experts supervise the children and instruct them how to swim, dive and play in the water. Advanced swimmers are taught competitive swimming and life saving.

P. A. Danielson, Executive Secretary of the "Y," assures that the children are well supervised. He urges parents to have their children share in this happy and healthful activity.

Louis W. Landman, Retiring, Is Succeeded by F. H. Baird



At top, Louis W. Landman. Above, Frederick H. Baird.

General Passenger Traffic Manager Ends 53 Years' Service—J. W. Switzer to Succeed Baird as Passenger Traffic Manager—E. E. Pierce, Boston, Comes to New York—Ira Rasp to Boston and Fendrych to Albany

The most sweeping shift in many years among the executives of the New York Central's Passenger Department becomes effective January 1, when Louis W. Landman, for eight years General Passenger Traffic Manager of the New York Central System, retires on reaching the age limit of 70.

Central Offers Wealth of Trips to Snow Resorts

One-Day, Weekend and Extended Trips Scheduled To More Than 30 Varied Ski Centers

Gay groups of skiers, warmly dressed in their brightly colored outfits, are again a familiar sight in Grand Central Terminal. With the reappearance of the Ski Bureau's log cabin service center in the Terminal's north gallery, they herald the opening of the 1939-40 ski season.

These groups of departing sports fans are expected to increase as the winter advances because the cessation of travel to Continental Europe, the improvement noted in business, and the mounting enthusiasm for cold weather sports point encouragingly toward a record year.

The New York Central is ready to meet the rush with a greatly increased Snow Train schedule. It now offers one-day, weekend, and extended trips to as many as thirty different points, all at greatly reduced coach and Pullman rates. Trains destined for the Catskills, the Adirondacks, the Green and Laurentian Mountains leave the Terminal regularly on weekends.

Lights In Freight Cars at Port Morris

Over at Port Morris "play area" lights have been established for "work area" space. One of our large receivers of freight is working two or more gangs in eight hour shifts daily, unloading cars. To increase efficiency before and after sundown, so-called "play area" lights were installed throughout the public delivery yard.

Next week those in charge are going further by increasing the driveway space and providing a lighting circuit all along the freight house platform with connections every 50 feet so that the workmen can plug in and carry a portable caged electric light into each car as they work along. This is just another way to attract and keep business. These men say that heretofore these cars were as dark as the inside of a cow.

P. T. Flaherty Dies

Patrick T. Flaherty, Train Dispatcher, River Division, died on the evening of December 16, of pneumonia. He had two daughters and a son. His wife also survives. The funeral was held at St. Michaels Monastery, Weehawken, N. J., Wednesday, December 20.

Mr. Landman, the dean of passenger executives of the country, although retiring officially, will have a room in the offices of M. J. Alger, Vice President, Traffic, and will be available as consultant.

Mr. Landman will be succeeded in New York as general passenger traffic manager by Frederick H. Baird, hitherto passenger traffic manager, with headquarters in Chicago. Mr. Baird will be succeeded in Chicago by James W. Switzer, hitherto general passenger agent, with headquarters in New York.

Mr. Switzer's successor in New York will be E. E. Pierce, up to now general passenger agent of the Boston & Albany, with headquarters in Boston. Mr. Pierce's post will be taken by Ira G. Rasp, formerly division passenger agent for many years at Albany.

Mr. Rasp will be succeeded by Charles G. Fendrych, previously general agent in the office of the general passenger traffic manager, New York.

Mr. Landman for years has been one of the most widely known traffic executives in the country. His extensive and expert knowledge of intricate passenger matters was gained during 53 years of active railroad service.

Born in Indiana

Mr. Landman was born December 6, 1869 in Waynetown, Indiana. His early years were spent on a farm, but the glamour of railroading led him to study telegraphy. Through this, he obtained his first railroad job in 1886 as an operator with the Indiana, Bloomington & Western Railroad, now part of the Big Four. Later, he served as ticket agent at Danville, Ill., and in 1900 he went to the Hocking Valley as traveling passenger agent at Columbus, Ohio.

In September, 1904, he was promoted to general agent of the Big Four & Michigan Central, at Toledo. In October, 1906, he was made general western passenger agent of the Lake Shore & Michigan Southern, now part of the New York Central, at Chicago. In January, 1910, he was appointed general passenger agent of the Lake Erie & Western, at Indianapolis.

The first of the following year, he returned to Chicago as general passenger agent of the Michigan Central. On March 1, 1920, he was promoted to passenger traffic manager of the Michigan Central and New York Central, at Chicago. In this post he was very successful and his acquaintanceship with important figures in Chicago and other western cities is extensive. In June, 1931, after the death of Vice-President Vosburgh, he was appointed head of the passenger department, New York Central System, at New York, with the title of general passenger traffic manager.

Frederick H. Baird, the new general
Continued on page Four

Weehawken on Map

Weehawken Stores Department bowling team is leading an 18-team league by three games, having won 31 out of 39 games so far this season. They have won 19 straight games.

