

CENTRAL HEADLIGHT

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Competition in 1946 to Challenge Us, says Pres. Metzman

Ten World War II Veterans Become N. Y. Central Ticket Sellers



Ten recently discharged veterans of World War II completed a week's course of instruction on December 8 to take part in the annual holiday ticket rush of business in Grand Central Terminal. Around the conference-school table, left to right, are Robert D. Symmes, John R. Mills, Edward P. Eustace, Edward G. Belhumber, Martin R. Kunze, George E. Yack, Passenger Traffic Department Instructor S. T. Keese, John M. Gale, Benjamin Powner, Joseph A. Harvey and George R. VanLouven.

Office of the President
New York, N. Y.
December 20, 1945

To the Men and Women of
the New York Central
System:

THE approaching year
end will be an unusually
significant one in the history of our Company and of every New York Central employe. Behind us lies the War with its succession of remarkable transportation records, achieved through notable service and devotion on your part; ahead lie our first 12 months of post-war peace and opportunity. Each month, however, will be a challenge, for each will see us facing steadily increasing competition from other forms of transport.

Meet this competition we must and will — with the teamwork and certainty that have long distinguished our efforts. Our proven skills and ingenuity will put to the most productive uses the new and better traffic and operating practices developed in recent years. We will utilize to the full the new cars and motive power, unexcelled in the world, which soon will be at our disposal in large numbers. We will better our already deserved reputation for efficiency in serving the



President Metzman

public well and with exceptional courtesy.

For these reasons I have no doubt of the outcome. With everyone of us doing his best in cooperation with his fellow workers, we will maintain our rank at the fore among the great transportation systems of America.

My hearty thanks to you all for your faithful service in behalf of the public during the year now closing.

To each and everyone, I extend my best wishes for a Happy Christmas and New Year.

Sincerely,

President

\$34,000,000 Sleeping Car Order Sets U. S. Record; N. Y. C. Has 720 Cars Coming, to Cost \$56,000,000

Twenty-Two Sleeping Car Trains and 30 New Daylight Streamliners Being Built

The largest single order for passenger equipment in the history of American railroading was announced, December 13, by G. Metzman, President of the New York Central System.

The \$34,000,000 order represents 22 luxurious streamlined sleeping-car trains totaling 420 passenger cars of new design. These are in addition to the 300 de luxe passenger cars already under construction for Central's daytime trains.

New York Central's passenger equipment orders now total \$56,000,000 covering 720 cars or the equivalent of 52 new streamliners.

Each one of the sleeping cars will be of the all-room type and will include the latest developments of the car builders' art in single rooms, double bedrooms and de luxe bedroom suites. The new-type dining cars, lounges and observation cars have been planned by the Central's engineers and designers in cooperation with the manufacturers' experts in these fields.

Of the new order, 200 cars for sleeping car service will be built by the Pullman-Standard Car Manufacturing

Company, Chicago, of high tensile, low alloy steel, with welded girder construction and will be painted in the famous Century two-toned gray; 112 cars of stainless steel will be built by the Edward G. Budd Manufacturing Co., Philadelphia. The American Car & Foundry Company will build 108 streamlined baggage, baggage-mail and railway postoffice cars.

The first of the new sleeping cars, embodying the most modern ideas in safety, comfort and decoration, are expected to be ready next September. Thereafter, they will come in a steady flow from the manufacturers until completion of the order in March, 1947. As the new equipment is received, it will go into service on the 20th Century Limited, Commodore Vanderbilt, Advance Commodore, Southwestern Limited, Detroit, Wolverine, Cleveland Limited, Iroquois, Ohio State Limited, New England States and the Motor City Special.

Many of the new ideas, making for greater comfort and luxury in these cars, are the result of suggestions made in response to questionnaires which were distributed to New York Central's passengers on its principal trains during the war. Thus, as members of Central's post-war plans committee, some 10,000 passengers helped design the equipment of these record-making orders.

11 Half Century Veterans Retire

Eleven New York Central men who have been in the Service of the Company for 50 years or more were retired on pension at the end of the year. They were:

Barker, John A., Engineman, Buffalo Division, 56 years, three months.

Foley, Henry M., Section Foreman, Hubbard, O., 55 years, five months.

McCraney, Russell D., Office Assistant, Law Department, New York, 54 years, 11 months.

Nye, Allen M., General Agent, Passenger Department, St. Paul, Minn., 54 years.

McCarthy, Francis J., Clerk-Telegrapher, Green Island, New York, 53 years, two months.

Woods, William J., Engineman, P. & L. E., 52 years, 11 months.

Davis, Almon G., Clerk, Transportation Department, Toledo, 52 years, six months.

Brady, John F., Assistant to Foreign Freight Traffic Manager, New York, 51 years, five months.

Wholihan, Edward J., Train Dispatcher, Jackson, Mich., 51 years, two months.

Hintz, Gustav H., Tugboat Engineer, New York, 51 years, nine months.

Esmay, Oakley, Brakeman, Mohawk Division, 50 years, two months.

Three Local Traffic Chiefs are Promoted

Three Assistant General Passenger Agents were promoted, December 1, to General Passenger Agents. They were,

The Founder Said:

"I don't think there is a man in the world who would go farther to serve the public than I would." — Commodore Cornelius Vanderbilt, in 1866.

Xmas Gifts from N. Y. Central to Employe Soldiers Going Forward

Although Christmas has come and gone, the mailing of Yuletide gifts from the New York Central System to all employes who entered the Armed Forces still is being carried on by the Personnel Department, New York City, as new names are belatedly received.

The 1945 gift is a handsome leather service record case, specially designed to keep and preserve discharge papers, service records, medals, photographs and other mementoes, all of which will be more highly prized as years go by.

The gifts are being mailed out as identified names are received to the last-known home addresses of all men and

women who entered military service, whether they since have returned to employment or are still not discharged from armed duty.

Coupled with the slowness in gathering names and proper addresses has also been some delay in obtaining shipments of the record cases; but the Personnel Department gives assurance that the mailing will go on until the last name is received.

C. O. Parsons is now Local Freight Agent at Charleston, W. Va. Mr. Parsons previously was Agent at Point Pleasant and Alloy, W. Va., before going to Charleston.

L. A. Schroeder, Cleveland; W. E. Frackelton, Detroit and R. R. Spangenberg, St. Louis.

The appointments were announced by E. E. Pierce, General Passenger Agent, New York; H. C. Carson, General Passenger Agent, Chicago, and J. P. Corcoran, General Passenger Agent, Cincinnati, respectively.

Elkhart "Y" is Tops in Contest to Win Members

The 1945 campaign to get new members for the Railroad Y.M.C.A.'s on the New York Central System, showed an increase of 12.59 percent in the number of members at the end of the campaign, compared with the contest held the previous year. Total memberships were 16,591, an increase of 1,856 over the comparable period for 1944.

