

CENTRAL HEADLIGHT

Vol. V, No. 1

JANUARY, 1944

Schaff Retires and Metzman Takes His Post

W. F. Schaff, Vice-President at Chicago, retired December 31 and was succeeded by Gustav Metzman.

Mr. Metzman will have jurisdiction over the New York Central, Line West of Buffalo, the Big Four Railway, the Michigan Central Railroad, the Indiana Harbor Belt Railroad and the Chicago River and Indiana Railroad.

Mr. Metzman has been with the New York Central since 1920. In 1942 he was furloughed for several months to become Chief of the Railway Division, Transportation Corps of the War Department, in Washington. He is a native of Baltimore where he began his railroad career in 1903 with the Baltimore & Ohio Railroad, after graduating from the Polytechnic Institute there. He remained with that road until 1916, when, for a year, he was with the Eastern Presidents' Conference. In 1918-1919, he had an administrative job with the United States Railroad Administration. On joining the New York Central, he held several posts and in 1929 was made Manager, Freight Transportation, New York. On February 1, 1940, he was appointed Assistant Vice President at Chicago, and on November 29, 1943, he was promoted to Vice President & General Manager in charge of operation of the Big Four Railway.

Big Four Men Win Praise for Oil Handling

In a report made to W. C. Kendall, Chairman of the Car Service Division, Association of American Railroads, by A. M. Pike and J. D. Lester, Car Service agents, the Operating Department of the Cairo Division, Big Four, is praised for its noteworthy performance in handling approximately 320,000 tank cars, empty and loaded, on the single track main line between Norris City and Mt. Carmel, Ill. Norris City was the first terminus of the Big Inch pipe line, which has now been extended to the east.

Mr. Kendall, who sent copies of the report to executives of the Office of Defense Transportation and the Petroleum Administration for War, said: "This is another outstanding performance to be added to the many that have been and are being accomplished by the railroads during the war emergency."

"During the past year of 1943 many articles have appeared in magazines and newspapers throughout the country in connection with the construction and operation of the 24 inch pipe line, better known as the 'Big Inch,' originating at Longview, Texas, and terminating the first leg at Norris City, Illinois. Later extension reaches Phoenixville, Pennsylvania.

"However, very little, if anything, has been published regarding the large tank car movement from the first leg of the Big Inch at Norris City, Illinois, located on and served by the New York Central Railroad, Cairo Division; while the second leg of the Big Inch was still under construction.

"Temporary loading racks were constructed to handle a total of 296 cars per spotting. Records show as many as 1,200 tank cars loaded during a 24 hour period. A storage yard capable of handling 300 cars was set up north of the loading rack, where the empty tank cars could be promptly pulled and spotted by two diesel switch engines engaged in this operation.

"Operations at Norris City began
(Continued on page three)

"Let Us Have Faith," Says President Williamson

TO ALL IN NEW YORK CENTRAL SERVICE:

WE enter the New Year with the greatest job of all time ahead of us. The load upon the Central in 1944, as upon the other railroads of the country, promises to be even greater than in the record-breaking year just closed. We are called upon to carry that load under conditions probably less favorable, on the whole, than we had in 1943.

Your efforts to do the 1943 job have been extraordinary and in many instances positively heroic. Our fighting men, including over 23,000 of fellow workers in the armed services, will need all this and more during the New Year. Every day you are showing what our response will be.

Looking beyond the trials of the immediate future, we may look forward to the victory of our arms and the greater victory of a just and durable peace. The better we do our part, the sooner these will be achieved.

May our trials and troubles, of which all have many, be surmounted with faith in our fellow men, faith in our country and faith in ourselves. My greeting to you for the New Year: *Let us have faith!*

December 24, 1943

W. Williamson
President.

Some N. Y. Central Men in the 718th Railway Battalion and Some Recent Slocum Graduates



At top, first row, left to right: First Lieut. Gerald E. Chambers (Assistant Supervisor, Track); Captain William G. Chase (Trainman); Major Lewis W. Moss (Assistant Engineer) Maintenance of Way; First Lieut. Willard E. Mason (Assistant Foreman); Captain James L. Hartraub (Supervisor). Second row: Second Lieut. Fred M. Eusey (Yardmaster); First Lieut. Harry H. Fox (Assistant Terminal Foreman); Edgar R. Sims, Sr. (Yardmaster); Albert H. Cieutat (Texas & Pacific Railway). Rear row: First Lieut. John P. Ragsdale (Signal Foreman); Second Lieut. Lee H. Benner (Inspector); First Lieutenants, George H. Bachert (Locomotive Fireman) and Vercl V. Crouch (Locomotive Engineman). In the bottom picture are shown more New York Central men, other than those assigned to the 718th Railway Operating Battalion, who graduated from basic military training at Fort Slocum December 4: (front, left to right): Second Lieut. Ralph M. Carver, Motive Power Department, Columbus, O., in 740th Ry. Op. Bn.; Capt William W. Hay, Engr. Dept., Pittsburgh, in 744th Ry. Op. Bn.; Capt. Elbert F. Utter, Engineering Staff, New York City, in 744th Ry. Op. Bn.; Second Lieut. Clement L. Blanc, Emergency Yardmaster, Cleveland, O., in 722nd Ry. Op. Bn. (Top row): First Lieut. Herman J. Fedore, Locomotive Engineer, Jackson, Mich., in 723rd Ry. Op. Bn.; First Lieut. Pilney P. Pusser, Yardmaster, Youngstown, Pa., in 710th Hq. & Hq. Co. Ry. Grand Division; Second Lieut. William H. Goold, Asst. Supv. Track, Kalamazoo, Mich., in 743rd Ry. Op. Bn.; and First Lieut. Howard F. Dickson, Yardmaster, McKeesport, Pa., in 710th Hq. & Hq. Co., Ry. Grand Division.

Dispatcher Commended for Work at Munda

GUADALCANAL — (Delayed) — Sergeant Walter H. Johnson, USMC, a member of the New York Central Crew Dispatching unit of Corning Engine House, Corning, N. Y., was presented with a letter of commendation here recently for his part in parachuting supplies to American Marines besieging Munda airfield.

Sergeant Johnson participated in two trips through heavy enemy "ack-ack" fire to drop food, medical supplies, and ammunition to the beleaguered troops.

The letter reads, in part: "Your work, composed of extremely long hours and necessary air trips over the Rendova Island area contributed greatly in accomplishing the enormous task of preparing and dropping hundreds of cargo chutes."

"Your devotion to duty and determination to complete an exceptional task were in keeping with the highest traditions of the United States Naval Service."

Collinwood Man Dies

Joseph P. Carey, Assistant Supervisor of P. W. Schedules at Collinwood Shops, died recently.

Mr. Carey was born in Wellsville, Ohio on August 7, 1890, and all of his 36 years of service were spent at Collinwood.

Central's New Bomber Fights in Secret Area

The NEW YORK CENTRAL II, Maudrauder bomber presented to the Army Air Forces, September 12, 1943, by the employes of the New York Central System, to replace a similar medium bomber which made a crash landing in combat in North Africa, after shooting down six Axis planes, is performing combat tasks in an area of active operations which, for reasons of security, must remain undisclosed.

This was made known in a letter, dated November 25, written by Staff Sergeant Anthony J. Gibb, Air Corps, son of John A. Gibb, Electrician at Harmon, N. Y., who was the first contributor to the cash fund with which the second plane was purchased.

Staff Sergeant Gibb was a member of the ground forces of the squadron which flew the first plane presented, the NEW YORK CENTRAL SYSTEM. The letter, written to C. R. Dugan, Manager Public Relations, New York Central System, was as follows:

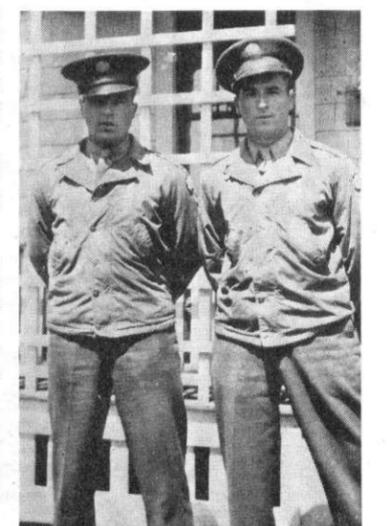
"Dear Mr. Dugan:
"I am in receipt of your letter of September 17th and cannot restrain myself in writing you a letter of thanks, prior to the arrival of the picture of NEW YORK CENTRAL II's christening, which you stated has been mailed under separate cover.

"The faith that you on the home front have in us has been proven in the fact that, NEW YORK CENTRAL II, has arrived and will combat the enemy from * * * where I am now stationed. Although a new combat crew will fly her, the original ground crew that serviced NEW YORK CENTRAL I, will service the replaced bomber. I feel safe in saying that both these crews will justify your faith in sending NEW YORK CENTRAL II to us.

"I will personally interrogate the crew after each combat mission that NEW YORK CENTRAL II participates in, so that I may at some future date turn over to you the complete history of NEW YORK CENTRAL II, which I feel sure will be second to none.

"In closing I send the sincere thanks of my organization and myself, and best wishes to you and the employes of the New York Central System for the coming year."

N. Y. C. Twins, 19, Are Now in Army



These two boys, Leland and Lowell Grosjean, former signal maintainers at Utica, joined the Army, January 5, 1943. They are now stationed at Camp Claiborne, La., where they are in the Operating Battalion that operates the government-owned railroad between Camp Claiborne and Camp Pike. There are several other New York Central men in this outfit.

Victory is Not Here Yet — Buy More Bonds!

Central Headlight

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Editor

C. W. Y. Currie

Associate Editors

Frank A. Judd
C. A. Radford

Chicago
Cincinnati

Volume 5

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No. 1

The Days Ahead

THE Christmas bells have rung their joyous tunes and the advent of 1944 has been welcomed gratefully as presaging better things to come.

As we stand on the threshold of the new year, the whole world recognizes that facing us are twelve months of fateful events, events which will change the course of human history. The forces of oppression, greed and brutality face an accounting that will be world shaking. Victory for the Allied Nations looms on the horizon and, for the people subjugated by the tyrants of this generation, hope flares anew.

Yet our leaders warn that the path to victory will be paved with blood and sacrifice, a sacrifice in which our whole people must share. A deeper unity, a more widespread perception of the gravity of the grievous days that lie ahead, together with a greater effort on the part of all, large or small, are called for to bring the world back to peace more quickly.

New York Central men and women, in common with the other railroaders of America, sense the urgency of the moment. Their record, a shining one, is a guaranty that they will not falter. With about 24,000 New York Central men and other thousands of employees' sons already in military service and with more yet to go, they recognize their stake is a personal one. Every extra effort they make in performing their daily duties is a blow at the enemy and an aid in bringing peace nearer.

Although the number of New York Central men who have made the supreme sacrifice is not definitely known it is already large enough to bring home to every railroad worker the fact that he and his fellows are engaged in a task that has been made glorious by those who are in military service.

There can be only one response to this situation — more work, harder work and, if possible, better work. Every extra car that is moved and every extra mile that it is moved more speedily and safely will count in the final result. Yes, for every railroad man, his best efforts on the job will do much to hasten victory.

Let's start the New Year aright!

The Roundhouse

By Sim Perkins

MANY of the Mexican workers who are helping to keep New York Central trains rolling speak little English but, despite this, they are quick to accept some of the features of American life. Already many of them have adopted nicknames or have been given these by their fellow workers.

For example, at the Conneaut, Ohio, Camp, one has been named Superman. Three others, at the Ashtabula Camp, are called respectively, The Engineer, Slippery and Chicken Bone. Strangely enough, most of them are proud of their nicknames, especially Chicken Bone.

It is interesting to note that all seem to think these names will be retained when, eventually, they return to their homeland.

The holiday decorations in Grand Central Terminal were somewhat different this year and for a reason. Under new regulations, even the greenery used had to be fireproofed. So this year, for the first time, oak leaves, which lend themselves readily to this process, were utilized and made an effective display.

Announcement of the plan to present annually gold passes to employees who completed 50 years of service with the Company was received warmly by those who were thus honored. This official recognition of continuous and faithful duty seemed to be a touch of sentiment which really hit home.

The passes will be renewed annually during the lifetime of the recipients.

Whatever else Russia has to offer the world, certain it is that Americans would never accept, amiably, passenger service of the type that existed in Russia just before the war. Passenger travel in the years preceding the start of the conflict was heavy,

although the government, readying itself for the war, laid all emphasis on the freight traffic and did its utmost to discourage passenger travel.

For example, on short runs up to around 500 miles, the only fast trains moved at night. By day there were only slow trains, which stopped at every station and which operated as a unit over only part of the line.