P. W. Inspector J. J. O'Connell is leading the team with 186 average which is not bad for a Booster Team of 850 average.

System Traffic Still Gaining Over Last Year

The Company's business since August has shown considerable gain over traffic handled a year ago. For the week ended December 16, the total cars handled amounted to 80,615 as compared with 69,424 for the same week in 1938, an increase of 16.1 percent.

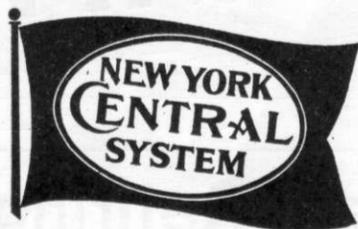
Passenger traffic, likewise, has shown an encouraging increase. Total passenger revenues for the ten months up to November 1, were \$51,138,048, as compared with \$49,328,428 in 1938, an increase of \$1,809,620.

While the final figures are not available, it seems likely at this writing that the company's business for the year 1939 will result in total revenues of approximately \$340,000,000 and in a small net income, as compared with a deficit of \$20,154,357 in 1938.

Traffic officers believe that the prospect for continued gains in the early part of 1940 is favorable.

Central Headlight *From the President to You*

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January, 1940

No. I

'Round the bend she comes!

First a distant hum and a soft glow, reflected against the lowering clouds; a growing click of wheels and a sudden burst of brilliance along the shining rails, pointing the way toward a safe and sure arrival at an appointed time. Then, in a crescendo of controlled power, the Limited flashes by, a sight that makes every onlooker's breast swell in vicarious pride at this seemingly sentient example of man's achievement. And, as the cars vanish in the darkness, still may be seen the distant gleam of the headlight, guiding the streamliner to its destined conquest over time and space.

Today, another type of headlight, a creation of paper and ink, makes its modest bow expectantly to the 13,000 New York Central employes in the New York metropolitan district. It was born in the hope that it could be made a vehicle of real service and usefulness to employes in every department, large and small. In addition to supplying them with brief but pertinent information regarding railroad affairs, it will stress news about themselves and their fellow workers, both in their after-hour recreations and in their daily work. In brief, it will attempt to record, as well as its compass permits, the interesting highlights of their daily lives while keeping them informed about the progress of their industry and especially of their own company.

In its policies and in its editorial content it will be guided by a group of employes representing all departments. On them and on the correspondents who have volunteered to help will rest its success and to them should go the credit, if perchance, it should win acceptance.

While its producers modestly appreciate that its appearance is not likely to cause any dancing in the streets, they feel that the Headlight has before it a potential career of real service to its readers. To this they pledge the full measure of their abilities.

Davenport Resigns and Goes to 'Alco'

James E. Davenport, Assistant Chief Engineer, Motive Power & Rolling Stock, resigned, effective January 1, to become Assistant to the Vice-President—Engineering, of the American Locomotive Company. His new headquarters will be at 30 Church Street, New York City.

Mr. Davenport is one of the veterans of the Operating Department and had been in the New York Central's service for 30 years. After graduating from the Georgia School of Technology, he entered the service in 1909, as a special apprentice in the West Albany Shops. Later he was enginehouse foreman, dynamometer car engineer, train master on the Harlem and Mohawk Divisions, engineer of

dynamometer tests, superintendent of fuel and locomotive performance, superintendent of the River Division and at Utica, and assistant to the assistant general manager, New York Terminal district. He was appointed assistant chief engineer on August 1, 1936.

Mr. Davenport will be succeeded by E. L. Johnson, Engineer of Tests.

Philip Giggelman, hostler at the North Bergen Engine House, retires from active service January 1, with over 30 years' service with this Company.

G. Bianco, Firecleaner at the North Bergen Engine House, retires from active service January 1, after having served this Company on and off since 1907.

To the men and women in New York Central service in the Metropolitan Area:

My best wishes to each of you for a happy and prosperous New Year! Let us all grasp the opportunity it affords to seek ways of doing things better.

The metropolitan area of New York and New Jersey, in which we work and live, holds about twelve million people, nearly one-tenth of the population of the United States. Many of these twelve millions are users of New York Central transportation. Every one of them produces or consumes commodities or services to which that transportation has contributed. Every one is a present or potential buyer of New York Central passenger or freight service. These twelve million people, as free Americans, are daily exercising their right to purchase those of the many competing services and goods that are most useful and pleasing to them.

The combined power of the twelve million individual choices which each one of these people makes, in deciding whether or not to patronize the New York Central, is great enough to make the difference between success and failure of the New York Central.

These twelve million individual opinions about the Central will be formed according to whether the actions of *ourselves*—the Central's thirteen thousand officers and employes in the metropolitan area—are actions that create good will or actions that create bad will.

Actions in personal relationships as well as in company business enter into this. The time has come when every one of us in railroad service, whether he be the highest officer or the humblest employe, must, for his own welfare and for the welfare of the industry from which he obtains his livelihood, realize the significance of his words

and actions, official and personal, upon every other person.