The Elkhart, Indiana Association increased its members from 185 to 455, an addition of 270, or 145.95 percent and led in the contest. It was awarded the contest trophy.

Next in percentage of gain was the Cleveland Association, whose members increased from 749 in 1944 to 1,285

in 1945, a gain of 536, or 71.56 percent.

In total number of members the New York Associations at Grand Central Terminal and 72d Street led the field, with a total of 4,481, an increase of 650, or 16.97 percent. Second in total memberships was Albany, with 2,337, an increase of 236, or 11.23 percent.

Selkirk, with 1,508 members, showed an increase of 148, or 10.88 percent; West Detroit, with 638, gained 208, or 48.77 percent; East Syracuse, with 1,017, reported a gain of 105, or 11.5 percent; Urbana, with 248 members, a gain of 39, or 18.66 percent; Gibson, with 206, gained 28, or 15.73 percent; Campbell, with 716, gained 47, or 7.03 percent and Newell had a gain of 5, or .76 percent.

Ends 46 Years' Work

A. W. Klothe, Joint Agent, Congers, N. Y., recently retired, after 46 years of service.

Chicagoans Return

The Freight Traffic Department, Chicago, is happy to have back on the job Mark Stepelton, who was Captain in the Army Air Corps and Clarence Rahn, Master Sergeant in the Medical Corps.

N. Y. C. Railroaders on Luzon— They Had to Do It the Hard Way

By Sergt. DALE KRAMER

From YANK — The Army Weekly

LUZON — For a good many years the younger generation of railroaders has held still while old-timers squirted tobacco juice through their whiskers and talked about the days when railroading was a man's game, before the new-fangled block signal systems and automatic feeders for locomotive boilers.

Well, they can shut up now. The soldier-railroaders who came in on the heels of the Infantry at Lingayen Gulf and opened up the Manila line can match anything the graybeards ever had to deal with and maybe more than they could ever dream up.

The men who came in at Lingayen on D plus 4, some of them swimming barrels of gasoline before them, are members of the 790th Railroad Operating Company, commanded by Capt. Richard V. Lae of Westfield, N. J. Its strength was 143 men and it had been activated in New Caledonia where for a while it operated a 25-mile French-style railroad. The men had not yet been under fire and members of the various gangs had not had a chance to iron out operation wrinkles. There were few tools and little replacement equipment. As soon as the company got ashore, it moved what gear it had to the railroad yards at San Fabian, dug in, cleaned up the yards, and began to take stock.

The Manila Railroad is narrow gauge (42-inch compared with the U.S. 56-inch gauge) and the main line runs up from Manila through Tarlac and San Fabian to San Fernando La Union, a distance of 150 miles. The idea was to push south from San Fabian fast enough to supply the combat troops. Several transportation officers aside from the 790th's command had come in and they scoured the more or less liberated areas for rolling stock.

First likely-looking locomotive discovered was No. 171. Filipino guerrillas when they heard of the American landings had sneaked aboard it at Dagupan, about 10 miles southwest of San Fabian, and drained the coconut oil which the Japs had been using for fuel. Then they had stripped removable parts and buried them. American bombings shook the locomotive badly and everything was loose and leaky.

The foreman of the roundhouse gang, S/Sergt. Charles Kelly of Union City, N. J., who spent a couple of decades on the *New York Central*, was called in by a transportation colonel to look No. 171 over. In the 790th's legend the locomotive has become "Old Hundred and Seventy One," even though alongside of some of the wood-burning teapots turned up later and, put into use on Luzon, she is almost modern. At least she is an oil-burner.

Kelly figured that if he had Old 171 in a well-equipped roundhouse she could be put into reasonably good shape in maybe a couple of weeks. The colonel said he wanted her running in two days. Kelly has been in the Army four years. He said, "Yes, sir."

The roundhouse gang went to work. Lacking proper welding equipment, they talked an engineering outfit into sending over some help. For fuel they scouted for bulldozer Diesel oil and cylinder oil to thin it. They patched up the boiler, found a garden hose, attached it to a faucet and stuck the nozzle in the boiler and turned it on, figuring at least a day would be required to fill the boiler.

The Filipinos began to show up with sabotaged parts. Others were found elsewhere. But many of them were worn out or ruined by bombings. Replacements had to be shop made — out of nothing.

The shop gang, foremaned by Corp. Joe Kartyre, who used to work as a machinist for the R. K. LeBlond Engineering Co. in Cincinnati, set up their two lathes in the basement of a battered house. They scrounged scraps of metal to turn into parts. Even bolts had to be made. Biggest demand of all was for brass washers. Fortunately, a battery of 105s was firing just across the street. The shopmen went over and picked up the brass shell casings, flat-

Link and Pin Railroading on Luzon Frightening

STATESIDE railroaders who boast of the rough days of the link and pin coupling are necessarily ancient, because that kind of railroading went out about 1900. Brakemen on the Manila line know the link and pin well.

Occasionally on a grade a link or pin broke, creating a situation which would have fitted handily into an old time Hairbreadth Harry melodrama or even a Keystone comedy. Except that it was deadly serious.

Sometimes the cars which broke loose and started downgrade carried bombs and high octane gasoline. Dispatchers sent frantic messages to stations on the line below, and more than once trains were pulled off the main track onto sidings in the nick of time. — Sergt. Dale Kramer

Illinois Division Man Stationed in Manila



Ralph L. Carter is now in Manila, where he has been stationed since March with the 749th Railway Operating Battalion. He was formerly a fireman on the Illinois Division, on which his father, Chester C. Carter, is an engineman. His wife and son, 13 months old, live in East Alton, Ill.

tened them, and cut out the washers.

Sometimes a member of the roundhouse or shop gangs lay down on a greasy cot for a quick nap. But not often. They worked practically straight through. And Old 171 had steam up and moved in less than two days. She didn't move far — but she moved.

Meanwhile the car shop gang, headed by Sergt. Frank Hibma of Chicago, formerly employed by the Chicago Freight Car Parts Co., was working the same kind of hours putting freight cars into shape. The Japs were the original hot-box kids. A hot box develops when one of the bearings which rest on the journals (axle-ends) of a car gets overheated. To keep down friction, a coating of babbitt is poured over the bearing and the whole journal box is packed with oil-saturated waste to insure constant lubrication. The Japs didn't replace worn babbitt, they used burlap and coconut husk for waste, and they allotted very little lubricating oil to the trains. When a car got a hot box, they set it aside and forgot about it. The car shop gang had to repour babbitt and sometimes to make new brass bearings. The 105 shell casings came in handy for bearing making.

And the gandy dancers with their picks and shovels and crowbars had set out along the tracks to repair the roadbed. They traveled afoot. In many ways the gandies had it tougher than anybody, for they were good targets for snipers.

Rails were sprung and sometimes bomb craters the size of the basement of a house had cut the right of way. To get ties and spikes and rails, the gandies had to tear up sidings. They carried very little food because it was hard to transport. At first they tried to maintain a perimeter guard at night but it was too tough after the day's work and they gave it up and took their chances.