Russian passenger trains were listed in six categories:

1—*Express trains*, of which there were only two, the Red Arrow expresses between Moscow and Leningrad. These trains were the fastest in the Soviet Union, yet they made the journey of 404 miles in nine hours, fifty minutes. Thus, the average running speed was only 45 miles per hour and the overall speed, 41 miles per hour.

2—*Courier trains*, of which there were only two pairs in service, the Siberian Expresses and the expresses between Moscow and the Polish Frontier. These trains had an average running speed of only 42 miles per hour and an average overall speed of 37 miles per hour.

3—*Fast trains*. Except on the Moscow-Leningrad main line these trains had a usual running speed of 25 to 30 miles per hour, with an overall speed of 20 to 25 miles per hour.

4—*Slow trains*. These trains, which covered both local and long distance runs, had running speeds of from 12 to 27 miles per hour and overall speeds from 10 to 15 miles per hour.

5—*Postal Trains*. These trains were slow passenger trains to which postal cars were attached and were operated at similar speeds.

6—On secondary lines, in addition to slow passenger trains there were also freight trains which carried pas-

Information Booth

BELOW are given the answers to a number of questions asked recently by some of our readers. They are printed here in the expectation that they will interest others besides those who made the inquiries:

- 1—The first steel rails in America were rolled at the Chicago Rolling Mills, May, 1865. Two years later only 2,277 tons had been rolled but in three years after that 30,375 tons had been rolled and the price had fallen from \$166 to \$106.75 per ton.
- 2—Of the 187,315,904 tons of freight handled by the New York Central in 1942, 80,197,812 consisted of coal and coke.
- 3—The first trip of the **Fast Mail**, from New York to Chicago, was made September 14, 1875, on a 26-hour schedule, which it beat by eight minutes. The train consisted of four postal cars and a parlor car. It should be remembered that at that time the fastest regular trains between the two cities were on a schedule of approximately 36 hours.
- 4—Chauncy M. Depew, the fourth President of the New York Central & Hudson River Railroad Company, served in this post from 1885 to 1898. Later he was elected Chairman of the Board and held this Office until his death in the Spring of 1928. He was an officer of the Central for more than 62 years.
- 5—The Boston & Albany had two parent roads, the Boston & Worcester and the Western Railroad. The Boston & Worcester was incorporated June 23, 1831 and was put in operation between Boston and Worcester, 45 miles, on July 4, 1835. The Western Railroad began operation between Worcester and Springfield October 1, 1839.

sengers. These had running speeds of from 15 to 20 miles per hour and overall speeds of 5 to 12 miles per hour.

On the first three classes, extra fares were collected.

The low speeds were due in large part to the fact that the single track lines had very heavy grades and sharp curves and were very lightly constructed. Multiple-track main lines, such as the New York Central's between New York and Chicago, are unknown in Russia.

But as the Russians would say "Nichevo!" or what of it!

Shultis Honored

Forty Michigan Central employees gathered in Fort Erie, Ont., recently to honor George Shultis on the occasion of his retirement after more than 37 years of service. He was General Yard Master at Victoria, Ont.

J. E. Schwender, Superintendent and principal speaker, outlined Mr. Shultis' service record and presented him with a wallet and a sum of money. Train-

master T. L. Coughlin presented Mrs. Shultis with a bouquet.

William B. Salter, Trainmaster at Victoria, gave Mr. Shultis a brake club, inscribed by all who attended the banquet.

Letters were read from J. L. McKee, Vice President and General Manager, Detroit, and H. L. Margetts, Assistant to Mr. McKee, and from F. M. McElroy, Superintendent, Detroit.

DeOto in Air Forces

Eugene M. DeOto, Technical Sergeant in the Army Air Forces at Miami Beach, Florida, has been in the service since June, 1941.

His duties consist of co-ordinating the training schedule for the selectees and supervising their general basic training.

Previous to his induction "Gene" was employed as a clerk in the Maintenance of Way Department, Electric Division, Bronx, N. Y.

His sister, Eleanor, is employed as Chief Clerk for F. B. Cox, Supervisor of Track on the West Side.

A V-Mail Greeting to President Williamson



Jackie Donovan, formerly of the New York Central Police Department at Buffalo, sent the above greeting to Mr. Williamson from Sicily, where he is a member of the Air Forces. Mr. Williamson sent him a cordial acknowledgment.

Shattered Soldier

By H. Freeman Barnes

General Electric Company

I TALKED with a shattered soldier yesterday . . . a soldier whose broken body is here, but whose future may be buried in the muck and heat and stench of the Solomons.

It was hard to get him to talk about the war . . . about whether he thought we business men were doing our share.

He seemed hesitant about criticizing or complaining . . . Yes, he thought war production was going along marvelously. No, he believed there wasn't much he could suggest . . . but I kept trying to see whether, down under the surface, there were any things which rankled him . . . things that a soldier, who has looked into the eyes of death, might feel were queer — or out of place — in a business world at war.

He smilingly fended off my questions until I asked him — "Do you think that every business man is going to be proud of his record of service when this war is over?"

"Well, I don't know," he said, and the smile left his face. He leaned forward in his chair, and nervously opening and clenching his hands, remarked: "I'll say this — and then I'll shut up. I was a salesman . . . when I came back, I naturally visited my own company. I was proud to see the war work they were doing.

"But when I found out that one of the big shots didn't seem to care too much about helping end the war sooner, or what the cost in life and happiness was going to be . . . I wasn't so proud — I was burned up.

"You know when you have been down on your knees wiping the blood off the face of a dying buddy . . . and holding his hand, trying to help him through it . . . you wonder why there would be anybody in the world who wouldn't be giving every ounce of his energy to getting this mess over — and quickly.

"And yet, some men seem to be mainly concerned over their sales figures. You find others who are post-war planning, not with the idea of making jobs for the boys who'll come back, but with the thought of making it tough for competitors. And I've met plenty who are doing a lot less than they really could. Yet, how they love to talk about the few things they are contributing.

"It's . . . well . . . I guess they just don't understand"

I shall never forget this shattered soldier. He had already done far more than his share. He made me search my soul to see if I was doing all I could. Not a matter of doing a little — or even quite a lot — but a matter of doing *all* I can.

A matter of helping increase production to the limit . . . a matter of helping get out more . . . at less cost . . . a matter of keeping at it day in and day out . . . a matter of living with one's self, when this war is over.

So, if you see a shattered soldier, perhaps you will say to yourself, "I have reason to be proud of that soldier . . . I wonder if he has reason to be proud of me?"

Morris Gets Purse

T. W. Morris, Clerk in the Commerce Section of the Freight Traffic Department at Chicago, retired, December 1, and was presented with a purse by his associates. Mr. Morris started railroading with the B. & O. at Dayton in December, 1893, and came to the New York Central System in the Tariff Bureau at Cincinnati in October, 1924.

Grateful for Afghan

Recently members of the Auditor of Freight Accounts Department, Detroit, made an afghan and donated it to the Red Cross. In appreciation of this action, a following letter was received from the chairman of the Knitting Division of the Red Cross. It said: "This, I think, is the 13th afghan from your group and we receive many letters of appreciation from the hospitals where our service men are using these afghans and deriving comfort and cheer from them. One letter came yesterday from a nurse in a hospital in North Africa, who wrote there were 61 afghans from the Detroit Chapter in use there."

F. Boardman Dies; Assistant Manager, G. C. T.

Francis Boardman, for the last 17 years Assistant Manager of Grand Central Terminal, died suddenly December 12 in Harkness Pavilion, New York. Mr. Boardman entered the Pavilion a week before for treatment for influenza. He was apparently recovering when stricken by a heart attack.

He was born in Rutland, Vt., August 15, 1875, and had been in the service of the New York Central for 43 years, starting on April 23, 1900, as a chainman at Buffalo. In August of the same year he was transferred to Hudson, N. Y., as assistant supervisor of track, soon going from there to White Plains. From 1901 to 1904 he was stationed there as assistant engineer and supervisor of tracks.

On April 1, 1904, he was appointed assistant engineer and two years later was promoted to designing engineer and division engineer. In 1923 he was made building manager, Grand Central Terminal and on February 1, 1926, was appointed assistant terminal manager.

Mr. Boardman made his home at Riverdale-on-Hudson. He is survived by his wife, Mrs. Annie Calef Boardman, a daughter, Mrs. Elisabeth Lloyd of Concord, N. H., and three sons, William H. Boardman of Boston, Francis Boardman, Jr., of Washington, D. C., and First Lieutenant Robert C. Boardman, United States Army Signal Corps.

The funeral services were held at 10:30 A.M., December 15, in the Riverdale Presbyterian Church.

Franklin P. Huestis, 91

Franklin Pierce Huestis, 91, retired Agent, St. Louis Line, Illinois Division, of the Big Four, died at his home, 512 College Avenue, Greencastle, Indiana, recently. He had been ill for almost a month.

Mr. Huestis was born October 29, 1852 at Rigby, Illinois and began as an Operator May 1, 1872 at Irving, Illinois and a short time later was made Agent. On October 1, 1887 he was promoted to the Agency at Greencastle, Indiana where he remained until his retirement on pension at the age of 70 years, November 1, 1922.

Mr. Huestis' record was exceptional, he having been in service for more than fifty years and on pension twenty-one years.

He is survived by a son, Denver and three daughter, Mary, Irene and Grace.

Chester A. Oakes

Chester A. Oakes, Assistant to General Land and Tax Agent, New York Central Railroad, died suddenly November 29, in the West Englewood, N. J., Hospital.

Mr. Oakes was born in New York City, May 16, 1892. He started in railroad work as an office boy in the Central's Engineering Department at New York on December 19, 1908. After various promotions, he was appointed

Promoted



Second Lieutenant J. P. Buelow of the I. M. C., U. S. Army, a former clerk of Gardenville, N. Y. Yard office has been promoted to First Lieutenant. He is at the Sales Commissary.

Assistant Land and Tax Agent at New York on April 1, 1929.

Two years later he was promoted to Land and Tax Agent and on August 1, 1942, he was made Assistant to General Land and Tax Agent, New York.

C. Arthur Becker

C. Arthur Becker, Vice President and General Manager, Despatch Shops, Inc., at East Rochester, New York, died in a Rochester hospital, December 3. Mr. Becker, whose home was at 395 Penfield Road, Brighton, Rochester, was 58 years old.

He had been in the service of the Despatch Shops and predecessor companies for 35 years and had been Vice President and General Manager since January 1, 1939, when he succeeded L. S. West.

The funeral was at 2 P.M., December 6, from his residence.

James J. Gibbons

James J. Gibbons, of the Engineering Corps, Division Engineer's Office, Springfield, Ohio, died suddenly on December 11, at the age of fifty-eight.

He started with the Big Four as a draftsman in the valuation department in 1915. In 1922 he went to Indianapolis on the Engineering Corps and was transferred to Springfield in 1939 where he was employed until his death. He is survived by his widow and one daughter.

His brother, W. R. Gibbons is Real Estate and Tax Agent, Cincinnati.

F. F. Wirth

F. F. Wirth, Traveling Freight Agent, Cincinnati, died suddenly in a hotel room at Louisville, Ky., December 14. Mr. Wirth was born at Lawrenceburg, Ind., forty-six years ago. He had thirty-one years of service and had held his last position for six years. He is survived by his wife and a daughter.

Patrick Cordon

Patrick Cordon, Passenger Car Distributor in the office of the Assistant General Manager, Indianapolis, died recently. He was a native of Union City, Ind., and was 59 years old. His service with the company covered thirty-five years.

George C. Heath

George C. Heath, Attorney, Cincinnati, died from a sudden heart attack in his office, Big Four Building, Cincinnati, December 16. He was a native of Springfield, Ohio, a graduate of the University of Cincinnati and the Y.M.C.A. Law School. He was a past master of Miami Masonic Lodge. He is survived by his widow and his mother, Mrs. Amelia Heath, who reside at 5029 Anderson Place, Cincinnati.

John L. Shane

John L. Shane, 55, Agent, Kalamazoo, for 17 years, died recently at his home following a heart attack. He had been associated with the New York Central for 27 years, and before going to Kalamazoo was Agent at South Haven, Mich. He was a former president of the Kalamazoo Traffic Club.

Mr. Shane was born in Colon, Mich., June 8, 1888.

O. Hamilton has been appointed Agent to succeed Mr. Shane. H. G. Coverston was named Assistant Agent.

George S. Northrop

George S. Northrop, a Train Dispatcher at Jersey Shore died suddenly December 10 from a heart condition, at the age of 57 years.

John Cleveland

John (Jerry) Cleveland, 30, Assistant File Clerk in the office of the Vice President, Chicago, died December 7 after an illness of several months.

Jerry started work with the New York Central in 1930, and had spent the last seven years in the Vice President's office. He was a brother of Wilford Cleveland, Freight Car Distributor, Chicago.