This little paper is being tried out, as an experiment, in the hope that it will help all of us in our full-time job of trying to make the name of New York Central carry pleasant associations to everyone who hears it. It can help if we use it to tell each other what we are doing and what the other eighty thousand people on our System are doing. Further, it may make us all want to know more about what we are trying to accomplish on this railroad, and why.

We shall be most happy to work out means for satisfying the desires of individuals or groups who want to know more about their railroad. Our opportunities to create good will and patronage for our railroad (with consequent security and increased opportunity in our own jobs) will be greatly multiplied if we keep intelligently informed about our railroad and our industry and can help others to understand them.

In this time of stress, the greatest asset which our railroad and the railroad industry can have is officers and employes who know the importance of their relations with other people, who make use of every opportunity to inform others about their railroad and their industry, and who in their every deed show the thoughtfulness and consideration which the public of this day and age rightfully expects and demands of every participant in one of America's largest business enterprises.

Each one of us has it in his power to make the New Year the occasion for a self-inventory to determine whether he is doing his full share of this significant task.

F. E. WILLIAMSON

New York, Dec. 27, 1939

The Roundhouse

By Sim Perkins

Well, some of the folks in 466 Lexington Avenue are certainly in luck! M. H. Lamston, Inc., is opening a handsome five and ten cent store on the street floor, occupying 12,733 feet, or about half the total area of the floor. And, it's going to be a honey, air conditioned, with handsome appointments, and all the latest gadgets.

Now, here is where the luck comes in—suppose, right in the middle of a busy morning, one of the 466-ers busts the last button that is holding one of his galluses. These little accidents cramp the style of the bravest man. But, does this bird have to go on working with one hand, with the other in a strategic position, ready to grab? Not so; all he has to do is to grip his pants, gallop downstairs to Mr. Lamston's emporium, buy a safety pin and there he is, with that manly feeling again pouring through his

veins! Only five minutes between terror and ease of mind.

One of the boys in the Accounting Department came in after lunch the other day and looked kinda peaked. Every once in a while he would do a quick step, something like the old Turkey Trot—remember it?—and then would shudder visibly.

"Good Lord, what's the matter?" asked someone.

"Gee, I think I been torpedoed," he replied. "I feel awful inside. I had French pancakes and German sauges for lunch and now they are fighting along my whole front!"

That's even worse than getting a wrong balance.

Jim Hustis recently had a feeling that with the traffic increasing, perhaps all wasn't lost, after all, so he

decided to put up a wreath in Grand Central Terminal for the holiday season. The more he thought of it, the better he thought of it. Well, when he finally unveiled it, after playing peek-a-boo with the public for a few days, by gum! he sure showed us a wreath—22 feet in diameter and prettier than a picture, with enough red satin ribbon, almost a yard wide, on it to make dresses for ten pretty girls, even fat ones.

Nor only is it the biggest wreath in the world, but decidedly, with its red and green lights shining bright amid the green and its silvery sprays glistening at the top, also one of the prettiest.

It's been a long time since the Terminal had a holiday wreath. Depression blues, of course! No greens permitted, except for signal lights, see?

A little while ago, I was duly informed that the proper way to pronounce "ski" is to say it like "she."

Gee whiz, to watch the crowds of pretty girls that go on our Central snow trains makes me believe for sure that that's the way most of the fellows that go along pronounce it.

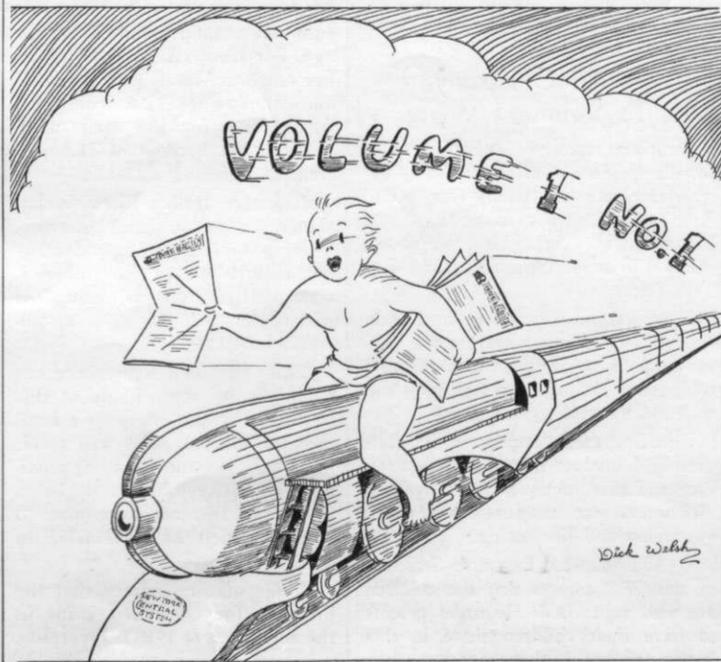
Last year, the morning after New Year's Eve, I forgot and shook my head, trying to say "no" to somebody, and it pretty near fell off. This year, I hope to do better. I'm not going to shake it. Dang that hard cider, anyway!