Fortunately, Filipino section hands who had been employed by the rail-

road before the war began to appear, and they brought with them shovels and picks and crowbars which they had dug up. Their tools were their badges. The gandy foreman, S/Sergt. Metro Prydun of Hokendauqua, Pa., who used to be a welder on the Milwaukee Road, and S/Sergt. Glenn H. Conley of Dalton, Ga., an old Army man who got his initiation as a railroader with the 790th in New Caledonia, split the Filipinos into gangs and assigned them jobs. Sometimes one of the sergeants talked a bulldozer driver into coming over from a highway to help on a particularly bad crater, but mostly it was plain back-breaking hard labor.

There was plenty of drama in the first major run. For two days the 37th Division, fighting around Bayambang, 20 miles south of Dagupan, had been without rations. Most of the newly repaired track was untested. Old 171 had been pulling and pushing cars around, but she was really untested, too, and so were the cars. But the 790th got orders to haul a load of rations to the combat troops, and when the men learned the nature of the run they felt good.

By this time the rims had been cut off a jeep and 6 x 6 rims substituted so that the jeep became a motor rail car. This was used to help switch the train together, and sometimes trucks were brought onto the ties and they helped. The roundhouse and the shop and car gangs checked their work carefully, if a little feverishly. They didn't want that train to break down.

At the throttle when Old 171 pulled out was T-4 Clarence (Pop) Markey of Detroit, for 20 years a fireman and engineer on the *New York Central*. Other crewmen were Fireman Pvt. William Rosenbaum of Hammond, Ind., former Pennsylvania Railroad man; Brakeman T-5 Bernard Fallon of Buffalo, N. Y., who was employed by the Lehigh Valley road; and Conductor Sergt. Ford Dickerson of Crookston, Minn., old Milwaukee RR man. The conductor on a freight train is responsible for cargo.

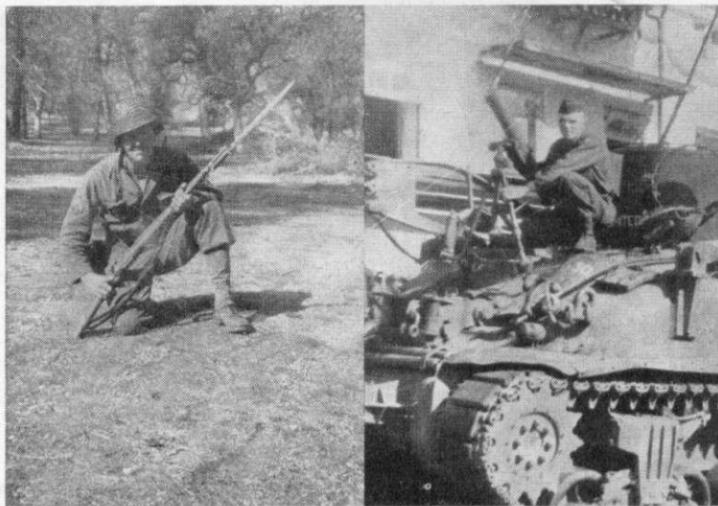
Markey nursed Old 171 watchfully over the untested track. Nosing ahead of the engine in the event of land mines were two empty cars. Recently repaired bridges creaked and settled under the heavy load. Each man was far too intent on operation of the train to worry about snipers who might be hidden in the trees or long grass beside the track.

And then they came up with the infantry, and the infantrymen saw the rations and gave the V-sign and cheered the railroaders. For Markey and his crew, and for the rest of the 790th when they heard about it, that was payoff enough.

In a way, the very early days were easiest because of the newness and excitement. In time it was just the hardest drudgery under the same kind of pressure. One of the things Stateside graybeards like to talk about is "outlawing," which is the Interstate Commerce Commission's rule that no railroad men shall work 16 hours at a stretch, even if it means halting a train in the middle of a desert. There wasn't a 16-hour outlaw on the Manila line and there wasn't a 24-hour outlaw. Once a 30-hour run was made by engineer Pfc. Douglas Watson of Princeton, N. J., and brakeman Pvt. Michael Maher of Uhrichsville, Ohio, both former Pennsylvania RR employees, and a crew of Filipinos. That was the record, but not by too far. If the ICC had been around, it could have seen its outlaw broken every day.

Before long the roundhouse and shop gangs appreciated the comparatively fine running condition in which Old 171 had been found. They began to pull strange and decrepit locomo-

Two B. & A. Yard Clerks Still in Germany



At left, Corp. Robert D. Sleeper, of Westfield, Mass., who has been overseas 14 months and is now at Ogsburg, Germany. He saw service in Belgium, Germany and Czecho-Slovakia. At right is his brother, Corp. Dean C. Sleeper of West Springfield, Mass., who has been overseas nine months and is now at Erlangen, Germany, just outside of Nuremberg. The boys, both of whom are fathers, are the sons of A. L. Sleeper, B. & A. engineman.

tives off back sidings and out of sugar plantations. The Filipinos were the greatest hidiers of things on earth, and sometimes they even concealed locomotives from the Japs. Near San Fernando Pampanga they hid four together under a great bamboo arch covered with banana leaves.

Some of the archaic engines turned up were woodburners with the "teapot" bulbous smoke stacks found in the States only in museums or Currier & Ives prints. There were coal-burners, too, but they were not important as such, since no coal was available. Firemen crammed wood endlessly into the fireboxes. Wood cut especially for the purpose was green and sometimes it was necessary to tear down fences and old houses for fuel. Every few miles the engineer had to stop to blow up steam.

In modern railroading there is a block system whereby colored lights inform the engineer of what is before and behind him. In opening up the Manila line, the engineers at night, usually did not know what was 20 feet ahead of them. They had no headlights because the Japs had taken the bulbs, and there were no switch lights. Radio and telephone communications were either nonexistent or spotty. The cars had no airbrakes and sometimes the engines themselves had no brakes. At one point the tracks swing around a curve onto a bridge. Trainmen making that curve held their hearts in their mouths. If the bridge were out, nothing on earth could have prevented the train from plunging into the river. And the Japs have certainly been known to blow up bridges.

Stateside railroaders who boast of the rough days of the link and pin coupling are necessarily ancient, because that kind of railroading went out about 1900. Brakemen on the Manila line know the link and pin well. The heavy iron rectangular link is about a foot long and the brakeman guides it into a slot as the cars come together and at the proper moment drops a big iron pin through the link. Not only does this trick — a famous finger clipper — require precision, but it demands presence of the brakeman in an intimate space between the cars. It is a particularly difficult maneuver with a carbine across the back.

Occasionally on a grade a link or pin broke, creating a situation which would have fitted handily into an old time Hairbreadth Harry melodrama or even a Keystone comedy. Except that it was deadly serious. Sometimes the cars which broke loose and started downgrade carried bombs and high octane gasoline. Dispatchers sent frantic messages to stations on the line below, and more than once trains were pulled off the main track onto sidings in the nick of time.