Other surviving members of the immediate family are his mother, Mrs. Mary Cleveland, and three sisters. He was unmarried.

A. Lee Breese, retired conductor, died December 13 in Rochester. For years he served on Train 40 from Buffalo to New York City.

G. C. T. Matron Ends Long Service

Mrs. Margaret Hendry, Supervisory Matron of the Ladies Rest Rooms in Grand Central Terminal, retired December 31 at the age of 73 after 48 years of service.



Mrs. Margaret Hendry

Left with the support of four children after the death of her husband in 1896, she became Head Matron over three Maids in the original Grand Central Depot. Later she saw the Depot enlarged into Grand Central Station, which itself was demolished and replaced in 1913 by the new Terminal. She now has a staff of 15 Maids.

Recently Mrs. Hendry made an effort to count the number of patrons entering the Ladies Rest Rooms during a single day. After clocking more than 22,000 by three o'clock in the afternoon, she stopped counting.

During her many years in the Terminal she has heard sympathetically the problems of thousands of women, patched up broken marriages, persuaded

run-away girls to return home and assisted in the birth of several babies in her office. She acted as a one-woman Travelers' Aid before that welfare agency established quarters in the Terminal.

As her duties grew over the years, so did her family. She has 12 grandchildren and nine great-grandchildren. Five grandsons are serving in the armed forces. She lives with her daughter and son-in-law, Mr. and Mrs. Edward C. Kaus, at 426 Scarsdale Road, Crestwood, N. Y.

She was succeeded as Head Matron by Mrs. A. Peterson who has been in service 12 years.

Gibson Men Go Up

The office of Auditor Freight Accounts, Gibson, Ind., reports:

Congratulations to the following service men from this office on recent promotions: Pfc. C. J. Mund, with the 249th Engineers; Corp. Bernal Story, Signal Dept., Camp Breckinridge, Ky.; Corp. G. F. Kolb, with the 531st Fighter Bomber Squadron; Sergt. W. E. Gudgeon, with the 16th Comm. Squadron and Sergt. C. J. Miller, First Fighter Command, Mitchell Field, N. Y.

Mrs. Florence Howard has resigned as Clerk after 17 years of service, and has joined her husband, Master Sergt. V. E. Howard, furloughed clerk, who is stationed at Fort Benjamin Harrison, Indianapolis.

The girls of the A.F.A. office held their Annual Christmas Party, Monday evening, December 13, at the Ultra Moderne Tea Room in East Chicago, Ind. About sixty girls attended and participated in community singing and playing of various organized games. After opening the grab-bag gifts, a buffet luncheon was served.

The committee in charge consisted of Margaret Schreiner and Mildred Kimbrough as co-chairmen, assisted by Betty Arvay, Agnes Winkler, Emma

Glee Club Sings in Grand Central Terminal



December was a red letter month for the N.Y.C.A.A. of Manhattan Glee Club.

On December 6, 45 members paid a visit to the Castle Point Memorial Hospital at Beacon, N. Y., where they entertained the patients, veterans of both the present war and some of World War No. 1. The well-rounded program of choral singing and voice and instrumental solos under the direction of Miss Gladys E. Holtorf, was enthusiastically received by the patients.

The Club also lent its talent to add to the Christmas festivities in the Grand Central Terminal, December 23, when the group sang carols.

A new activity for N.Y.C.A.A. members will be inaugurated in January when instructions in tap dancing will be given under the direction of Miss M. Stumm. Anyone aspiring to become another Elenore Powell or Fred Astaire are invited to join the group, meeting every Wednesday in Room 553, 466 Lexington Avenue, from 5:15 to 6:15 P. M.

Carson New Head of Columbus A. A.

The New York Central Athletic Association of Columbus last month elected the following:

President, C. C. Carson, Captain of Police; First Vice Pres., Ben Southerland, Conductor; Second Vice Pres., Clyde R. Thomas, Chief Clerk to General Yard Master; Secretary, C. F. Johannes, Clerk, Office, Superintendent; Treasurer, H. E. Tarleton, Assistant Chief Clerk, Office, Superintendent; Directors, F. K. Pickett, Chief Clerk, Office Superintendent; W. C. Wardwell, Master Mechanic; E. H. Lehman, Division Storekeeper; Lawrence King, Boiler Foreman; M. P. Springer, Clerk, Traffic Department; E. E. Martin, Engineer and R. Z. Gardner, Lieutenant of Police.

Beech Grove Notes

Corporal R. R. Mountjoy, who was a Machinist Helper at Beech Grove in the Wheel Shop, paid a visit to his fellow-workers recently while on furlough.

N. Y. Vets to Dine

Metropolitan Chapter, New York Central Veterans' Association, will hold its 22nd annual meeting and banquet in the Hotel Commodore, New York, January 27. The principal speaker will be Otto S. Beyer, Director, Division of Transport Personnel, Office of Defense Transportation.

L. E. Brown, Electrician, Beech Grove, has entered the Armed Services.

M. P. Crickmore, upholsterer, and Otto Gudat, upholsterer helper, left in December to enter the Marine Corps.

F. B. Fischer, former laborer in the Freight Shop, has enlisted in the Navy.

Private Victor A. Sahm has returned to his former occupation in the Freight Shop after having been honorably discharged from the Army.

18 Men Have 16 Sons in Service

R. O. PRESTON, Equipment Foreman at Mackinaw City, Michigan, reports that while his department employs a total of only 18 men, they have 16 sons and nine sons-in-law in the Armed Forces. He believes this must be a record for so few men at one location.

Joseph N. Crocker

Joseph N. Crocker, of Woodbury, N. J., who retired in 1933 as Manager, Mail & Express, New York Central System, died December 27 after a long illness at Frankford, Pa. He was born in Lockport, N. Y., August 6, 1863.



Mrs. Katherine Howland, Pullman Reservation Clerk in the Pullman Reservation Bureau, Grand Central Terminal, retired December 21, after 25 years of service with the New York Central. She was presented with gifts and a corsage by her co-workers. Mrs. Howland is the first woman to retire from the office. She started work at the West 42nd Street Office, August 17, 1918, transferring to the Reservation Bureau, June 19, 1919.

Big Four Men Win Praise For Oil Handling

(Concluded from page one)

about February 15, 1943, gradually increasing in volume until the peak was reached along in April when as many as 1,200 loaded tank cars or 16 train loads were forwarded to the East Coast.

"The remarkable phase of the whole operation was the manner in which the New York Central Railroad handled their end of the tank car movement. During the peak loading period the New York Central had a total of 68 road engines in the Norris City pool.

"The empty tank car trains were assembled at Mt. Carmel, Illinois terminal which is located 44 miles north of Norris City. The road power forwarded these empty tank car trains to Norris City and returned with the loaded oil trains.

"Sixteen empty tank car trains in one direction and 16 loaded oil trains in the opposite direction, in addition to 10 empty and loaded coal trains, two local freights, and two passenger trains for a total of 46 trains in a 24 hour period over a single track main line with but five passing tracks within the 44 miles. Dispatching was the keynote of this successful operation.

"During the operation, up to and including November 1, the New York Central handled approximately 320,000 tank cars, empty and loaded, on this single main line with very little loss of oil due to derailments or accidents of any kind. During the April flood the New York Central had their tracks washed out between Mr. Carmel and Lawrenceville, Illinois, causing temporary detouring of their trains for about ten days. After this was repaired, normal operation was resumed in less than six days.

"The East Leg of the Big Inch was placed in service and the flow of oil started East at 9:56 A.M., July 14. First day 71,949 barrels entered the line, gradually increasing to approximately 250,000 barrels, leaving an overflow of 50,000 barrels, 225 tank car loads or three oil trains to be handled by the New York Central until all booster pump stations are in operation on the East Leg.

"It is assumed that when all of these booster stations are in operation on the East Leg of the Big Inch, all oil stock received at Norris City, Illinois, from the Southwest will be put through the line and tank car loading at Norris City, Illinois, will be discontinued.

"LET'S GIVE THE N.Y.C.R.R. A BIG HAND FOR THE EFFICIENT HANDLING OF THIS TANK CAR MOVEMENT."

McGovern Succeeds Hamilton, Cincinnati



Paul Hamilton



E. H. McGovern

A testimonial dinner honoring Paul Hamilton, who retired as District Engineer, Cincinnati, was given at the Cincinnati Club, recently. Officials from New York, Chicago, Cleveland, Indianapolis and other points were present.

Mr. Hamilton, a native of Decatur County, Indiana, was graduated from Michigan University and for a time worked for the U. S. Engineers. He entered the service of the Big Four in 1900 at Springfield, Ohio.

He went to the general offices in Cincinnati in 1912, after having served as division engineer on several divisions. He was Assistant Chief Engineer for a number of years until 1940, when he was appointed District Engineer with jurisdiction over the Big Four District of the System.

A handsome, fully equipped filing cabinet was presented to Mr. Hamilton by his associates. Mr. Hamilton lives at 3483 Whitfield Avenue, Cincinnati, and plans to make his home at Greensburg, Indiana, later.

E. H. McGovern was appointed District Engineer of the Big Four District, to succeed Mr. Hamilton.

He is a native of Cincinnati and entered the service in 1910. His employment up to 1917 was in the construction department. During the greater part of 1917 and 1918 he served in the army, with the Twenty-Third Engineers' Corps.

Returning to the railroad after the war he entered the maintenance of way department. He went to Mt. Carmel, Ill., as Division Engineer and shortly thereafter was transferred to the same position with the St. Louis Division at Mattoon, Ill. In 1938 he went to Chicago and was Division Engineer at that point until June, 1941 when he returned to Cincinnati as Assistant District Engineer.

McGovern is succeeded as Assistant District Engineer by E. J. Bayer, who had held a similar position at Cleveland. Bayer is familiar with the Big Four district as he formerly was employed on several divisions in various capacities.

Roe Uses Sign Language With Arabs

ALLIED FORCE HEADQUARTERS, N. AFRICA — A new use of the sign language in supervising Arab labor gangs is one of the accomplishments of T/Sgt. Robert R. Roe, Ossining, N. Y., now serving with a grand division headquarters of the Military Railway Service, Transportation Corps, somewhere in North Africa.

An employe of the New York Central Railroad in civilian life, Roe worked in the office of the general claims attorney in New York City.

On arrival overseas, Sergeant Roe found that his duties as Bridge Inspector were not particularly pressing, so he was assigned to duty as Night Yardmaster at one of the port areas. The job required extreme patience with the Arab laborers handling railroad equipment arriving from the States. One of his greatest difficulties was to familiarize the Arabs with the various parts of locomotives, box cars and flat cars.

When he wanted car bumpers loaded, he would bang his fists together; for car springs, he would jump up and down like he was riding a pogo stick. Another worry was the natural tendency of the native workers to hide away in some secluded spot and take a siesta. Every hour or so he "counted noses" to check up on them.

After all materials had finally been shipped to assembly shops, the sergeant's time was devoted to assisting in supervision of the bivouac area. Odd jobs included planning company dances, and designing Christmas cards. One of his hobbies is portrait sketching, and in his spare time he makes drawings from photographs of the folks back home for his buddies.

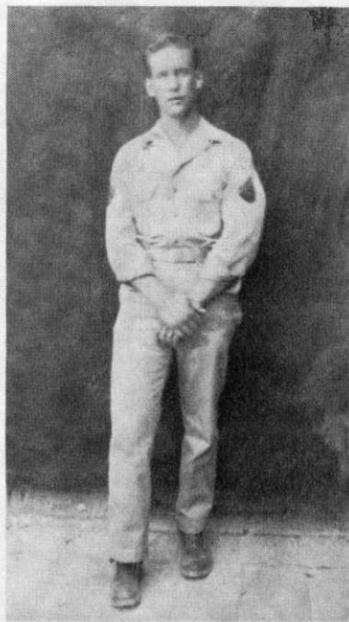
Elkhart Woman Veteran Retires

Mrs. Mary T. Schneider became Elkhart's first woman New York Central pensioner recently when she retired as janitress at the roundhouse after many years of keeping its offices and bunkhouses as neat and orderly "as I would my own house."

She was one of 41 pensioners honored at the Elkhart railroad Y.M.C.A. recognition dinner. Mrs. Schneider had been on the job since April, 1920. Her energetic and lively spirit belies her 65 years, but physical handicaps compelled her to give up the strenuous work she had done for 23 years.