Mighty glad to see how that Thanksgiving and Christmas music in the Terminal by Mrs. Mary Lee Read and her assistants helped to sweeten up commuters and other travelers. Hundreds of them stood and listened for an hour or more at a time.

Betcha some of them lost their trains and had to explain to the missus. Anyway, she couldn't smell music on their breath.

Harry Hatchell Dies

Harry Hatchell, Engineering Computer in the Engineering Department, died at his home in New York City, November 13. Mr. Hatchell had a service with the Company of forty-three years, having started as a mail boy in the general superintendent's office in Grand Central Terminal.



Central Camera Club, Growing Fast, Invites Lens Fans to Join

Began Work in October and Already Has 36 Members
—First Print Competition Successful with 62 Entries—Meets Twice Monthly

Well, boys and girls who own cameras and like to use them, have you heard the news?

Yes, Siree! we have in our midst a camera club and a mighty lively one.

So, if you notice at any time a lad carrying a light meter, with a camera suspended from his neck and a far away look in his eyes, you'll know that you are probably looking at one of the shutter-bugs who have associated themselves to form the New York Central Camera Club. They are all enthusiasts and real camera fans, so much so that when they read in the war news about "black-outs" they immediately think of a dark room.

The Club, while relatively young, is a healthy youngster and growing fast. It was born early in the summer, when Harry Buhler, President of the New York Central Athletic Association, after several petitions had been aimed at him, concluded there was a real need for a camera club and invited members of the Association who were interested to send their names to Griffith Parry, Athletic Association board member, to whom was confided the organization of the infant club. Mr. Parry got 67 answers to his inquiry and thus the New York Central Camera Club was born. It has been going strong ever since.

First Print Competition

On October 13 the club finally got underway, with 21 charter members. Officers were elected and committees appointed. The Camera Club was ready to burst into bloom.

By-laws call for a meeting on the second and fourth Friday each month. On October 24, the first meeting, with "outside" speakers present, was held.

On November 10 the club had its first print competition, with 62 prints submitted. At this meeting any doubts as to the photographic ability of the members were dissipated. The quality of the prints was superb and Messrs. Schmidt and Rausig of The Daily News, who were there to comment on the prints, were lavish with praise. The membership was then up to 36.

The club meets in room 1013, 466 Lexington Avenue. Guests are welcome.

Keymer is Leading Passenger Bowlers

The Passenger Traffic Department has four five-men teams bowling at the Y.M.C.A. alleys every Monday night. The standing at the end of the tenth week:

Team	Won	Lost
1. Raters	17	13
2. Travelers	16	14
3. General Office	15	15
4. Millers	12	18

Harry Shanahan of the Passenger Rate Department, who has not missed a single game, leads with an average of 172.9; Henry Genett, Assistant Chief Clerk, on the General Office team, is in second place with an average of 170.5, and Jim Moran, who substitutes whenever he is needed, is in third place, with 168.12.

High man for the season so far is Jim Keymer of the "Raters," with 232. Shanahan is high for three games, with 583. The General Office team leads with 908 for high single game, also with 2567 for high three games in any one night.

Mr. Aronson to Address Younger Men At "Y"

A meeting of the Younger Railroad Men's Committee will be held on Wednesday, January 24, at 5:45, in the Lounge of the Railroad Y.M.C.A., 47th Street, just east of Third Avenue.

The meeting will be addressed by Jacob Aronson, Vice President, Law, New York Central System, on "The Future of the Younger Railroad Man."

Fire losses on American railroads in 1939 amounted to \$3,821,214, a decrease of 15 per cent below 1928.

Prizes for Prints

For the best print submitted each month by members of the Central Camera Club, The Headlight offers a prize of \$5. Decision of the judges is to be final.

Elevator "Ops" Are Now Bowlers

The lads in the Elevator Department of The New York Central Building crept out of their shells this autumn and, under the guidance of "Professor" Lee, succeeded in organizing a bowling club. The club membership is composed of eleven Irishmen and one Swede and when asked about this the Club members declared to a man that they wanted to show the rest of the world that they could be democratic too. It is known for a fact that the afore-mentioned Swede can now whistle Irish jigs with the same versatility as a full-fledged Irishman.

It seems that many of the boys were pretty green at the art of knocking over the pins and according to accounts it was quite a sight to behold on the opening night. It seems that Brother (Tiny) Woodward lost his footing on one occasion and when his huge bulk hit the alley the vibration not only registered a perfect "strike" but jarred the "y" to its very foundations. However, the lads are improving by leaps and bounds and are about ready for all comers, so don't be surprised if you hear more about them later.

Brother Flood went all the way to Milwaukee to see the New York Giants get the drubbing of their lives and at present his spirits are hovering around the zero mark but we feel sure that with the coming of the New Year and another football season he will recover sufficiently to root for a better Giant team.

They say that Brother Munson is perfecting a new lock, one that will be absolutely fool-proof. Rumors have it that he intends to put his cigarettes where the prying fingers of his occasional shop visitors can't reach them.