One neat trick GI brakemen learned from Filipino railroaders: When a hot box develops, fresh carabao manure packed into it will cool it off sufficiently to allow the car to be hauled into the next station. Carabao are not always so helpful, however. The Japs took off the cow, or carabao, catchers for scraps, and consequently a carabao on the tracks is a real menace. Hit the carabao easy and he falls under the wheels and maybe derails

the train. Only thing the engineer can do is to pull back on the throttle and try to knock him off the tracks.

Presence of roving Jap bands made life no easier. Sometimes a trainman would hear a sharp report which registered for a moment in his dead-tired mind as a warning signal torpedo under the wheels. And then he would remember that they had no torpedoes and finally it would dawn on him that snipers were shooting at the train. He would get as far out of sight as possible and keep going. What jangled the nerves worst were reports of Jap forces heading toward the tracks, presumably either to cut them or seize the train. There wasn't any corny slogan such as, "The Train Must Go Through," but nevertheless that was the size of it.

For example, one night at Bayambang the dispatcher heard of a band of at least 200 Japs somewhere near the tracks. It seemed reasonable that they were interested in robbing supplies or at least in wrecking the train. The next train in was driven by T-5 Leonard Judas of Waterloo, Iowa, formerly a fireman for the Illinois Central. Judas and the dispatcher called up a transportation colonel at San Fabian. The colonel said to highball it through.

With Judas were fireman T-5 James Ashworth of Minoa, N. Y., formerly of the *New York Central*; brakeman Pvt. Maher, and conductor T-5 Ivan Anderson of Miagna, Utah, who learned railroading in New Caledonia. Between them they had three .45s and a carbine. Only two guerrilla guards were aboard.

Judas put on all the speed he dared. That had its advantages if the Japs tried with a boarding party, but it was not so good if they had torn or blown up the tracks. Fortunately nothing happened outside some scattered rifle fire. The Japs were not very good shots and the roving bands were strangely ineffective as saboteurs. But the constant threat helped to keep nerves ragged.

Some of the tougher pressure eased off as new, well-equipped outfits came in. The road into Manila was cleared and the Manila yards cleared up and the road to the south and branch lines opened.

The hell-roaring days ended, but because of the old age of the equipment and the demand for more and more tonnage there will always be plenty of the frontier in railroading on the Manila line.

Buffalo Claim Man, Retiring, Given Watch

J. Henry Crawford, Personal Injury Claim Agent at Buffalo, has retired, after forty-five years with the Company. He entered the service in November of 1900, and worked in Buffalo, Rochester, Syracuse, Cleveland and Kalamazoo.

He was given a luncheon, followed by a reception, at the Hotel Statler. Frank J. Funk, District Claim Agent, Buffalo, presided. Mr. Crawford was presented a wrist watch and certificates of service by Herbert L. Hanson, Assistant General Claims Attorney.

H. G. Hoff, Asst. Engine Terminal Foreman, Buffalo, Ending 49 Years' Service, Is Guest at Dinner and Receives \$1000 Gift



Seated, left to right: P. J. Boyle, Fuel Supervisor; C. F. Burns, Assistant Master Mechanic; J. Singer, Master Mechanic; H. G. Hoff, Retiring; M. W. Hassett, Toastmaster; G. E. Kern, Master Mechanic, Albany; W. W. Weidell, Retired Road Foreman; J. L. Duff, Retired Assistant Chief Clerk, and G. H. Bulger, Mechanical Examiner. Others in the group include: C. E. Tehan, A. Seeger,

W. P. Kendall, J. Koch, L. J. Hassett, J. Harkins, W. Fish, R. Hicks, J. J. O'Brien, F. Butler, G. Schlemmer, F. Blanchard, A. Vitaro, G. Buell, W. Mitten, E. Tehan, H. Smith, W. T. McNulty, W. Hartman, C. J. Argus, G. H. West, E. F. Abriel and G. Miller.

Brossart Speaks At Albany Dinner

J. A. Brossart, Assistant to General Superintendent, Rolling Stock, was the principal speaker at a recent dinner of the West Albany Car Shops Supervisors, given in honor of three of its members, F. H. Peck, Foreman, and H. W. Fox, Assistant Foreman, who retired, and Joseph Michne, transferred to the New York office of the Superintendent of Equipment, Lines East. Each of the three honor guests was presented with a purse by C. H. Mendler, Shop Superintendent. Talks were given by G. J. Flanagan, General Car Inspector, and I. W. Martin, Superintendent, Locomotive Shops.

J. F. Kneiper, Assistant Foreman, Electric Shop, presided and entertainment was given by artists from radio station WYRY, Troy, and H. A. Vine, Albany, magician.

Bataan Death March Survivor, Hudson Division Man, Honored at Dinner



Corp. John Pietropolo, Tinsmith Helper, B. & B. Department, Hudson Division, was honored at a dinner by a throng of Central employes November 28 at Smith Brothers' Restaurant, Poughkeepsie, N. Y., upon his return after three years of hardships as a prisoner of the Japs.

He joined the 803rd Aviation Engineers in 1941, fought on Bataan and was captured on Corregidor. He survived the infamous Death March, was a prisoner in the Philippines one year, then was shifted to Japan, where he worked in the coal mines for the next two years until liberation. Shown

above, left to right, first row, are Charles Howroyd, Hudson Division Conductor, Master of Ceremonies; Charles Pietropolo, a brother, extra Engineman and Fireman on Hudson Division, and Corp. Pietropolo, who will return to work upon his discharge. Top row: George Auer, Division Engineer, Eastern Division; I. Vosburgh, Supervisor, B. & B., Eastern Division; and Elwood Brower, Painter Foreman, B. & B., chairman of dinner. Corp. Pietropolo was presented with a watch and purse by F. M. Doren, Mayor of Poughkeepsie and Freight Agent of New York Central.

Back from War, Sees New Baby



Lance F. Achilli, Hudson Division Brakeman, recently was expected back from Germany where he operated a 20-mile railroad between Karlsfeld and Munich, holding all titles from general superintendent to track foreman. He entered the Army March 10, 1942, and accumulated 70 points toward his discharge. His return is made happy by the first sight of an infant girl, born during his absence and which weighed only two pounds at birth. His father is also a Hudson Division trainman.

and in China as an intelligence officer. Lieut. Miller was on the staff of the Commander of Cruiser Division 15 and of the Commander of the Yangtze Patrol Forces.

Railroaders' Brother Paints Locomotive Scene



A painter with railroading in his family tradition won an honorable mention award at the 32nd annual exhibition of the Allied Artists of America held recently at New York Historical Society, New York City. The water color, above, viewed by a fair visitor, was painted at the Beaver Falls, Pa., round house of the P. & L. E. by Robert E. Dodds, a teacher of art at Davis High School, Mount Vernon, N. Y. Two brothers, William G. Dodds, Engineman, and James M. Dodds, Assistant Supervisor, Maintenance of Way, at Youngstown, O., work on the P. & L. E.