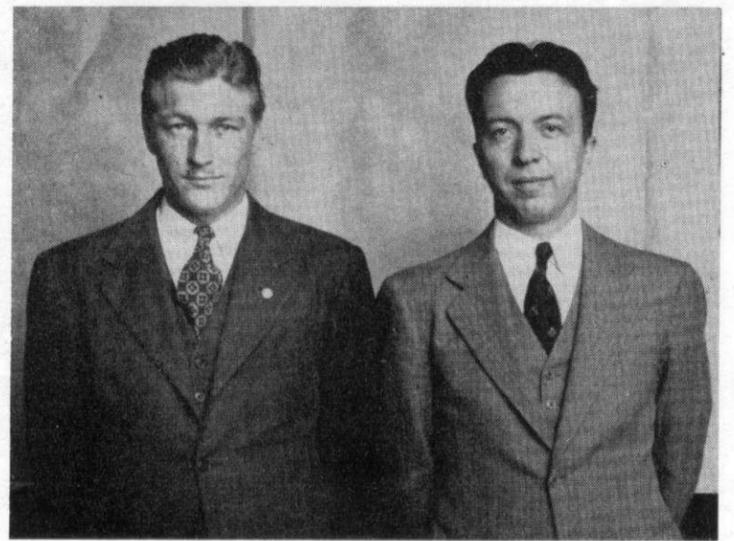
Mrs. Schneider was born in June, 1878, in Austria and came to this country in 1913, just before World War I began. The family moved to Elkhart from South Bend in 1915. Her husband, John Schneider, who was also a New York Central employe, died in January, 1920.

Newell Corporal



Corporal John S. Means, Jr., formerly a car inspector at Newell Interchange Yard, on the P. & L. E., has been in Military Railway Service since October 29, 1942. He is now in Iran and writes that he has met numerous other P. & L. E. men over there. Corporal Means is the son of John S. Means, a car inspector at the Newell West Classification Yard, who has been employed there for 17 years.

Two A. P. A. Boys, Detroit, Go to War



Left to right, George Jackson Paris, Jr., who is now in the Marines and J. Robert North, who is now in the Navy.

Seaman, Sightseeing, Tries to Steal Army Locomotive

CASEY JONES would have been proud to be at the throttle of No. 1864 — for No. 1864 is a combat veteran who defied Arabian fatalism and Nazi aerial attacks to get the supplies through to American soldiers in North Africa.

A 2-8-0 Consolidation-type engine, No. 1864 was built in December, 1942, by workers in an American locomotive plant.

No. 1864 is standard-gauge. Her boiler number is 8106; her manufacturer's number is 8095.

She arrived at Oran, North Africa, late last spring and was immediately set up by the Military Railway Shop Battalion charged with the assembly of railroad machinery then being unloaded in considerable quantity at this key Allied base.

The Military Railway Service is part of the Transportation Corps, Army Service Forces, and is the service charged with the operation of any railroads used by and for the armed forces in a foreign theater of operations such as North Africa. Here, M.R.S. and the civilian authorities of the Chemin de Fer Algerian labor side by side; French personnel operate their own trains and M.R.S. operates the purely military American service over the same lines, using American equipment ranging from locomotives and cars all the way to huge wrecking cranes and shop tools.

No. 1864 was given her hydrostatic test on May 11, 1943 — the same day her present operating battalion arrived in North Africa to begin the job of supplying the Allied armies in Tunisia, set to move into Sicily.

She worked for some time in the Algiers area, there receiving her baptism of fire. She came unwounded through a number of German air raids, some of which were directed exclusively at her and her sisters.

One time, in addition to her normal duties, she underwent a nerve-wracking experience: Somebody tried to steal her!

She was sitting peacefully in the yards, with steam up. Her crew, in this well-guarded establishment, were nearby, picking up coffee and a sandwich before starting their run.

A man, dressed in GI overalls, climbed aboard and pulled the throttle open. The Johnson bar was in reverse. The brakes, fortunately were set, so nothing happened.

T/4 Oswald B. Dusina, an ex-Southern Pacific employe from Oakland, California, came along about this time and saw the would-be thief busily pulling levers. He called Pfc. Anthony P. Dwyer of St. Louis, formerly with the Missouri Pacific, and T/5 Keith McCafferty of Steubenville, Ohio, who once worked for the Pennsylvania Railroad.

The three of them pulled their quarry out of the cab and turned him over to the military police. No saboteur, he turned out to be a seaman who wanted to see the countryside and figured 1864 would be just the thing for him.

Where 1864 was to go from her latest reported assignment was anybody's guess. Engineer Martin, however, confessed he had certain hopes.

"I would like," he said, "to drive her into Berlin. Flags all over her, and me with some flowers in my hat. And something nice and nasty about Hitler chalked on the sides."

B. & A. Air Officer Weds Brighton Girl

Lieutenant Joseph J. Yancovitz was married on November 20 to Miss Louise Kiernan, of Brighton, Mass.

Lieutenant Yancovitz was formerly employed at the Boston & Albany's East Boston Freight Office and in March, 1942, entered the Army as a private.

He was assigned to the Air Corps, and after a period of training at various fields was appointed to the Officers' Candidate School at Camp Lee, Virginia. Upon graduation, he was commissioned a Second Lieutenant, and is now Transportation Officer at Buffalo, where he does considerable business with his former employer, the New York Central System.

B. & A. Man Overseas

Irwin Godin, formerly a clerk in the Freight Traffic Office, Boston, has been promoted to Sergeant, and has been transferred overseas.

Fred A. Greenleaf, also a former clerk, who enlisted August 10, finished his preliminary training at Middletown, Conn., for the Navy Air Corps, and has been transferred to the Navy W.T.S. School, Weston, W. Va.

Now a Corporal



C. B. Longstreth, Signal Maintainer, of Charleston, W. Va., reports his son Severn, was home on a short furlough from Camp Butner, N. C. His son, shown above, has received a medal as an expert rifleman and has been promoted to Corporal. Severn is a former Assistant Signalman, Ohio Central Division. Evidently his days of squirrel hunting in West Virginia have not been amiss.

Auditor's Detroit Office Sends 45 to War

Employes of the Auditor Freight Accounts Office, Detroit, are proud to report that 45 of their former co-workers now are serving in the Armed Forces. They include 44 boys and one girl.

Last Christmas and Easter brought them gifts made possible by the individual contributions of their friends. Since then, a more systematic method, whereby 10c a month is collected regularly from the large majority of department members, has been put into effect.

As a result of this effort, Christmas gifts of money orders are being forwarded to Private Walter T. Armstrong, Corporal Rowan G. Behnke, Irwin E. Beitman, A. S., S/Sergeant Jack C. Bollman, Private Robert J. Bullo, Ersie E. Cash, EM 3/C, Corporal Trevor H. Clark, Private Joseph D. Crescio, Private James W. Cullen, Frank F. Cuthbert, S.1/C, Joseph E. Diroff, SK 3/C, Private Wm. Downing, Private Thomas Dype, Sergeant Norman F. Farquharson, Private James E. Feighan, Private Charles E. Folley, Private Betty Green, A/S Richard C. Hall, Pfc. Bernard Hupert, Corporal,

Fred Katona, Edward L. Kelly, SP 3/C, Sergeant John P. Klee, Corporal Adelbert R. Kotz, Fred W. Leuchtman, Y.3/C, Private Charles L. Lottridge, Private Robert C. Marshall, Private Daniel S. McCormick, John H. MacDonald, Private Raymond J. Marx, Pfc. Charles W. Moore, Pfc. Marvin C. Oldenburg, Private Frank G. Perz, Daniel E. Purcell, SK 2/C, Private Edwin Rees, Lieutenant Leo M. Schario, Jr., Edwin T. Scheper, Y.2/C, Corporal Norman M. Schmotzer, Edwin J. Schoenbeck, S.2/C, Private Bill Schwartz, Private William Sullivan, Private John L. Sullivan, Albert J. Traxler, S.1/C, Private Willy J. Walther, Harvey J. Wilkins, S.1/C and Private Eugene A. Wroblewski.

Why not drop any of them a line? Molly Ann Hunter on the eleventh floor and Sarah Sharpe on the tenth floor will be glad to furnish addresses.

Engineers Shift

F. J. Jerome, Chief Engineer, Chicago, has announced the appointment of G. E. Robinson, formerly Assistant Engineer of Structures at Cleveland for the New York Central Railroad, Line West, as Assistant Engineer of Structures in Chicago.

A. M. Wasserhoff, formerly Assistant Engineer of Bridges, Chicago, succeeds Mr. Robinson in Cleveland.

Detroit Engineers Golf League Champions



Left to right, J. S. Small, C. A. Anderson, Captain, T. Deyo and M. Friedman.

In the Navy



Mrs. Marie Firestine of 749 Utah Street, Toledo, sends this picture of her husband Delbert, who is an Electrician's Mate, First Class, in the Navy. Delbert was Signal Maintainer at Stanley Yards, Toledo, until his enlistment in September, 1942. E. M. Firestine is somewhere in the north Pacific. In his last letter he writes that "the boys out here could use a few 'USO' clubs as I have not seen one since leaving the States and entertainment is a big problem out here. About all that we have is a few movies on the side of a hill once in a while." He is on the left with an unidentified pal.

Edward V. Underwood, former assistant Signalman and son of H. M. Underwood, Signal Maintainer at Fostoria, Ohio, has been promoted to M.B.2c, and his address is B.M.2/c, Boat Repair Unit, N.A.B. Navy 140 c/o Fleet Post Office, San Francisco.

A French Christmas card has just been received from Pfc. Dwight D. Firestine, who is in a Railway Operating Battalion in North Africa. He writes that he is working as a night dispatcher at the motor bureau and that one of his buddies had a nice surprise when he came back from a trip one evening when his young brother was waiting to see him. The brother was in the invasion of Sicily as a Paratrooper and told tales for three nights. He said that Sergeant York didn't have anything over some of the boys in his outfit and that one or two of them brought in 100 to 200 Italian prisoners.

Corporal William D. Dildine, former Assistant Signalman, now with a Service Battery at Shreveport, La., writes that his brother, Harold, also a former Assistant Signalman, is in the Solomon Islands.

Private Orsie D. Mercer and Mrs. Mercer are the parents of a seven pound bundle from heaven, Beverly. Private Mercer is with a Service Unit at New Orleans, and was an Assistant Signalman until his induction.

John M. Sims, with the Merchant Marines, writes that he returned a short time ago from a six months' trip, which took him all the way round the world and about every place except England and Russia. He crossed the equator eight times and stopped in Australia, India, Arabia, Egypt, South Africa and South America. He is now in the Maritime Service Officers' School, where he hopes to graduate in January as an Ensign, with a Third Assistant Marine Engineer's License for both steam and diesel engines.

Pfc. Amos M. Curry, with the 513th Base Headquarters Squadron at Sarasota, writes that his wife and baby are with him in Florida and the boys are enjoying fine steak dinners once or twice a week, ham and chicken once a week and fish and shrimp on Fridays and that the army is really feeding the boys well.

Pfc. Vernon M. Hardy, Mess Cook with the 459th Bomb Group at Westover Field, Mass., and former camp car cook on the Ohio Central Division, writes that he expects to get a furlough home soon and is seeing quite a bit of the country in his training.

Miss Wagner Weds

Miss Virginia C. Wagner, daughter of Lisle O. Wagner, Assistant Chief Clerk to General Attorney, New York, was married recently in St. Paul's Church, Ossining, N. Y., to Frederick B. Overbaugh, Jr. The groom, employed in the General Solicitor's office, New York, is the son of F. B. Overbaugh, Sr., of the Vice-President and Comptroller's office.

Inductee Gets Watch

The third member of the Accounting Department Typing Bureau, Detroit, to enter military service was Eddie Gildard, who left October 14. He was presented with a watch by the many friends whom he had made during six years with the bureau.

Ex-Signalman Now Lieut. Col.

The Ohio Central Division Signal Department reports:

Because President Theodore Roosevelt liked men who could get things done, Harley E. Johnson, 57, 324 N. Warren Ave., Columbus, O., is now wearing the silver oak leaf of a lieutenant colonel and is Assistant Director of Supply at Camp Atterbury, Ind.

It was during World War I while stationed at Camp Sherman that Lieutenant Colonel Johnson, then wearing sergeant's stripes, first drew the attention of the late President and high ranking army officials for his work in producing working models of the "Stokes" type of trench mortar, which proved a big factor for the Allies.

At that time none were available in this country because they were manufactured in England and sent immediately to the troops in combat.

A British army officer who was serving as an instructor at Camp Sherman in this type of warfare exhausted every means at his disposal to secure a working model of the trench mortar.

Because of his work with the New York Central Railroad as Superintendent of Signal Maintenance and Repair, the sergeant was asked if he could produce a model of the trench mortar. He answered in the affirmative and was immediately given orders to "go ahead."

Using the signal repair shop at night, Sergeant Johnson and five of his buddies went to work. From scrap material they not only made replicas of the model but working models that fired dummy shells.

In recognition of his work he was recommended for officers' training school by the President and after receiving his commission served as faculty instructor at Post Field, Okla., until 1919, when he was placed on the reserve list.