Brother O'Donnell is the proud father of a sturdy little Scot and 'tis said that he is already teaching him the fundamentals of the Royal and Ancient game. Let's hope he doesn't teach little Francis Kenneth any of his choice words, used so frequently when chasing the little white pill over the greensward.

Veterans' Chapter Banquet on Feb. 1

Metropolitan Chapter of the New York Central Veterans' Association announces that its eighteenth annual meeting and banquet will be held February 1, in the Hotel Commodore. And will that be a night!

There will be only one speaker—James Lee Ellenwood. Mr. Ellenwood, New York State Executive Secretary of Y.M.C.A.'s, is in such demand as a speaker that to procure him the Chapter was obliged to revise its banquet date to fit into his speaking schedule. Mr. Ellenwood's outstanding mixture of wit and wisdom make him one of the most sought after speakers in the state. New York Central employees and their families are invited to attend the banquet, which will be informal.

E. W. Kinsley, secretary-treasurer of the Veterans' Association, reports that during 1939 Metropolitan Chapter secured 200 new members, from all branches of the service.

Selected Central Team of Expert Bowlers



N.Y.C.A.A. team that played Heineman Bowling Center team in exhibition match at Railroad Y. Left to right: B. Harrison, E. Gifford, C. Case, A. Steinbrecker, N. Back, E. Lazear and G. Worrell.

Stoughton Goes to Weehawken and is Succeeded by Kisch

After having served as Agent for more than a quarter of a century at St. John's Park Freight Station, New York City, on Dec. 1, F. E. Stoughton was promoted to Agent at Weehawken Freight Station, taking the place of A. J. Harvey, who retired November 30, after 44 years of faithful service.

On the day of his departure from St. John's Park, Mr. Stoughton was unexpectedly called to the North Unit of the building and there amidst his fellow workers, was extolled in an eloquent speech made by Harry J. Chapman, Assistant General Chairman, Lines East, of the Railway Clerks' Union, who once worked under Mr. Stoughton.

Mr. Chapman said Mr. Stoughton not only exercised executive ability but also was humane in his dealings with his employees. He publicly thanked him for his fairness and his courteous treatment of all who served under him.

At the close of his remarks, Mr. Chapman presented Mr. Stoughton with a beautiful diamond ring. Mr. Stoughton thanked all of these present for the co-operation they gave him and was deeply moved by the tribute accorded him.

Fully 300 railroad workers gathered for the presentation, among them being Superintendent J. J. Brinkworth, Assistant Superintendent F. W. Gleisner, Trainmaster H. B. Tucker, H. A. Kisch, who succeeds Mr. Stoughton as Agent of St. John's Park Station, General Chairman George Price and many former employees.

Charles Nelson Dies

Charles Nelson, River Division, Dock Building Foremen, who was retired as of November 30, 1937, on pension, passed away on December 13 at the home of his daughter in Brooklyn, N. Y.

A large number of friends attended the funeral service, held at the Swedish Church, 311 Eighth Street, West New York, New Jersey, Friday evening, December 15. The occasional visits he made will be missed.

Harmon Painter Dies

George Orser, 70, died December 2, after a brief illness. Mr. Orser was a painter in the Electric Equipment Department at Harmon. He began his service August 27, 1906 and remained with the Department until his retirement, August 31, 1939. Surviving are his wife, a daughter and a son, Gerald, an electrician at Harmon.

The Harmon Aid Society will present its "Annual Minstrel" February 21. More than 800 people attended the performance last year.

At a meeting of the Harmon Safety Committee December 12, John W. Haubennestel was elected chairman and Herbert Stone, vice chairman. This is the sixth consecutive year that Mr. Haubennestel has served.

Wm. Bullock and Frank Taylor, River Division, pensioned carpenters, are preparing for their customary winter "shift" to Florida.

Everybody Getting Up Steam

A sudden rush to take the marriage vow recently hit the force of the Mechanical and Electrical Engineer.

William R. Main married Barbara G. Wilcox, Charles J. McCarthy took Mary Rorke as his bride, and Stephen J. Dzurba was united with Kathryn M. Shaffer.

Robert T. Harwood, formerly of the Mechanical and Electrical Engineer's office, and now in the office of M. J. Alger, became the father of a 10 pound 10 ounce boy, named Hugh Thorndike, on December 14.

"Bill" Olsen Retires; 45 Years in Service

William Olsen, Supervisor of Steam Plants, retires from active service January 1, after 45 years of continuous service. "Bill," as he is known to many, started as fireman, later was engineman and also served as assistant supervisor of boilers. Bill is a model shipbuilding enthusiast.

One of the recent successful hunters was Pren. Donnelly, who bagged his usual buck at Indian Lake, in the Adirondacks.

All togged out with new equipment and ready for the Ski season are "Georgie" Ferris and the Mrs.—raring to go!

Of interest, starting December 12 and continuing until February: The Railroadians of America, in collaboration with the Museum of the City of New York, are presenting a special exhibition of "Railroads to New York." This is an extensive exhibition of railroad antiquity marking the progress made during the last century of primary transportation systems that have aided in the building of the metropolis. The Museum is located on Fifth Avenue at 103rd Street.