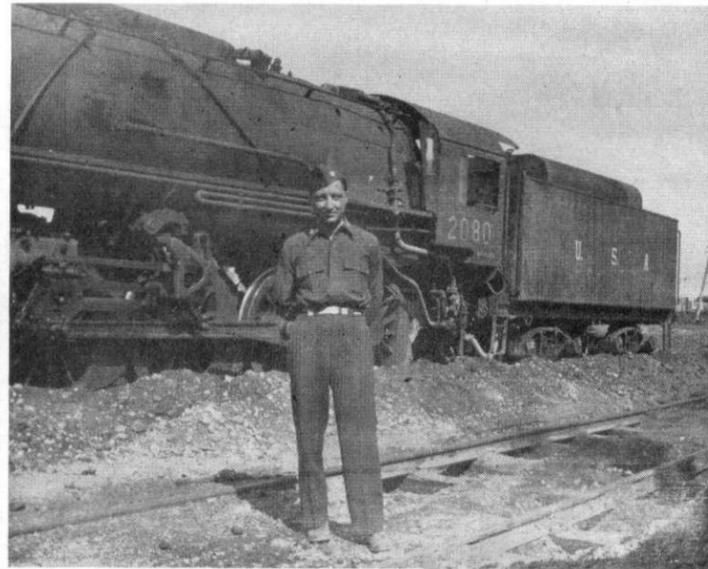
Lieut. E. M. Miller Returns from China

Lieut. Edwin M. Miller, furloughed

employe of the Claim Department at Buffalo, recently was returned to inactive duty status with the Navy, after 40 months' service in Borneo

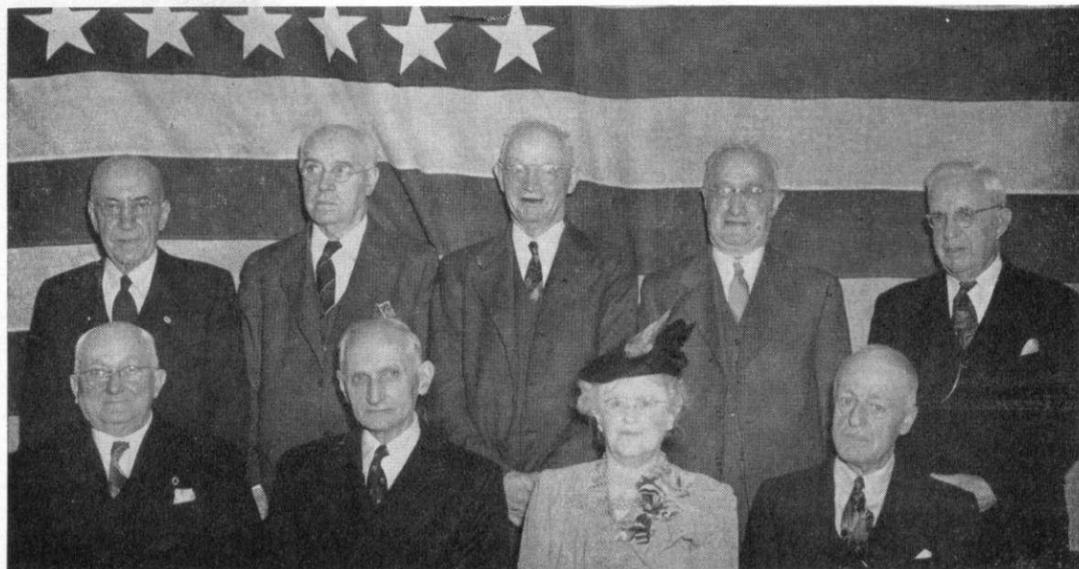
Be Sure that Match is out!

Bronze Star Winner, Major A. J. Serieno of DeWitt, Snapped in Italy



Major Serieno, furloughed Foreman at DeWitt Engine House, won his award for achievement with the 774th Railway Grand Division, Transportation Corps, in Italy.

Niagara Falls Veterans Form Local Organization



Standing, T. Rodgers, Frank Scherber, M. Gorman, Fred Scherber and J. Mahoney. Sitting, C. Rommel, C. Goodsell, Mrs. Ella Connell and W. McMahon.

For the first time in quite a number of years, retiring employes at Niagara Falls recently were tendered a banquet attended by 150. This affair was undertaken by a group composed of men in the different departments. From this Committee grew the idea of starting a local Veterans' Organization. Heretofore, Niagara Falls was

affiliated with the Buffalo Society. The following officers were elected: M. R. Dwyer, Superintendent, Honorary President; R. C. Matott, Car Department, President; F. Harvey, Motive Power, Vice President; N. A. Stark, Transportation, Treasurer; E. M. O'Connor, Freight, Secretary; C. Joyce, Motive Power, L. Ferrel, Freight, R. E.

Johnson, Car Department, J. Hanon (retired), Board of Governors, two years; S. Britton, Stores, J. Maday, Transportation, F. Bax, Maintenance of Way, F. Hamscher, Motive Power, Board of Governors, 1 year.

Dues are \$1 per year. Plans are in the making for a busy year.

J. E. DeFreest Feted

James E. DeFreest, General Foreman, Car Shop at Watertown for three years, was guest at a party given by 100 associates recently. C. G. Johnson of Buffalo spoke and Irving B. Topping presided. Mr. DeFreest received a gift.

Mr. DeFreest left Watertown for Buffalo to become General Car Foreman there. He was succeeded by L. M. Oliver, formerly of Albany.

Margaret Smith Retires

Effective January 1 Miss Margaret Smith, Secretary to the General Yardmaster at East Buffalo Yard, retired after a long term of service.

She started at East Buffalo Yard in 1906, after having worked a few years on the Lehigh Valley at Buffalo. She was popular with the employes of the East Buffalo Yard territory.

War Memorial Chimes Now on G.C.T. Orgatron

Christmas season was observed in Grand Central Terminal in a series of daily programs of Christmas carols and traditional music of the year-end holidays which began December 15 and were appreciatively heard by hundreds of thousands of railroad patrons. The programs were directed by Mary Lee Read at the Orgatron.

A set of memorial chimes, dedicated to the fallen World War II heroes of both the New York Central and the New York, New Haven & Hartford, was featured in the music of the season. The Chimes, consisting of 25 bells, the first set made in four years, were recently installed in the Orgatron to add their beautiful solo effects in the music played.

The N. Y. C. Manhattan A.A. Glee Club, numbering 50 voices, presented its program December 20, singing Adeste Fidelis, The First Noel, Hark The Herald Angels Sing, O Little Town Of Bethlehem and Silent Night. The choristers were under the direction of Edward L. Fletcher. Milton Aldrich was accompanist.