Johnson entered the service of the Ohio Central in 1906 and enlisted in World War I, Sept. 30, 1917. When he returned from the war he had charge of the Store Department and became Supervisor Material & Repairs. In 1925 he was made Assistant Signal Supervisor and left the service in 1928 to enter the regular Army.

Signal Maintainer W. L. Hale of Kenton, Ohio, reports that his son is in a mess outfit in North Africa feeding the boys.

Mrs. Anna M. Downour, wife of Technical Sergeant Ralph Downour, died in Toledo, recently, after an illness of three weeks. Burial was in Toledo Memorial Park Cemetery. Technical Sergeant Downour, whose picture appeared in the September, 1943, issue of the HEADLIGHT with a group of N. Y. C. men in a Railroad Battalion in North Africa, was a former signal Maintainer at Stanley Yards, Toledo.

On Lost Carrier



Shown above is Pfc. John M. Brown, Marine Corps, son of Patrolman John D. Brown of the Electric Division. Private Brown saw service in engagements at the Marshal and Gilbert Islands, at the bombing of Tulagi and the Battle of the Coral Sea. He was assigned to the Aircraft Carrier Yorktown when it was sunk at Midway. Private Brown when home on furlough, recently, recuperating, told how he owes his life to Pfc. Richard H. Davis, 1460 Parkchester Road, Bronx, N. Y., for swimming with him on his back for a half hour before they were rescued. Private Brown is now back in action serving on a new Carrier.

Working in Iran



William F. Horton, son of Sanford C. Horton, Stationmaster at Albany, N. Y., is now an engineman in a Railway Operating Battalion in Iran. He is a Sergeant Technician, Fourth Grade. Before entering the Army he was a fireman on the Hudson Division.

Cline Now Inspector

Edward F. Cline, for many years Captain of Police at Indianapolis, with jurisdiction over the Indiana division and the Indianapolis terminal, was promoted to the position of Inspector of Police in the office of Chief Frank Poppe, at Cincinnati, effective November 1.

Mr. Cline is succeeded at Indianapolis by Mark Robbins, who had been Lieutenant at Muncie, Indiana. Mr. Robbins is a son of a former chief of police of the city of Muncie.

P. & L. E. Veterans Honored at Newell

A committee composed of William Collins, Elmer Sweitzer, Carl Dando, Howard Wellington, John Vacaro, William Dunlap, Fred Kreuter, A. Costello and J. Monath, representing all local departments of the east end of the Pittsburgh & Lake Erie Railroad, staged the second annual retirement dinner at Newell Y.M.C.A. It was attended by 80 employes and their wives.

With the hospitable cooperation of Secretary James Winterhalter and staff, festivities were conducted under the leadership of James J. Donovan, General Foreman, Motive Power Department.

Honored with suitable gifts, were four employes of the east end of the road who retired during 1943:—Conrad Vogel, who entered the P.L.&E. service as a brakeman in 1895, and was promoted to conductor in 1904; William V. Cocheran, who started as a coal dock operator at Dickerson in 1902, and was promoted to hostler in 1911; Joseph Robertson, who entered the service as a fireman in 1903 and was promoted to conductor in 1909; and Frank Inuso, who started as a track walker in 1911 and transferred to flagman at the Newell Morgan Street Crossing in 1932.

Dr. J. Riley Staats, California State Teachers College, California, Pennsylvania, spoke on "The Railroads in American Life."

Following the introduction of John Yohe, Supervisor for the east end of the road, A. Costello, Foreman, Maintenance of Way Department, delivered an inspirational address on "Cooperation among Railroad Men."

Novelty entertainment was furnished by Howard Wellington, a Carman, and his musical saw, with Mrs. Joseph Diederichs at the piano.

Lending color to the event, Secretary Winterhalter introduced, as guests of the Y.M.C.A., Pfc. J. Sofranko, Corporal Robert Becker, Lieut. John Prekrel, Corporal Joseph Russo, Seaman 1st Class, Richard Stevenson Jr., Sergt. Clarence Henry and Seaman 1st Class Thomas Shaffer; all of whom had the good fortune to be home on furlough.

H. J. Curry Retires After 47 Years' Service

Henry Jacob Curry, Assistant Superintendent, Boston & Albany Railroad, Springfield, Mass., retired November 30.

Mr. Curry, who was born March 12, 1877, at Hortonville, N. S., entered railroad service as a telegrapher at Boston, May 12, 1896.

Hartley in New Orleans

Private John H. Hartley, Jr., son of John H. Hartley, Conductor at 72nd Street Yard, New York, recently returned to his camp after being home on a 15-day furlough. Private Hartley was formerly a brakeman at the 72nd Street Yard. He is stationed with the Army Service Force, Shop Battalion, in New Orleans. While Private Hartley was home, he was godfather for his sister's son. Private Hartley also has a brother, William, who is with the Field Artillery.

Ford Goes to Seattle

Captain John F. Ford, Army Transportation Corps and former C.F.A. in the office of the General Eastern Freight Agent, has recently been transferred from his station in Bayonne to a new post in Seattle.

Gets Flying Cross



Staff Sergeant John Amber, 23, son of M. Amber, Road Conductor, has been awarded the Distinguished Flying Cross and also three clusters for heroism.

Sergeant Amber, former Stores Department employee at East Youngstown, Ohio, enlisted December 19, 1941, received training at Keesler Field, Mississippi, Spence Field, Georgia, Barksdale Field, Louisiana, and Myrtle Beach, South Carolina, from where he went overseas in April, 1943. He is now with a Bomb Squadron in England.

Indianapolis Cop Captures Two Suspects

Sergeant H. W. Brown of the New York Central police, Indianapolis, started the day, December 7, with plenty of activity. At 12:30 A.M. he was at West and Washington Streets, and noticed a red taxicab pull up to the curb. A man in civilian clothes got out and started walking away, counting money as he went. Brown called police headquarters and learned that the cab had been stolen and the driver held up. Brown then trailed the man until he went into a chili parlor, where the police found him in the wash room. He was identified by the cab driver.

Brown then started to drive to Westside Yards when a truck came dashing from a side street and he had to take the wrong side of the street to avoid being hit. They drove west on Washington Street at high speed. Three men were on the front seat. Brown followed them and, flashing his light, saw a carton of cigarettes in the truck.

He chased them through streets and alleys until they crashed into a telephone pole. All three men ran but Brown caught one of them. He turned out to be a well-known police character, "wanted" as a suspect for a number of stealings. He told the names of the other two, who also were known to the police. The truck had been stolen as had the contents, consisting of cigars, coffee, chickens, turkeys and ducks.

Sergeant Brown had himself quite a morning.

5,000 At Christmas Festival at Blue Island

The Indiana Harbor Belt Athletic Association held its 17th annual Christmas parties at Blue Island, Ill., Hammond, Ind., and Franklin Park, Ill., December 15, 16 and 17, respectively.

Total attendance of the three parties was more than 5,000, and toys were distributed free to Association members' children, 12 years of age or under. Continuation of such parties in the face of current day war time conditions is believed by the Association's officials to be a worthwhile undertaking for the benefit of the children, upon whom it is felt the burdens of war should not rest.

Robbins Promoted

Technical Sergeant James L. Robbins, formerly a New York Central employe at Indianapolis, has been promoted to Master Sergeant and is stationed at Washington, the Headquarters of the Army Ground Forces announced recently. Robbins is attached to the Office of Chief of Staff, Army Ground Forces.

Leininger Overseas

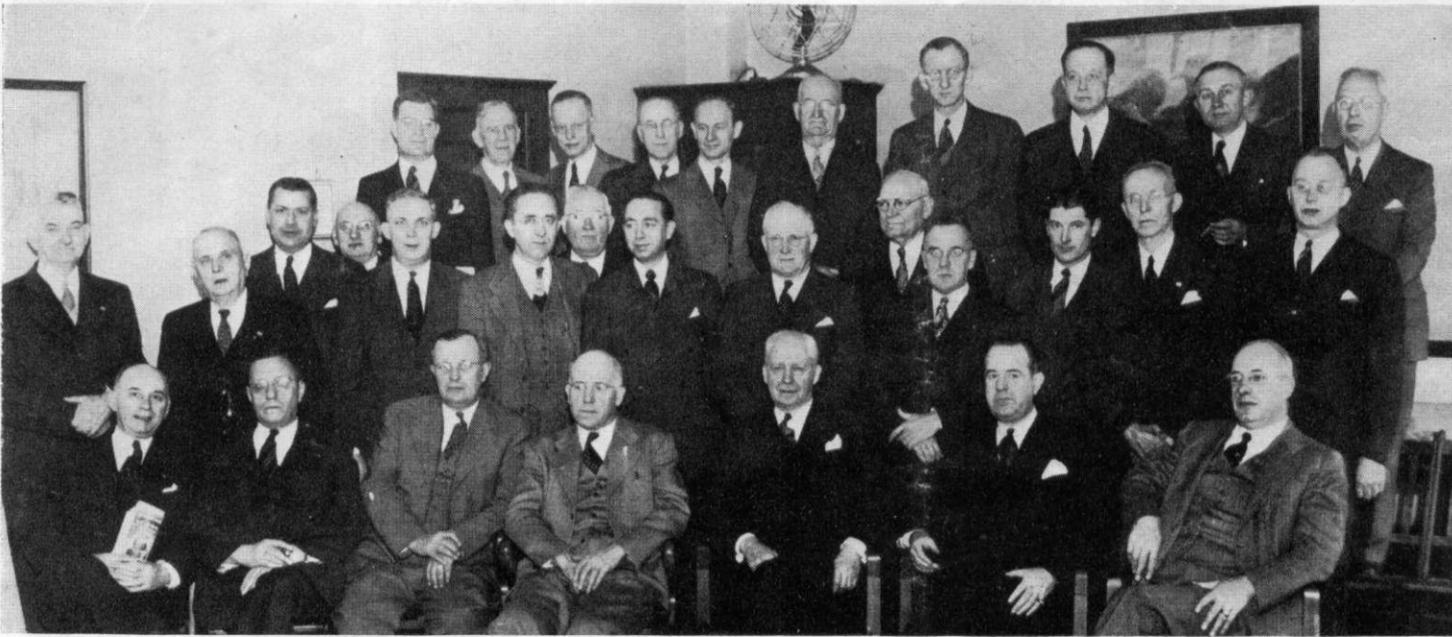
Private Fred Leininger, formerly an electrician's helper for the New York Central at Elkhart, is now in the Mediterranean area as a tank mechanic, his wife reports.

Scene at Annual Dinner for Elkhart Employes Retiring in 1943



This was the seventh yearly dinner of the sort given at the Elkhart Y.M.C.A. Standing in the rear is Carleton W. Meyer, Assistant to the President of the New York Central System, one of the principal speakers. Superintendent F. H. Garner, Chicago, Assistant Superintendent J. W. Crowley, Trainmasters J. A. Hickey and H. C. Van Bergen, the latter toastmaster, also were present.

Chicago Sales and Traffic Committee Celebrates its 18th Anniversary, Record for N. Y. Central System



Front row, left to right: L. C. Howe, Division Freight Agent and Committee Chairman; C. R. Yoder, District Storekeeper, Elkhart; W. L. Houghton, Superintendent, Equipment; F. H. Garner, Superintendent; W. C. Douglas, Assistant General Freight Traffic Manager; D. S. Mackie, Freight Traffic Manager, and Leroy Blue, General Freight Agent and past Chairman. Second row: C. L. Burgess, General Agent, retired; James H. Reed, Master Car Builder, retired; A. W. Morgan, General Freight Agent; W. M. Stewart, District Freight Claim Agent; P. J. Burke, Assistant Land and Tax Agent; H. W. Coffman, Industrial Agent; A. I. Parker, General Agent, Merchants Despatch Corporation; R. L. Melbourne, General Westbound Agent; H. L. Kershner, Assistant to Treasurer; O. M. Hullinger, Local Agent, retired; F. A. Judd, Western Publicity Representative; J. C. Huston, Assistant Engineer, representing J. R. Scofield, Division Engineer; J. W. Pitsch, Locomotive Engineer, retired, and Secretary of the Chicago Pensioners' Association, and H. R. Trowe, District Station Accountant, Englewood. Third row: F. O. Stein, Assistant General Agent; G. F. Wynn, General Agent; S. H. Horne, Manager, New York Central Warehouses; C. K. Thomas, Auditor Freight Accounts, Gibson, Ind.; S. W. Jacobson, representing H. P. Hannan, Superintendent Freight Transportation, Gibson, Ind.; A. F. Shoup, Building Department, retired, and President Elkhart Pensioners' Association, Elkhart; H. J. Derner, Chief Clerk to Superintendent Equipment; F. W. Flott, General Attorney; P. P. Belitz, Assistant Coal Traffic Manager, and H. C. Carson, Assistant General Passenger Agent. J. C. Stineman, Chief Claim Agent, present at the meeting, is not shown.