Fred Schneider's son, Freddy, Jr. now stationed at the U. S. Naval Torpedo Station, Newport, R. I., was home over the holidays.

Amongst the builders of homes this year are the Harold Guggolz's, who have taken title to a piece of "good earth" in the City of Yonkers.

It will come as a surprise to the many friends of Carl Winkler to learn that he was married a few weeks ago. Congratulations!

His colleagues express their sympathy to George Neil, whose mother passed away at the age of 80, on December 16.

Al Wilson has purchased a home in the Fleetwood Development of Dumont, N. J.

Bowling League Has Hot Contest

The Bowling League, G. A. Worrell, Supervisor of Bowling, reports, is nearing completion of the first half of its schedule with only four games separating the first thirteen teams on the handicap side, and at least eight of these very definitely still in the race in the scratch tournament, the winner of which secures one leg on the new Vanderbilt Cup.

This evidences keen competition and the second half is eagerly awaited. However, even the Comptroller No. 2 team, which has been consistently last, has enjoyed the struggle and threatens to upset some of the contenders.

The teams bowl at the Railroad "Y" on Tuesdays, Wednesdays and Thursdays. Rooters and observers are invited.

The leaders as of December 9:

Scratch Tournament		
	Won	Lost
Equipment Engineers	29	7
Purchasing No. 1	29	7
Passenger Traffic	25	11
Engineers No. 1	24	12

Handicap Tournament		
	Won	Lost
Equipment Engineers	22	14
Engineers No. 1	22	14
Railway Express Agency	21	15
Equipment Department No. 2	21	15

Score	
High Three Games made by Team—Engineers No. 1	2831
High One Game made by Team—Vice-Pres., Operating	980
High Three Games made by Individual—N. Back	647
High One Game made by Individual—G. Worrell	277

The annual mid-season party, dinner and dance, is going to be a swell event for those who love fellowship, good food, entertainment and dancing to good music. All are welcome.

January 11 is the date. Time is 6:30 P.M. Place, 40 East 41st Street.

Chief Red Cap Jim Williams was on hand to meet the New York Giants football team returning from that "Blitzkrieg" in Milwaukee and reports they say the only thing they enjoyed was their round trip ride on the New York Central.

Manager Ed Bradley of the Information Bureau has been heard from as "rarin' to go," after an absence of some weeks due to illness. (Severe case of fallen arches from his daily rounds of the Upper Level, Lower Level, and Telephone Information Bureaus, they say.) Acting Manager Bill Walsh has been doing the worrying in the interim. He's an old hand at both jobs—worrying and managing.

Charles Avella employed at the North Bergen Engine House, recently became engaged to Miss Lillian Marra of North Bergen, N. J. They plan to be married early in the spring.

Jacob Kirchmer, Sr., Stationary Engineer at the North Bergen Engine house for the past 20 years retires from active service January 1, having requested pension.

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passenger traffic manager, came up through the ranks, starting in Buffalo in 1909, when he was 17 years old, as a stenographer in the Operating Department of the Lake Shore & Michigan Southern. Four years later, he transferred to the Passenger Department, in which he has been ever since. In 1914, he was made clerk to the general agent of the Passenger Department in Buffalo and two years later was promoted to city passenger agent, New York Central System, Buffalo. In 1920, he came to New York as a city passenger agent, but within a month was transferred to Cleveland in a similar capacity. In 1923, he was made general agent, Passenger Department, at New York and six years later was transferred to Cleveland as division passenger agent.

In 1930, he was promoted to assistant general passenger agent, New York Central System, at Cleveland and two years later was transferred to the same post in Cincinnati for the Big Four. On January 1, 1934, he was promoted to general passenger agent, Big Four.

Goes to Chicago

In 1937, he became assistant passenger traffic manager, New York Central System, at Chicago. On November 1, 1937, on the retirement of Passenger Traffic Manager Bowman, he was made passenger traffic manager, New York Central System, at Chicago.

Mr. Baird was born in Buffalo, August 14, 1892. He is a member of the Union League and Traffic Clubs of Chicago. During the war, he was a lieutenant in the 307th Machine Gun Battalion of the 78th Division, American Expeditionary Force.

James W. Switzer, new Passenger Traffic Manager at Chicago, has been in railroad service 29 years, of which 22 years have been with the New York Central System.

Mr. Switzer, who during the past year has been the president of the American Association of Passenger Traffic Officers, was born in Galesburg, Illinois, April 18, 1881. He was educated at Knox College and the University of Iowa and during the Spanish-American war was a member of the expedition to Cuba and Puerto Rico.

He entered railroad service on the Burlington Route, June 1, 1900, as a telegraph operator. Four years later he became a ticket seller and city passenger agent for the Burlington. In 1908, he was made rate clerk in the general passenger office of the Burlington, going two years later to the Illinois Central to take a similar post.