On December 18 the Glee Club held an "open house" of Christmas carol singing in the recreation room of 466 Lexington Avenue, attended by many employes in the Terminal district.

Two Vets Return With Purple Hearts

Two furloughed employes, Private Frederick Pittman, of Buffalo, and T/Sergt. Sigmund J. Peplowski, of Albany, recently returned from overseas with Purple Heart decorations. At last reports, they were at Fort Oglethorpe, Ga., a redistribution station, awaiting new assignments in the United States.

Pittman served 10 months in England, Belgium, Holland and Germany with the Field Artillery and Peplowski had 28 months' service in Africa, Sicily, Italy and Germany as a Medic. He wears the Distinguished Unit Badge and Meritorious Citation insignia.

East Buffalo Shop Employes Retired

Frank Streichan, Air Brake and Paint Foreman, East Buffalo Car Shops, retired after 43 years of service, all at these shops.

After remarks by Shop Superintendent C. N. Kittle, in the presence of fellow workers, General Foreman H. H. Jaeger presented him with a purse.

Mr. Streichan will leave Buffalo to reside in Los Angeles, with his daughter and son-in-law.

Albert J. Brombacher, Clerk, at East Buffalo Car Shops, retired after 44 years of service.

Mr. Brombacher entered service October 8, 1901 in the capacity of Shipping Clerk, Stores Department. He was presented with a purse by Chief Clerk Frank J. Hausner.

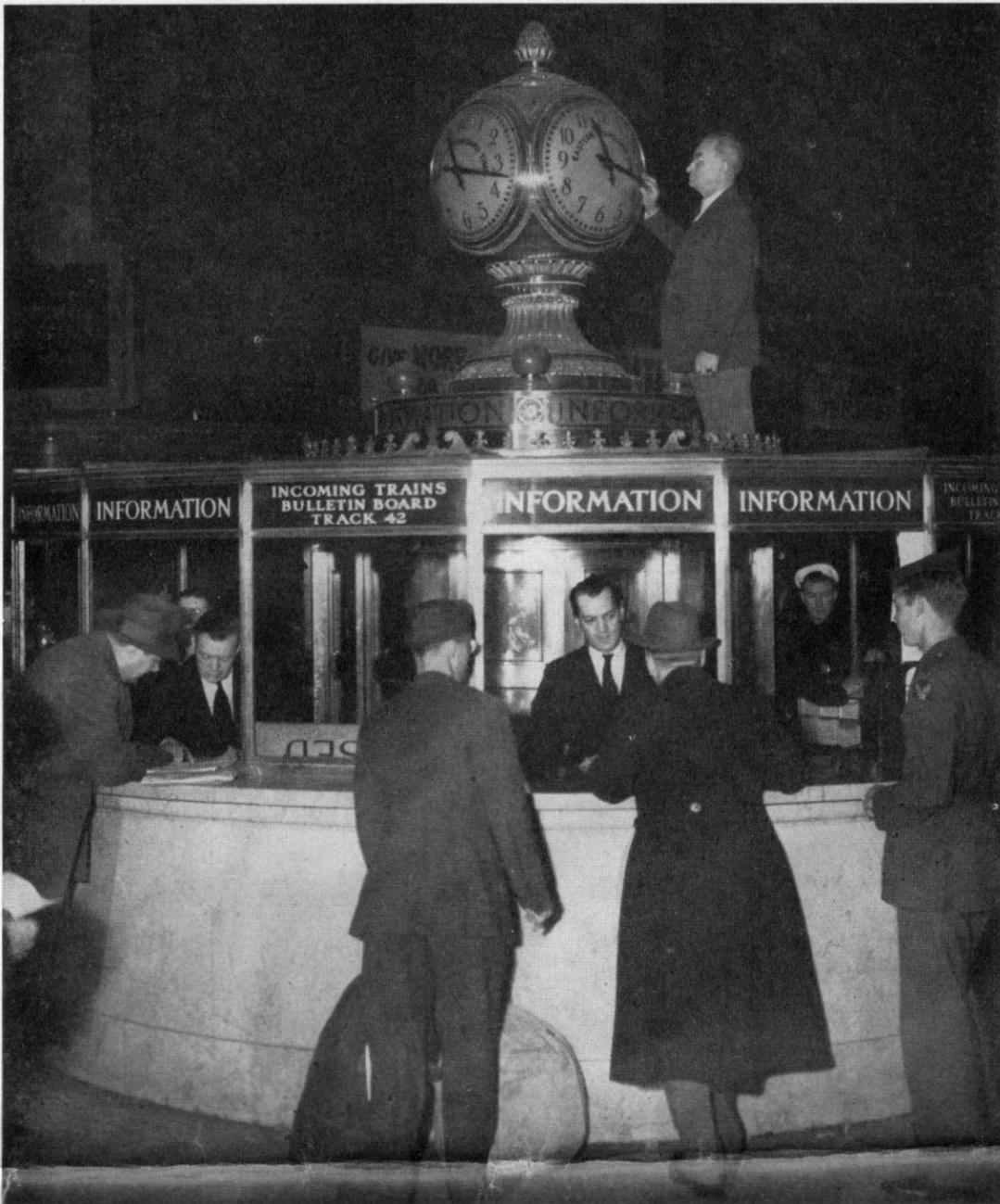
Mr. Brombacher is a veteran of the Spanish American War.

One Gold Star On War Honor Roll At Suspension Bridge



Leading the Honor Roll at the Car Shop, Suspension Bridge, N. Y., is the name of William H. Dineen, Car Inspector, who was a member of the crew of the U.S.S. Hood when it was lost in the South Pacific.

The Real Works Behind G. C. Terminal's 1000 Clocks — Jacob Bachtold Himself



Jacob Bachtold, Clock Master of Grand Central Terminal, makes a minor adjustment of the minute hand on one of the faces of the famous golden clock over the Information Booth, Upper Level. The Information Clerks who can be seen in the photo are, left to right, Ray Tristram, Paul Johnston and Stanley Seymour.

THE real works behind the 1,000 clocks at Grand Central Terminal, where time is an immutable law dispatching trains on the precise second and shutting gates in the path of sprinting commuters, is Jake — Jacob Bachtold — Clockmaster of the Terminal for the past 42 years.

As the minion of his master, Time, Jake makes a daily tour of inspection, Mondays through Saturdays, to all the principal seventy-five clocks of the Terminal which lay down the law to intending train-catchers. The tour also takes him behind the scenes into the offices of the railroad operating departments, where clocks govern the dispatching of trains and crews.

Jake makes this tour with his own prized pocket watch in hand, covering the almost three miles in an hour, including short stops for minor adjustments to erting timepieces.

Jake is mild-mannered, with a shaggy mane of sparse white hair and blue eyes peering through thick lensed glasses, a casualty of his profession. At 68, his right hand shakes just a slight bit now and is the reason, besides saving his eyesight further strain, that he has given up repairing watches at home in spare hours.