Has Five Sons in War

The service flag at the home of Frank Maure, Foundry Molder at Elkhart, displays more stars than does a general, as five of his nine children are in the Armed Forces. Two of the five sons were following in their father's footsteps with the New York Central before entering military service.

The first to enter service was John, now recovering from a serious back injury suffered in a jeep accident on the West Coast, and awaiting a medical discharge. He is 25, and has been in the Army since January 25, 1943.

The next to leave was 21-year-old Dominick, now overseas, a Private First Class in the Ordnance Department. Before entering Service about a year ago he was employed by the Ball Band in Mishawaka.

The first to choose the Navy was James, who enlisted at the age of 18, and completed "boot" training at Great Lakes, Ill. He is now at sea as a Second Class Seaman. He also worked for the Ball Band.

Another sailor son is Ruke, 31, who, prior to his enlistment, had been employed by the New York Central for about 15 years.

Another prospective molder who learned his business in the New York Central's shop at Elkhart is Frank, 29, whose skill is being passed along to the Navy.

Two Sons in Service

Emil Heimann, Patrolman at Cincinnati Union Terminal, has two sons in the Service.

One, Pfc. R. A. Stohlman is with a Railway Operating Battalion in England. He was formerly a yard brakeman at Cincinnati. The other, Staff Sgt. Edward H. Stohlman, formerly a car department laborer at Riverside, Ohio, is now a radio operator in the Army Air Forces in the South Pacific area.

Medical Corporal



Above is shown Corporal James N. Taylor, who is serving in a station hospital in a psychiatric ward. Formerly at the McKees Rocks Car Shops, he entered the Army 20 months ago. He is the son of Mr. & Mrs. J. R. Knight. His father is a P. & L. E. trainman.

McKees Rocks News

The McKees Rocks District, P.&L.E., reports:

Joseph Koenig, Sr., Piece Work Inspector, Fabricating Plant, McKees Rocks, who apparently was doing nicely after an operation, had to undergo other operations and died recently. Mr. Koenig had been in the service for 34 years and was a crack freight car man.

Besides others, he is survived by Joseph, Jr. and William, employed in the Car Department, Josephine, Locomotive Department, and Frank, employed in the Pittsburgh Storehouse.

Miss Margaret Gillen, Stenographer in the Master Car Builder's Office, died recently after a short illness.

Last September, Pfc. George Schott, of a Marine Parachute Regiment, wrote his father, Fred Schott, Blacksmith Shop Foreman, McKees Rocks, that he arrived in the South Pacific war area. Another letter hinted that he expected "bigger and tougher things from now on," which indicates that it didn't take long for him to see action.

Most recent word from Sergeant James Curley, Jr., son of J. M. Curley, Electrical Stockkeeper, Storehouse A, McKees Rocks, was from England, where he is a crew member on a Flying Fortress.

J. R. Board, Storehouse A employe, was happy when his two children were home on furlough at the same time. They are Tom, Seaman Second Class, stationed at Great Lakes Training Station since September 1, and Private Laurett, who enlisted in the WAC July 5, and is stationed at Fort Dix, New Jersey. She received training at Fort Devens, Mass., and also at Fort Des Moines.

Corporal Charles O. Selby, Army Air Force, stepson of S. P. McCartney, Storehouse Attendant, Storehouse A, is stationed at A & College, Fargo, N. D.

Robert Winnett, Army Air Cadet, son of M. C. Winnett, Signal Stockkeeper, Storehouse A, McKees Rocks, is at the Miami training station.

Miss Grace Morton, employed at the East Youngstown, Ohio, Storehouse, revealed her engagement to Staff Ser-

Cracking Good Time

BOB CHRISTENSEN, of the Vice President's Office, Chicago, who recently joined the Navy, writes from Camp Scott, Faragut, Idaho, that he recently had the great "privilege" of cracking eggs while on galley duty, and that he and his partner on the night watch cracked 1,080 dozen for the morning breakfast. But Bob seems to be enjoying life immensely.

geant James Sherry, Army Air Forces, at a dinner party recently. Jim is the son of R. S. Sherry, Storekeeper, East Youngstown, Ohio.

Peter Petruna, former template maker at the Fabricating Plant, McKees Rocks, was promoted to Piece Work Inspector, vice Joseph Koenig, deceased.

Two reasons why August F. Sonnet, Machinist, Locomotive Air Brake Room, McKees Rocks, is proud these days was evident when his two big sons visited the shops during furloughs. Private Martin, Army Air Forces, who enlisted in February and is at Gulf Port, Mississippi, is one reason; the other reason is Frank, Army Air Cadet, who enlisted in April, received training at Wofford College, South Carolina, and is stationed at Nashville.

Corporal Joseph Sobek, former General Storekeeper's Office employe at McKees Rocks, stationed at the P. W. Camp, Weingarten, Missouri, was home on a furlough. His present job is court reporting in connection with trials conducted by the Army.

James M. Smith

James MacKenzie Smith, who retired on April 30, from the Freight Claim Department, died October 25, in a Wheeling, W. Va. hospital at the age of 65.

He entered service with the Freight Claim Department in 1905 and was Chief Clerk in the Rochester Office at the time of his retirement, following which he made his home at Bethany, W. Va. He formerly resided at Tarrytown and was buried in Sleepy Hollow Cemetery, October 28.

Chicago Soldiers Get Xmas "Goodies"

Santa Claus did not forget the 20 boys who left the Polk Street Freight Office and Freight House, Chicago, for military service and are now stationed at various points throughout the world. A box of Christmas "goodies" was sent to each of the following:

Mike Gabrone, Tommy Green, Jimmy Gleason, William Cranston, Tommy Roche, Ray Martin, Joseph Mozdren, John McAvoy, Joseph Pettit, George Stillwell, John Ahearn, Frank Gibbons, Ignacio Lopez, Tony Maggio, Joseph Failla, Marion F. Genardo, Theo. J. Neubauer, Joseph Rachmaciez, Ray McCacerty and Albert Santi.

The Polk Street forces send their congratulations to Mike Gabrone who has become the father of a boy, born since he left the States.

Business Women Give Toys to Orphans

The Chicago Railway Business Woman's Association omitted their usual gala Christmas party in favor of a Benefit Tea held December 11, admission to which was a toy. All toys later were distributed among the various local orphanages. Other club activities late in 1943 included a Travelogue on China given by Miss Camille Rathbun at the Central Y.M.C.A. It was such a success that a repeat performance was given.

Miss Aileen Green, Secretary to Assistant Vice President, Chicago, is Chairman of the New York Central Division of the Association.

Selkirk Notes

The Selkirk Car Department reports: Wilbur C. Palmer and Frederick Alberts have returned to work as Inspectors and Repairers and Walter F. Zych and Arthur V. Smith have returned to work as Car Repairers. These men received honorable discharges from the Army.

Russ DeGroot, Clerk, resigned and his co-workers presented him with a fine Parker "51" pen. His place was taken by John Hutchings, son of Inspector and Repairer Hutchings at Hudson, who was recently discharged from the Armed Forces after serving three years.

William Gudz, former Laborer, has enlisted with the Navy and is taking boot training at Sampson, N. Y.

Dominic A. Ollivett, former Laborer, has been inducted into the Navy.

Car Repairer Carmen Scaringe, ace bowler, who banged the wood for an average of 188 with the West End League last season, has now been given a berth with the New York Central A. A., American League.

Two Promoted

Two former Central employes, now in a Railway Battalion abroad, Pfc. Thaddeus A. Zdziarski of Buffalo and T/5 John R. Cleary of Syracuse, have been promoted to Technicians, Fourth Class.

B & A Spur Will Serve Army Hospital

The Cushing General Hospital, new 1750-bed Army medical center at Framingham, Mass., was made ready to receive its first consignment of soldier patients early in December. Many of the patients will be from combat areas, although local soldiers also will be treated at Cushing.

Named after Boston's great brain surgeon, Harvey Cushing, the hospital will have a large staff of medical specialists.

Situated on 70 acres on Winter Street, Framingham Center, the hospital is somewhat difficult to reach without a car although it is hoped a bus line will eventually be put through from Framingham to the hospital.

A spur track has been built in direct to the hospital from the Boston & Albany station at Framingham, and the wounded will be brought direct from ports of embarkation.

In anticipation of the expected increase in business to and from Framingham, Mass., Carl E. Hatch, formerly of the General Passenger Agent's office, Boston, has been appointed Ticket Agent at Framingham and assumed his new duties on November 1.

Henry Stone Promoted

Henry Stone recently was appointed Assistant Supervisor of Track, Sub-Division No. 16, St. Lawrence Division, with headquarters at Richland, N. Y., by W. E. Carnes, Supervisor of Track.

H. R. Fleming Retires

Howard R. Fleming, City Freight Agent in the office of Division Freight Agent T. J. Davis, Dayton, Ohio, retired, November 1.

His service dated from January 18, 1905, when he was employed as a clerk in the transportation department at Columbus. He was transferred to Dayton as traveling freight agent in 1921.

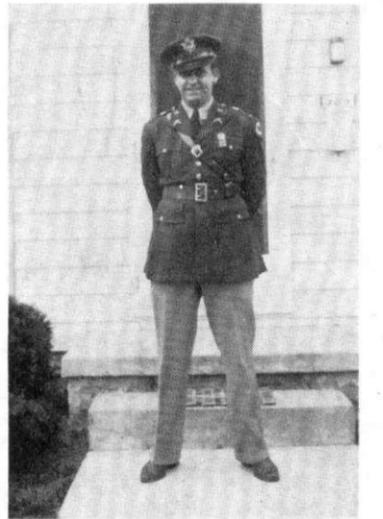
Lyons Man Retires

John Edward McEwan, a machinist in the shops at Lyons yard, Danville, Ill., retired October 30. He lacked but eight months of attaining fifty years of railroad service. He started with the Santa Fe at Argentine, Kansas. He served a number of roads and for five years was with the Baldwin Locomotive Works. He entered the service of the New York Central in 1911 at Indianapolis. He has been at Danville since 1921.

Albert J. Frank

Albert J. Frank, 62, Passenger Brakeman, Elkhart, died suddenly in a hospital in Chicago, December 3. He was stricken with a heart attack in La Salle Street Station, shortly after the arrival of his train, about 8 A.M. He had been with the Central since 1918. His wife and a daughter survive.

In San Antonio



Lieut. Charles R. Harrington, shown above, is with the Normoyle Ordnance Motor Base, San Antonio, and has earned several promotions since he went south with the Ohio National Guard, in 1940. He is a former Assistant Signalman in the Signal Department, Ohio Central Division.

War Shows Strategic Importance of Boston & Albany to New England's Industries

SINCE 1939, when World War II began, through 1942, the Boston & Albany has demonstrated its strategic importance to the industries of New England and the port of Boston by hauling an increase of approximately 300 per cent more freight and 56 per cent more passengers.

During those three years B. & A. freight car couplers strained at loads which increased from 654,969,606 to 1,672,112,716 ton-miles of revenue freight while passenger cars were busy with an increase from 186,451,371 to 353,666,870 passenger-miles.

The war presented an all-important job to do and the B. & A. was fully prepared to take these extra loads of traffic in stride. Its central New England line, safe-guarded by automatic signals and automatic train control, and its stone ballasted roadbed, double-tracked with 105 and 127-pound rail, made this an ideal route for the emergencies of war.

Taking another view of the great volume of war traffic handled, while freight cars per train-mile leaped from 34 to 45 cars, freight train miles kept pace, with an increase from 1,600,820 to 2,392,267. Passenger traffic rose from 6,588,172 to 9,062,543, an increase of 2,474,371 passengers.

This heavy increase in passenger traffic was caused by military movements, the diversion of highway travel as a result of gasoline rationing and rubber conservation, and the curtailed airplane operations which restricted passengers using such service to those traveling on essential business.

Certainly nothing of the importance of the Boston & Albany as a main artery of traffic in times of peace or war has lessened since it first inaugurated through service in 1841, under the names of the Boston & Worcester and the Western Railroad.

Linking the capitols of Massachusetts and New York State by way of such industrial cities as Worcester, Springfield and Pittsfield, the Boston & Albany vaults the Berkshire Mountains and runs through some of the most scenic countryside in America.

The railroad presented a difficult job of construction in early days and its right of way has been steadily improved since then. Almost one-half of its main line is on curvature; it has more than one bridge, of 10 feet or more, per mile of road; and it reaches an elevation of 1,452 feet.

The main line, 199 miles long, has 102 miles of tangent and 97 miles of curve. Much of this curve is caused by its climb over the Berkshires. The longest stretch of straight track on the main line is 2.68 miles between Brookfield and East Brookfield. The longest straightaway on the railroad is 3.86 miles on the Milford Branch.