In 1917, he became chief rate clerk in the general passenger office of the Michigan Central Railroad. On October 1, 1925, he was appointed assistant general passenger agent of the Michigan Central at Detroit and in 1931, was made general passenger agent of the Michigan Central in Chicago.

Comes to New York

On January 1, 1932, he was promoted to general passenger agent, New York Central, with headquarters at New York.

Earle E. Pierce, new General Passenger Agent, is 49 years old. He started as a ticket clerk in Springfield, Mass., on February 18, 1911. Five years later he was made city ticket agent and two years later was transferred to Boston, where he has been ever since.

Ira G. Rasp, who will head the Boston & Albany's Passenger Traffic Department, through his 11 years' service as division passenger agent at Albany, the State Capital, has won an extensive acquaintanceship with men of state and national importance. He has been in charge of many special trains during political campaigns and of other trains which have carried the president of the United States.

Mr. Rasp was born in Buffalo January 9, 1891. His entire business career has been with the Passenger Traffic Department of the New York Central, in which he started October 1, 1913, as a ticket clerk in Buffalo.

On March 1, 1922, he was appointed Canadian freight and passenger agent, for the New York Central, at Montreal. On January 1, 1925, he became division freight and passenger agent at Corning, New York. On

Promoted



At top, James W. Switzer, new Passenger Traffic Manager. Above, E. E. Pierce, new General Passenger Agent.

November 16, 1928, he was transferred to Albany as division passenger agent.

Charles Fendrych, Jr., who succeeds Mr. Rasp, was born in New York, November 11, 1899. On December 22, 1924, he joined the New York Central as a clerk-stenographer in the traffic manager's office in New York.

Two years later, he was transferred to the office of vice-president of traffic, New York, and on June 20, 1931, he became secretary to the general passenger traffic manager.

On November 1, 1937, he was appointed general agent, general passenger traffic manager's office, New York.

The Pacemaker Makes New Stops

To make the service of its new all-coach train, The Pacemaker, available to a greater number of patrons, its schedule now includes stops at Utica, Syracuse, Rochester and Buffalo on the westbound trip. On the eastbound run it operates through Cleveland's Union Terminal.

The Pacemaker is the new 17-hour all-coach train that began service earlier this year between New York and Chicago. Its coaches are completely air-conditioned, and have reclining seats, which are reserved in advance.

E. J. Foley Dies

E. J. Foley, Engineman, passed away on December 4. "Spike," as he was known to his many friends, first started as fireman in May 1900 and had been an engineman since 1907, operating out of Harmon.

Fire losses on American railroads in 1939 amounted to \$3,821,214, a decrease of 15 per cent below 1928.



Left to right: Supt. M. E. Welch, Richard Hansen, retiring conductor, Trainmaster C. K. Brodhead and Matthew Schmitt, retiring conductor, snapped at farewell party in G. C. T.

December Ends Their Railroad Service for many Veterans

Conductors, Enginemen, Statistician and Train Director At Grand Central Terminal Among Those Who Retire — Some Get Gifts

The year is made up of days, the days of hours and every hour has its end—and so it is with railroad careers. The past thirty days have witnessed the closing of their railroad service by a considerable number of well-known employes in the metropolitan district.

Brief records of some of those who, after service well and faithfully performed, have earned a period of rest, are given below:

W. C. Royer Ends Work

Wilford C. Royer, Supervisor of Special Service, Grand Central Terminal, retired November 30, after 39 years of service.

He began work with the railroad in 1900 as a clerk in the supervisor's office in Grand Central Terminal. Later he worked in the station master's office and the terminal manager's office.

In 1907, he was made Assistant Chief Dispatcher in Grand Central Terminal and in 1931, he was promoted to Chief Train Dispatcher at the same point. A year later, he was appointed Supervisor of Special Service.

Engineman Rozell Retires

Harry Bogardus Rozell, Engineman, Putnam Division, was retired December 31, after 45 years' service, all of which was on the Putnam Division.

Engineman Rozell was born December 14, 1874 in Fishkill Landing, New York and entered service as a Locomotive Fireman on the Putnam Division, November 1, 1894. Eight years later he was made an engineman.

Forrest D. Philip Quits

Forrest Dewey Philip, for 36 years Agent at Amenia, New York, on the Harlem Division, was retired December 31.

Mr. Philip was born July 10, 1874 at Philmont, N. Y. He entered the service April 14, 1894 as Assistant Agent and Operator and three years later was made Freight and Ticket Agent at Dover, New York. Six years later he was made Freight and Ticket Agent at Amenia.

William M. DeVall Retires

William Martin DeVall, Statistician in the Transportation Department at Weehawken, New Jersey, was retired December 31.

Mr. DeVall entered the service as a Clerk in the Transportation Department in August, 1903, and was made Statistician September 1, 1922.

All his service was in the Transportation Department at Weehawken. He was born February 5, 1872, in New York City.

G. J. Griffin Retires

George James Griffin, Train Director, Grand Central Terminal in Signal Station B, was retired December 22, after almost 48 years' service in the Transportation Department at Grand Central Terminal.