He has approximately 1,000 clocks under his care located in the Terminal and its office building and in stations and signal stations and offices as far as the limits of the New York Central's

Electric Division — at Harmon on the Main Line and at White Plains on the Harlem Division. He often catches a train out to these points to fix important clocks that cannot be removed for any length of time; but others are sent into his workshop in the Terminal with a simple note: "Jake, this darn thing keeps losing a minute a day."

The most important clocks under Jake's care are the Chief Dispatcher's Master Clock, the great clock over Park Avenue on the facade of the Terminal and the golden four-faced clock atop the Information Booth on the Upper Level of the Terminal.

Jake checks the Master Clock several times a day, for this clock, above all others, must be always on the second. Once an hour it automatically sets every other electric clock in the Terminal and is set itself by a wire from Western Union twice a day. It is this clock which all train schedules must obey.

The Park Avenue clock gets Jake's careful attention twice a week. He reaches this clock by climbing several ladders to a platform where he keeps tools and oil for this special job, which consists of cleaning and oiling the great mechanism and leaning out windows in the clock to tighten screws and clean the strained glass face.

The golden four-faced clock in the Main Concourse, Grand Central Ter-

minal, Jake keeps especially accurate because it is the arbiter of many a possible argument between a late commuter and a gateman who has just slammed shut a train gate. When a frustrated commuter begins to wind up about shutting the gate early, the gateman merely has to point to the golden clock. Its graceful form framed in highly-polished brass, this famous clock carries a prestige and authority which is never questioned.

Jake was born in Schaffhausen, Switzerland, and got his first job as a helper in a local watchmaker's shop at the age of 12. When he was 16 he became an apprentice and at the age of 23 he left Switzerland for the land of opportunity. Within a day, on landing at New York City, he had a job with the Wittnauer Watch Company, Maiden Lane.

Three years later he entered the service of the New York Central at Grand Central Terminal, where he has been ever since, seeing the number of clocks under his care grow in number from 200 to 1,000. They take up his full time now, but in the early days he worked during spare time installing electric wiring in the Terminal, which was then under construction.

Jake is married and lives in Brooklyn. He arrives at work sharp at 8:15 a.m. and begins his day immediately he steps from the subway by glancing critically at the clock above the stairs from the East Side IRT.

Syracuse Freight Man Back from War

Charles H. Moosbrugger, who entered the service of the New York Central as a freight brakeman on the Syracuse Division December 7, 1941, and who enlisted in the armed forces March 17, 1942, recently returned to civilian life.

He did bridge repairing under fire and also worked as a member of a combat demolition team accomplishing destruction of pill boxes, mines,

60 Years' Service For DeWitt Man

Henry Frazier Martineau, 77, Engineman at DeWitt Yards, retired November 21, after 60 years of Service.

He was born August 26, 1868, at Lindonville, N. Y.

enemy ammunition depots, barbed wire obstruction, tank, traps and road blocks in France, Belgium, Luxembourg and Germany.

Kuhn in Columbus

S. Kuhn, Assistant to General Superintendent of Motive Power and Rolling Stock, New York, has been appointed Master Mechanic of the Ohio Central Division, at Columbus, effective December 1.

Dinner for Wardwell, Transferred to Buffalo

W. C. Wardwell, Ohio Central Division Master Mechanic, recently transferred to Buffalo as Master Mechanic, was feted at a dinner held at the new Seneca Hotel, Columbus, Ohio, December 1.

J. H. Spooner, Superintendent, was Toastmaster and among those present were R. C. Cross, Superintendent of Equipment at Cleveland; E. J. Gibbons, Superintendent at Toledo; L. A. Champ, Superintendent at Springfield; J. W. Crowley, Assistant Superintendent at Columbus; J. M. Raine, Assistant Superintendent at Rainelle; H. D. Abernathy, Assistant Signal Engineer at Cleveland; J. E. Chandler, Master Mechanic at Cleveland; S. Kuhn, Master Mechanic, Columbus, and 200 O. C. employes and friends.

Mr. Wardwell was presented with a standard railroad watch and a purse.

Victory Garden Award to N.Y.C.

Lester J. Norris, Chairman of the Committee on Awards of the National Victory Garden Institute, New York, last month informed E. J. Leenhouts, General Agricultural Representative New York Central System, that the System had once more been awarded the Victory Garden Institute plaque, in recognition of its record in encouraging victory gardens and home food preservation.

This is the highest award of the Institute. It is the third time it has been won by the Central.

N.Y. Police Ball, Feb. 8

The 18th annual ball of the New York and New Jersey Railroads Terminal Police Association will be held in the Hotel Pennsylvania's roof garden Friday evening, February 8, and will be the first held by the Association since 1942.

Lieut. C. F. Brandowitz of the New York Central Police is Chairman of the entertainment committee. Tickets may be obtained from him at 504 West 110th Street. Music will be by the band headed by Phil Pignatelli, "the 33d Street Brakeman," known in the musical world as Phil Young, orchestra leader.

Section Foreman Retires

James L. Frederick, Section Foreman at Voorheesville, N. Y., was guest of honor at a dinner at the Harris House, Voorheesville, N. Y., upon his recent retirement. Mr. Frederick had been an employe of the Maintenance of Way Department for 41 years.

He was presented with a leather wallet and a sum of money.

Two other pensioners, M. Aldi and J. Pettinger, former associates of Mr. Frederick, attended.

Worked on Atomic Bomb Project



T/4 Richard J. Power, son of Edgar P. Power, who has been with the New York Central Railroad in Watertown, N. Y., since 1906, was recently discharged from the Army. Sergt. Power was first stationed at Camp Sibert, Ala., with the Chemical Warfare Forces. Later he studied under the A. S. T. P. program at Virginia Polytechnic Institute, where he received his B.S. in Chemical Engineering. He was then assigned to the Army Engineers at Santa Fe, where he worked in the secret Los Alamos Laboratory on the Atomic Bomb Project. Sergt. Power was formerly a chemist with the Diamond Match Co. and is now teaching science in St. Mary's High School and Wadham's College, Ogdensburg, N. Y.

Santa Visits 300 Children at Collinwood Party



The New York Central Program Council at Collinwood co-sponsored with the Railroad YMCA two baseball teams, fourteen bowling teams and a City League basketball team, during 1945. Two successful dances and one picnic were also sponsored, but the highlight of the social gatherings was the Christmas Party, which was held on Saturday, December 8. Three hundred children were made happy by Santa Claus, after dancing and cards were enjoyed by about 700 employes and their friends. At the end of the first year the Collinwood Program Council has about 1000 employes on the membership rolls and the officers feel that they have laid a good ground work for 1946. The committee has been voted a rousing 'thank you.' Election of the Board of Directors was held Dec. 12. Election of officers will be in January.

Major Nuffer Wins Awards, One British

HEADQUARTERS, TRANSPORTATION CORPS, PARIS — Major George A. Nuffer, Jr., a former traveling agent for the New York Central Railroad at Syracuse, has received the U. S. Army's Legion of Merit and the British decoration, Member of the British Empire.