Hurdling numerous streambeds and passing through frequent cuts in the hilly country it traverses, the main line has acquired 189 overtrack bridges and 161 undertrack that have a clear span of ten feet or more. The undertrack bridges have a total linear footage of 10,816.

The highest elevation on the B. & A. is reached at Washington. Just West of Washington, between North Adams Junction and Hinsdale, occurs the heaviest eastbound grade, where there is a rise of 434 feet in 5.78 miles, giving an average grade of 1.42 per cent, with a maximum of 1.51 per cent. The heaviest westbound grade occurs between Russell and Washington, a distance of 24 miles with a rise of 1,202 feet, giving an average grade of .95 per cent with a maximum of 1.65 per cent.

The main line is double-tracked for its entire length of 199 miles between Boston & Albany. In addition, it is four-tracked between Boston and Framingham, a distance of 21 miles, to handle heavy commuter traffic. Three-tracking occurs primarily in upgrade locations, as eastbound between Chatham and East Pittsfield and between North Adams Junction and Washington. Charlton Hill is three-tracked on both sides.

The main line and its fourteen branches have 352 miles of first track; 224 miles of second track; 70 miles of third track and 22 miles of fourth track. The total trackage of the Boston & Albany is 1,021 miles.

The only two branches to be double-tracked are the Selkirk Branch, carry-

Facts About the Boston & Albany

MAIN line, double-tracked for its entire length of 199 miles, connects Boston, Mass., and Albany, N. Y.

It is the main passenger route and one of the major freight routes between New England and the West.

Almost half of its main line is on curvature, its longest stretch of straight main track being 2.68 miles. Most of this is due to the fact that it crosses the Berkshires, reaching an elevation of 1,452 feet. It has more than one bridge per mile of road.

Between Boston and Framingham, 21 miles, a heavy commuting district, its route is four-tracked.

During the War it has been the main route for the transportation of petroleum, in which its performance has been outstanding.

It operates 15 trains a day in and out of Boston to Buffalo and points West.

ing the B. & A.'s freight traffic into and out from Selkirk Yard, and the Newton Highland Branch, which has heavy commuter traffic. The longest branch line is the Ware River Railroad which winds its way northward from Palmer 49.36 miles, almost bisecting the State of Massachusetts.

The Boston & Albany is the main passenger route between New England and the West, operating eight eastbound and seven westbound trains a day in and out of Boston to and from Buffalo and points West. Through Boston-New York passenger service is also maintained via Springfield over the New York, New Haven & Hartford Railroad from New York to Springfield and the Boston & Albany from Springfield to Boston.

The eastern passenger terminus is the South Station at Boston. This station handles probably the largest volume of commuter traffic in America.

The Boston & Albany has its own equipment of motive power and rolling stock, bearing the name of the railroad. It has 225 locomotives, 3,210 freight cars and 347 passenger cars.

Of the locomotives 89 are freight, 78 passenger, 53 steam switcher and 5 diesel switcher. Of the freight cars 2,200 are box cars, 500 hoppers, 307 gondolas and 203 flat cars.

The mighty and heavy giants of the freight locomotives, depended on to pull and push trains of eighty loaded cars over the Berkshires, are 55 engines which take their name from the mountains they conquer—Berkshire type, Class A-1, locomotives. These engines have a 2-8-4 wheel arrangement and a tractive power of

69,400 pounds, which is stepped up by booster to 81,400 pounds.

There are no shops for heavy repairs on the Boston & Albany. All such work on both locomotives and rolling stock has been done at the New York Central shops at West Albany since 1941.

Light repairs, however, are made on locomotives at engine terminals, on passenger coaches at the Exeter Street Yard, Boston, and on freight cars in the yards at West Springfield and at Beacon Park, Boston.

The largest engine terminals are located at West Springfield and Beacon Park. Others are at East Boston, Riverside, Framingham, Milford, Worcester, Chester, North Adams Junction, North Adams and Hudson.

The principal freight yards on the B. & A. are located at West Springfield, Worcester, Beacon Park in Allston, four miles West of Boston, and East Boston.

The largest yard is West Springfield which has a total capacity of 3,279 cars. This is also the main classification yard for the B. & A. westbound trains. Its westbound yard has a capacity of 1,598 cars. Eastbound yard capacity is 1,417 cars. West Springfield also has a car repair yard for 155 cars and industrial tracks for service to several large industrial plants with a capacity for 334 cars.

Worcester Yard is used primarily for service to local industries. Its limited classification yard has a capacity of 209 cars. Its storage, freight delivery, team yard and repair yard, however, have a capacity for 775 cars.

Both the Beacon Park Yard on the main line of the B. & A. and yards on the Grand Junction Branch, terminating in East Boston, serve the industries of Boston and the railroad's own docks and piers.

Beacon Park Yard has a total car capacity of 2,058 cars and East Boston, Terminal of the Grand Junction Branch, a capacity of 1,205.

The Terminal at East Boston, now devoted solely to the nation's war effort, covers an area of 43.32 acres. Located directly on the main ship channel of the port of Boston, it has four large piers and a grain elevator which is the largest in New England, having a capacity of 1,000,000 bushels.

The Terminal has one huge warehouse seven stories high, of brick construction.

Selkirk Yard, southwest of Albany, although not a B. & A. yard, is of great importance to its freight service. All freight leaving the New York Central main line for the B. & A. or coming off that railroad passes through this yard.

Many eastbound through freights from the NYC main line are previously classified at DeWitt Yard, East Syracuse, and at Selkirk receive only a new train crew and their Berkshire locomotive. Some classification is done here, however, to consolidate trains from the NYC main line and the West Shore for eastbound movement over the B. & A., this operation being reversed for westbound movement.

The largest passenger car yard on the B. & A. for cleaning, light repairs and servicing of passenger equipment is the Exeter Street Yard in Boston. Here, also, the New York Central Dining Service maintains a commissary for its thirteen dining cars on the B. & A. Other passenger car yards are located at Worcester, Springfield and Rensselaer.

Although every main category of freight leaped in volume of traffic between 1939 and 1942, the sharpest increases were made in the products of mines and in manufactures and miscellaneous freight. Thus, the volume of mine products increased from 1,668,736 tons in 1939 to 4,081,900 tons in 1942 and in the same period manufactures and miscellaneous freight increased from 2,734,358 tons to 6,118,649 tons.

These two categories of freight almost tripled in volume and together they comprised 10,200,549 tons of the grand total for the Boston & Albany

Wins Air Medal

THE Air Medal has been awarded to First Lieutenant Hamilton C. Laing, 24, son of Mr. and Mrs. John R. Laing, 710 East 117th Street, Cleveland, by Lieut. General George C. Kenney for "meritorious achievement" while participating in 25 operational flight missions in the Southwest Pacific, the War Department announced.

A graduate of Glenville High School and Ohio University, Athens, O., Laing entered the service in December, 1941, while working for AGFA Dought at Cleveland. He won his commission and wings at Spencer Field, Ga., in September, 1942, and went overseas last December. Lieutenant Laing flies a P 38 Lockheed Lightning.

of 11,931,425 tons carried during 1942.

The principal reason for the increase of volume in mine products was the transfer to rail shipment of former water-borne crude petroleum and coal and increased demand for iron ore by war industries. Handling of anthracite coal increased by 25 per cent to 566,084 tons and of bituminous 70 per cent to 1,243,061 tons. The volume of iron ore almost doubled to 303,703 tons.

The most spectacular increase in all freight shipment was in crude petroleum. In 1939 the B. & A. carried only a thin trickle—527 tons—of crude petroleum to New England refineries, the great bulk being carried by tankers. Because the submarines drove the tankers from coastwise service, however, this trickle swelled by 1942 to a great river of 1,529,828 tons. This outstanding and amazing performance by the B. & A. helped save New England from the hardships of a severely cold winter and made it possible to maintain the necessary services of automobile transportation.

In the category of manufactures and miscellaneous freight the following increases occurred from 1939 to 1942: refined oils and gasoline from 154,790 tons to 1,019,844 tons; fuel oils from 123,658 tons to 1,381,843 tons; iron and steel manufactures from 391,339 tons to 793,301 tons; scrap iron and steel from 61,922 tons to 141,758 tons; canned food from 63,467 tons to 135,400 tons; and miscellaneous manufactures from 1,007,533 tons to 1,540,255 tons. The only decline was in the shipment of automobiles, falling from 41,398 tons to 4,984 tons.

Increases in other categories of freight were products of agriculture from 491,116 tons to 508,584 tons; animals from 331,509 tons to 457,633 tons; forest products from 108,506 tons to 262,070 tons; and less than carload freight from 216,212 tons to 355,454 tons.

Heavy eastbound freight shipments consist of coal, fuel oil, iron and steel. Westbound freight is principally manufactured goods and less than carload shipments, the greatest proportion of which today is materials of war.

Although a decrease in petroleum movement occurred in 1943 once the winter blasts gave way to spring breezes, industrial freight, including raw materials and finished products, has continued on an increase, promising for the Boston & Albany another record year of wartime railroading.

Recent inductions in military service from Corning, N. Y.:

Firemen: D. R. Brion, Army; E. C. Cook, Navy.

Yard Conductor: F. G. Dart, Army.

Brakemen: J. C. Plano, Navy; S. E. Wheeler, Air Force.

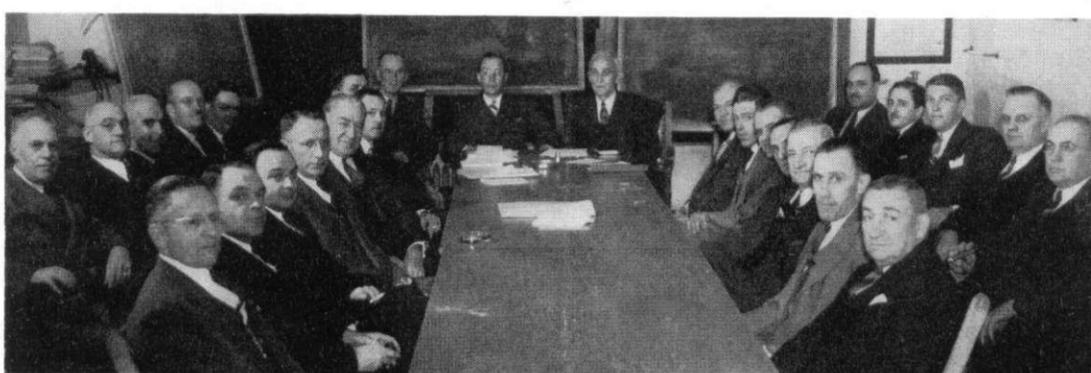
Laborers: L. B. Hall, Jr., Edward Porter.

The *Honor Roll* at Corning now includes: 28 Brakemen, 27 Yardmen, 6 Messengers, 12 Firemen and 11 Motive Power Department employees.

Richard L. Wood, former Crew Caller, was recently promoted to Corporal. He is in England.

"Barney" Heidemann, son of George Heidemann, Assistant General Foreman, Polk Street, Chicago, who was awarded the Purple Heart, was home on furlough recently.

Supervising Officials Start Public Relations Course



Public Relations Training on the New York Central has started with the training of Assistant Superintendents, Trainmasters, Assistant Trainmasters, Station Masters, Assistant Station Masters and other officers and supervisors at New York.

The training is being conducted by Arthur L. Mann, Chief, Industrial Service Bureau, New York State Education Department. In addition to training the above officers and supervisors, Mr. Mann, with several of his assistants, trained 15 New York Central employes as leaders, who in turn are training other employes in Public Relations in groups of 15 per class.

Approximately 500 employes at New York have enrolled for the training which involves a study of the value of good will to employes and the Company, employer-employee relations, customer relations, employe as part of the job, employe as part of the public and public relations—present and future.

The course is conducted in six two-hour sessions, one session for each of the above subjects.

This training will be conducted at other points on the New York Central System as soon as it is completed at New York. The New York Central feels that it has an excellent opportunity at present to make friends with the public, at a time when employes are meeting more passengers and shippers than at any previous time, and it is hoped that the training will result in a substantial improvement in relations between employes and the public thereby improving the reputation of the New York Central as a friendly and a courteous railroad.

Those in the above group, from left to right at the table, are: H. F. Tuott, Assistant Station Master; R. G. May, Trainmaster; H. G. Palmer, Trainmaster; J. D. Carkhuff, Assistant Superintendent; J. K. Lovell, General Freight Claim Agent; S. F. Korber, State Edu-

cation Department; I. L. Austin, Assistant Secretary, Board of Pensions; C. R. Dugan, Manager, Public Relations; L. W. Horning, Vice President, Personnel; Arthur L. Mann, Leader of the above group; L. D. J. Williams, Division Examiner; G. E. McHugh, Assistant Trainmaster; W. J. Godfrey, Assistant Station Master; E. G. Fischer, Assistant Trainmaster; H. A. Offerman, Trainmaster; H. B. Tucker, Assistant Superintendent and E. J. Connors, Station Master.