Mr. Griffin, who was born September 29, 1868, in Dover, Delaware, entered the service as a telegraph operator in the Terminal January 1, 1891.

In 1905 he was made leverman in Signal Station B and in 1918, was appointed tower director.

Harlem Conductors Retire

Two of the best known veteran conductors on the Harlem Division,

Richard Hansen, 73 and Matthew Schmitt, 71, made their last runs late in the afternoon of November 30.

Conductor Hansen's service totaled more than 48 years and Conductor Schmitt's more than 44 years. Each had been a passenger conductor on the Harlem Division for 39 and 32 years, respectively.

On the mid-afternoon of the day they retired, they were the guests of station and operating department officials and fellow workers in the conductors' room in Grand Central Terminal. Each was presented with a purse of \$50.

In addition, the commuters on Mr. Hansen's train presented him with a purse just before the train reached Bronxville.

D. T. Oakley Retires

Durward T. Oakley, Assistant Engineer in the office of the Designing Engineer, one of the veterans in the Engineering Department, retired November 30, after 33 years' service.



Durward T. Oakley

Mr. Oakley entered the service in 1906 as a designer and during most of his service was connected with the Terminal Engineer's office. He had a part in planning the sub-structure of every building in the Grand Central Terminal area and helped check the steel for all these buildings. Nos. 320 and 400 Park Avenue and the post office building at Lexington and 45th he has since seen practically rebuilt. All his service was in New York City.

Mr. Oakley makes his home at 39 Hamilton Avenue, Ossining, New York.

On the day of retirement he was remembered by his colleagues with gifts.

The presentation was made by M. M. Corry, who said in part:

"It comes as a general surprise to many that age limit necessitates your retirement. The advance to 70 has not taken its usual toll on looks and appearance. They did not reckon that you spring from that old New England stock where youth and increasing years go hand in hand together."

"So in fitting gesture to an active rather than a sit-down retirement, I hand you this card with evidence of gift that should insist that you must continue to come and go. Let it be a reminder of the fine spirit of loyalty from your associates."

George Clarkson Retires

George Clarkson, Road Brakeman, Harlem Division, was retired December 31, after 48 years' service, all of which was on the Harlem Division.

Mr. Clarkson was born August 12, 1870 at Dover Plains, New York.

He entered the service as a Road Brakeman in 1891; was made Freight Conductor in 1906 and Road Brakeman in 1934.

William Olsen Retires

William Olsen, Supervisor of Steam Plants, was retired December 31, after more than 44 years' of service.

Born in Norway, March 10, 1873. Mr. Olsen entered the service at 72d Street, New York City, October 16, 1895. Later he worked in Syracuse, Buffalo and Albany.

Since September 1, 1918, he has been Supervisor of Steam Plants, Grand Central Terminal.

His home is at 185 Cedar Street, Ridgefield Park, New Jersey.

John J. O'Connor Retires

John J. O'Connor, Locomotive Engineman on the Harlem Division, was retired December 31, after 54 years' service.

He was born December 29, 1869, in Pawling, New York, and entered the service July 1, 1885, as a wiper at Dover Plains, New York. In 1887, he was made a locomotive fireman and on December 25, 1891, he was promoted to engineman.

All his service has been on the Harlem Division. His home is at 4 Hillside Park, Brewster, New York.

F. D. Davis Ends Service

Frederick D. Davis, a conductor on main line trains, was retired November 30, after 39 years' service.

He entered the railroad's employ April 9, 1900 as a trainman. On October 1, 1901, he was made an assistant conductor and the following year became a freight conductor. He entered passenger service as a conductor August 28, 1905. In recent years, he has been on the Iroquois and Southwestern Limited.

His home is at 2 Sunset Drive, Ossining.

R. A. Barnitt Retires

Robert A. Barnitt, Yard Brakeman, New York Terminal District, retired December 31, after 42 years' service in the Transportation Department.

Mr. Barnitt entered the service August 10, 1897 as a Switchman at West 33d Street. Four years later he was made a yard brakeman and in 1902 was promoted to yard conductor. Since 1908, he has served as a yard brakeman.

Hank in New Post

Frederick B. Hank, who has been associated with the New York Central for 24 years, on December 1 was appointed Assistant to the Vice President & General Manager, (New York) D. B. Fleming.

Mr. Hank is a graduate of the Rensselaer Polytechnic Institute, Class of 1915. Soon after graduating, he entered the company's service as a rodman in the Engineering Department. Five years later he was made assistant engineer in the Designing Engineer's Office, New York.

While in this office he handled detail design work incidental to Selkirk Yard and was in charge of design for the Central Terminal at Buffalo as Assistant Designing Engineer.

Mr. Hank was transferred to the office of the Executive Vice President in 1930, in the capacity of Assistant Engineer, working for G. A. Noren. He was engaged in conducting various operating studies.

N. Y. C. Building's Birthday

A small dinner was given December 21 at the Gateway Restaurant by J. H. Hustis, Jr., E. W. Everett, W. N. Jacquish, Charles Crowley and E. L. Ackert to mark the tenth year of the opening of the New York Central Building.