Those in the outside row, from left to right, are: R. J. Enright, General Yardmaster; F. P. Fleuchaus, Secretary, Board of Pensions; J. F. Waddell, Chief Clerk; R. P. Hayes, Information Clerk; Franklin Leclave, Associate Editor of Printers' Ink; Nicholas J. Gallo, of the State Education Department; J. G. Castle, Assistant to Vice President, Personnel; H. G. Farnham, Assistant Superintendent, and L. B. Nutt, General Yardmaster.

Soldiers Help Handle Mail at Chicago



The Army did its bit in helping to handle the tremendous volume of Christmas mail in Chicago. According to R. E. Dean, Supervisor Baggage and Mail, LaSalle Street Station, an average of about 30 men, none under the rank of Sergeant, from Fort Sheridan, Illinois, were employed daily in the LaSalle Street Station and at the New York Central mail house at Clark and Taylor Streets, Chicago. All of them received the prevailing wage rates.

The above picture, taken at the Clark and Taylor Street mail house, shows a group of soldiers sorting and loading unsacked Christmas parcel post. In the picture are Staff Sergt. Floyd W. McHenry; Tech. Sergt. Abraham Shames; First Sergt. V. O. Marrell, Technician, Third Grade; David P. Hier and Sergt.

J. G. Gatoura.

Recent reconstruction of the Clark and Taylor mail handling platform has given the Central a facility which has made it possible to avoid congestion, and resulted in a more efficient handling of mail than at any other railroad station in Chicago.

The new platform, together with the installation of additional track, made possible for the first time the simultaneous loading and unloading of solid storage cars at one facility. This has resulted in an economy of available manpower, an important accomplishment at this time, and also relieved congestion in the LaSalle Street Station by releasing considerable trackage from mail and express car use, and making it available for passenger traffic.

Detroit Helps to Find Jap Supplies

Anyone who has been reading the war news can tell what Aleutian Island Corporal Arthur "Bud" Higgins, of the Auditor Passenger Accounts Office, Detroit, is on from his interesting letter, which follows:

"Censorship has been relaxed somewhat and we can now tell a few things. I still can't name the island I'm on, but I can say we came here as an invasion force and fully expected to engage the Japs in battle. However they had already pulled out.

"It has been very interesting going through their positions and fortifications, of which there are plenty. On one of our trips of exploration we found six cans of sake, a Japanese rice wine. After a few drinks we called several others and went out exploring again. We came to a long, low passageway and followed it for a couple of miles and came upon a very large cave back in the mountains. In the cave we found the place lined with more cans and made our way back through the tunnel, sometimes on hands and knees. When we came outside, we opened some of the cans and found — potatoes!

"Did the rest of the boys give us a helluva ribbing."

—o—

Four more Auditor Passenger Accounts boys have been sent out by the Army in all directions. Sergt. Matthew Conlon is in the European area, Corporal Arthur Higgins in the Aleutians, Private Robert Blakeslee in Panama, and Pfc. William Weddigen in Alaska or the Aleutians.

Hale at 87



James Webster

This efficient secretary has two brothers serving as officers in the Canadian Navy, both of whom have been in contact with enemy forces. Lieutenant Stewart Paddon is a veteran of the sinking of the Bismark, when he was serving as an officer on the Prince of Wales, and at the battle of Singapore, at which time he lost his ship under attack by enemy bombers. Lieutenant Oswald Paddon has seen much service in North Atlantic convoy duty. The father of this fighting family is Edmund Paddon, retired Canadian Division Conductor.

Recently the locomotive Master Mechanic's office was visited by several former employes on furlough. Among them were Robert E. Seger, son of Electrician Foreman E. Seger, and electrician apprentice and officer in the Canadian Navy; James Douglas Bucke, a Naval officer and son of Leo Bucke; Corp. William Smith from the Western Coast Command and Rifleman Donald Hill, Machinist Apprentice.

LeRoy Brown, Federal Inspection Clerk in the Master Mechanic's office, recently was elected District Deputy Grand Master of the Local Fraternal Organization, and appears resplendent in his regalia.

Gerald Rupert, furloughed employe from Windsor Enginehouse, visited that terminal recently while on casualty leave. Airman Rupert had the misfortune to be seriously injured in a forced landing and recently was discharged from the Military Hospital.

The Canadian Division recently lost George H. Folland, Passenger Engineer of many years service, who died suddenly.

Lieutenant G. D. Lang of the Master Mechanic's office and Lieutenant J. Teetzel, are spending a great deal of their off-duty hours training new recruits in the Western Ontario Reserve Regiment.

The recent Victory Loan went over with a bang on the Canadian Division, all departments over-reaching their quota and receiving plaudits.

Bollman On Coast

First Sergeant Jack C. Bollman, Motor Transport Company, Signal Corps, is now at Camp Kohler, California. He is a son of Joseph S. Bollman of the Auditor Freight Accounts Office, Detroit, where he worked with his father before entering war service.

Battle Creek Men in Distant Posts

The holiday season find NYC service men from Battle Creek in far places, many already overseas and others expecting sailing orders momentarily.

One Aerial Gunner, Sergt. George E. Turnbull, a former yard clerk, still is reported missing in action after a bombing mission over Italy.

Yard Conductor Willard Durham is also in Italy with Clark's Fifth Army and Bill Clerk H. Robert Stevenson is in North Africa with a hospital unit. Former Yard Clerk John Vaira is with the Marines in the Pacific and Yard Conductor Tom Brownfield is also reported in the European theater.

Recent visitors at the "home office" included Thomas Y. Fletcher, former Freight Trucker, now with the Merchant Marine; Sergt. Harold J. Palmer, Accountant, now with the Air Corps at Strothers Field, Kans.; Tech Sgt. Leon Samulac of the C.A.C. Anti-Aircraft artillery who was formerly a bill clerk, and Ray E. Schmitzer, a former messenger who stopped off enroute to an eastern air base.

Seaman Fletcher was home on leave after his second round trip to Europe and reported that "nothing much happened." When pressed, however, he finally admitted that his convoy played tag with a submarine wolf pack all the way across the Atlantic.

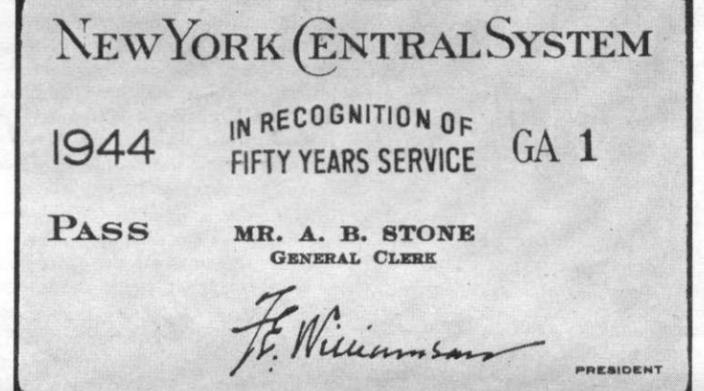
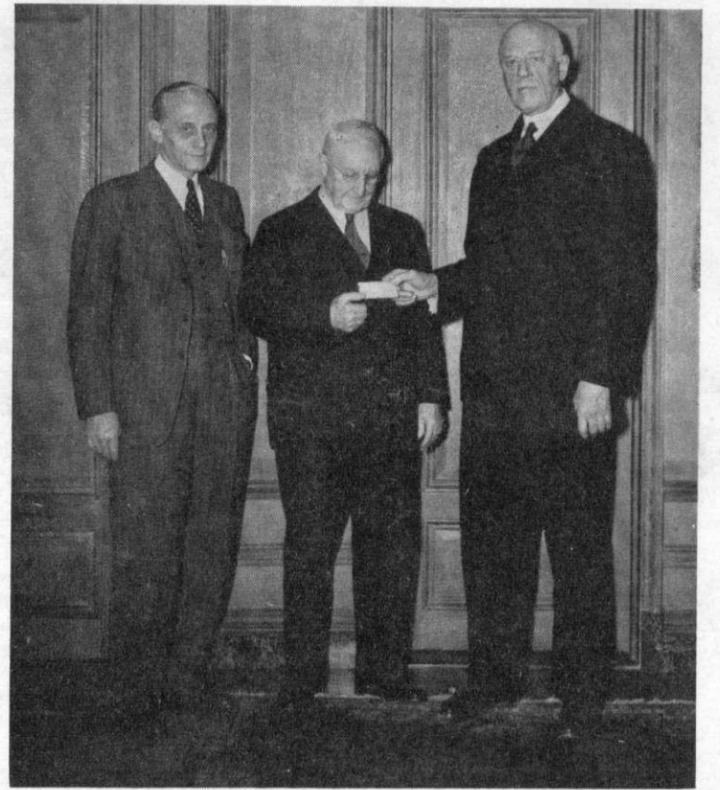
Samulac and Schmitzer were enroute to new stations and both expected sailing orders shortly. The whereabouts of former Yard Brakeman William Rushford is still unknown although he was last reported in Alaska with the Air Corps.

St. Thomas Woman Resigns to Enlist

Miss Irene Paddon, Secretary to the Master Mechanic at St. Thomas, was honored by fellow employes on the occasion of her 25th anniversary with the railroad, the date which also marked her enlistment in His Majesty's Canadian Army. She was presented with a gold watch and a fountain pen. Miss Paddon started service with the company on the first Armistice Day in 1918.

The ceremony was attended by local supervisory and office forces and by Superintendent J. E. Schwender, Assistant Superintendent T. L. Coughlin and Car Foreman Robert Ritchie from Windsor.

President Gives Stone, 60 Years in Service, First Gold Pass



Albert B. Stone, General Clerk in the Office of Manager, Freight Transportation, and formerly Chief Clerk, is shown receiving from President F. E. Williamson a System-wide gold pass marked GA 1, the first of such passes to be presented to all employes with 50 or more years of service. C. L. Jellinghaus, Manager, Freight Transportation, stands at left. Mr. Stone, who at 75 has had 60 years of service, has seen more years of service than any other present employe. His father, Albert Stone, who died in 1931 at 96, retired as Statistician, Auditor of Passenger Accounts, after 80 years of service. At bottom is picture of Mr. Stone's gold pass.

His quiver is still full of arrows, it seems, from the number of recent marriages involving Auditor Passenger Accounts girls. Jean Menard was wed to Sergt. Jack Mann at Marquette, Mich., on Nov. 13, Virginia Markey married Second Lieut. William Wesley on Dec. 1, and Iris Winn became the bride of Robert Hoover, MM 2/c in Seattle, Nov. 7.

Among its many donors to the Red Cross Blood Bank the Auditor Passenger Accounts Office, Detroit, boasts two seven-timers in Glenna Hill and Julia Conlon. That's almost two gallons between them! Many a wounded soldier will owe his life to these patriotic men and women.

Recent promotions noted among Auditor Passenger Accounts boys in military service: Second Lieut. Nick M. Tikfesi graduated from bombardiers' school in November. James E. Ochs now is Pharmacist's Mate Third Class at the Naval Hospital in San Diego. Matthew Deak has been advanced to Technician Fifth Grade.

Almost as lucky as T/4 Albert Soltis (who is stationed just outside Detroit) is William Giles, S 2/c (both of the A.P.A. Office), who has been assigned to the Induction Center in Cincinnati. It was while the office was located there for six years that he met and married his attractive wife. He is now living at the home of his mother-in-law.

Staff Sergeant Roy Hronek, of the Auditor Passenger Accounts Office, Detroit, stationed at Camp Atterbury, Ind., announced his wife had presented him with a charming daughter on Nov. 21.

Bay City Police Captain Is Dead

Edward Gleason, Captain of Police at Bay City, died November 29 after a short illness. He joined the company police force on November 19, 1909.

Fred Tatro, Section Foreman, retired December 15 after 43 years of service. Mr. Tatro was presented with a gift from his men.

John M. Olver, retired, died recently after a short illness. Mr. Olver had been 30 years with the System.

Thomas W. Harvey, switchman for the past 32 years at Bay City, died recently.

Helped Lead Invasion



C.E.S.M. R. H. Christenson's son, Sergeant Granville C., is connected with a signal unit, Engineers, Amphibian Brigade, someplace in Italy. He has been in on three invasions already, at Oran in North Africa, at Gela, Sicily, and at Salerno, Italy. In the Gela and Salerno invasions he was the beachhead man in charge of all radio communication between the shore and invasion fleet, so he was in the groups first ashore.

Ray's other son, Corporal Christopher, was with the Infantry when they invaded Makin Island in the Gilberts recently. Granville worked in the Terminal during one of his summer vacations while attending college.