His Legion of Merit was awarded "for meritorious service as Chief, Passenger Branch, Office of Chief of Transportation from January 1, 1945, to July 31, 1945." The citation says:

"Major Nuffer was responsible for the direction and supervision of all Theater troop movements by surface transportation, which resulted in successful movement of all troops, despite manifold difficulties, in full support of tactical requirements and subsequently in redeployment, evacuation of wounded, movement of Prisoners of War and Recovered Allied Military Personnel and establishment of leave program rail schedules."

The Member of the British Empire was awarded to him for maintaining close liaison with the British War Office during 23 months of service in England, before coming to the Continent.

Major Nuffer came overseas in June, 1942, as a staff sergeant, and was assigned to the Passenger Branch as its chief clerk. He later received a direct commission. He was previously awarded the Bronze Star Medal for his handling of passenger requirements for cross-channel movements during the build-up following the invasion in 1944.

Cleveland Yeoman Snapped in Berlin



Thomas D. Kochenderfer, Yeoman I/c, is shown with a German policeman, standing before the famous, bomb-damaged Brandenburger Tor, checking a section map in Berlin. Kochenderfer, who recently returned to his former position as a clerk in F. L. Frerick's Office, Cleveland Union Terminals Company, was one of the relatively few Naval personnel stationed in Berlin as part of the Naval Division of the U. S. Group Control Council for Germany.

Chicago Engineman Meets Joe Kelly at 'Barn Dance'



Mr. and Mrs. H. A. Swanson of Elkhart, Indiana, and Joe Kelly, National Barn Dance favorite, had their cake and ate it too, at the Alka-Seltzer National Barn Dance Railroad Men's Party recently. Mr. Swanson is a New York Central engineman.

Recent Deaths

Hayes, T. J., 73, retired Superintendent, Ohio Division, in Bellefontaine. Mr. Hayes, who had been a Division Superintendent for almost 30 years and a railroader for 53 years, retired December 31, 1942.

Syms, John V., 59, Chief Clerk to Division Engineer, Buffalo Division, at Utica, after a short illness. He had been with the Central since 1904.

Burkhart, Joseph, 57, Freight Agent at Charlestown, W. Va., after an illness of several weeks. He was formerly Chief Supervising Agent for the Ohio Central Division and also Agent at Bowling Green.

Dyas, John F., retired General Agent, Passenger Department, Omaha, in that city. Mr. Dyas who had been in Omaha 24 years, retired December 1, 1942. He had been ill since his retirement.

Lochmuller, Henry D., 73, retired Assistant to General Auditor-Disbursements, in New York. He retired December 31, 1941, after 53 years' service in the Accounting Department. Two sisters survive.

Now in Austria



T/4 Joseph C. Foley, Jr., a furloughed fireman on the Mohawk Division, is now serving as an engineman in Linz, Austria, where he is a member of the 734th Railway Operating Battalion. Foley, who has three battle stars, hopes to start for the United States early this year. Entering the service in March, 1943, he served under General Burbee of the Second Military Railway Service, which worked with the Ninth Army. His home is in Utica. He is a son of Joseph C. Foley, Mohawk Division Engineman.

New York Freight Veterans Return

The personnel of the General Freight Office, New York, say they are proud of 25 fellow workers in the service of our country and have welcomed the following who, having done their bit, have returned to the office:

Vincent J. Curry — "Bud" entered the Army on January 15, 1943, and after completing a nine-month A.S.T.P. Engineering course at Penn State, he was assigned to the 320th Combat Engineering Battalion of the 95th Division. He saw service in England, France and Germany, having 45 consecutive combat days. He was wounded by mortar fire in the assault on the Fortress City of Metz. After spending considerable time in hospitals in France and England, he was discharged from Camp Upton Convalescent Hospital in September 1945. In addition to the Purple Heart, he has a unit commendation and the E.T.O. ribbon with two battle stars.

Gerard A. Cusick — "Gerry" became a soldier in July, 1942, and after extensive training in this country, he left for overseas in May, 1943. He was assigned to the 80th Fighter Group and from May, 1943, to November, 1945, saw service in the Burma-India area. He wears a Presidential Citation together with an Asiatic-Pacific ribbon with three battle stars.

Edward J. Mahoney — "Eddie" was a "Doughboy" who entered service in October, 1942. He went overseas with the 29th Infantry Division and served in both the 115th Infantry and the 121st Combat Engineering Battalion. He was overseas for two years during which time he saw service in England, France and Germany. He was awarded the "Silver Star" at St. Lo in the battle of Normandy. He also wears the Purple Heart, having been wounded in the Rhineland. In addition, he has a Presidential Citation with Cluster, an Arrowhead for participating in the invasion and five Battle Stars. He is credited with approximately 300 days of combat. He was discharged in October.

Norman F. Roe — He entered the Merchant Marine in October, 1943. After attending school at Hoffman Island, he was assigned to a cargo ship as an Able Seaman. This cargo ship carried ammunition on the next year was spent in shuttle service between Africa, Italy and France. He was promoted to Yeoman in March, 1945, and assigned to Hospital Ship St. Mihiel which made one trip to England and was then transferred to the Pacific, carrying wounded from the Philippine Islands to Base Hospitals in Honolulu. He was promoted to "Purser" and discharged at that rank in October, 1945.

Huffman, Asst. General Storekeeper, W. Albany, Ends 56 Years' Service

Robert Shay Huffman, Assistant General Storekeeper, West Albany, retired December 1, after 56 years of service. Mr. Huffman started as a clerk with the Beech Creek Railroad at Jersey Shore in 1899. He became Assistant Storekeeper for the same road in January, 1900. He then became Division Storekeeper at Corning and Chief Clerk to General Storekeeper at West Albany, in October, 1905. Thereafter he was successively Division Storekeeper, Assistant General Storekeeper, District Storekeeper and in November, 1921, became Assistant General Storekeeper. He was born September 27, 1873, at Jersey Shore.

Feinle Takes Cole's Agency at Corning

Effective December 1, W. H. Feinle was appointed General Agent, Freight Department, New York Central System, with headquarters at Corning, N. Y. He succeeds O. P. Cole, retired at his own request after 46 years' service.

Fatalities resulting from accidents at highway-grade crossings and to trespassers on railroad property accounted in 1944 for more than two-thirds of the total number of fatalities arising from railway accidents of all kinds.

Columbus A. A. Elects New Officers

The New York Central Athletic Association of Columbus, Ohio, recently elected the following:

President, Ben Southerland, Passenger Brakeman; First Vice President, C. C. Sampson, Division Freight Agent; Second Vice President, Robena Fleming, Clerk, Office Superintendent; Secretary, H. E. Tarleton, Assistant Chief Clerk; Treasurer, H. B. Haspeslagh, Clerk, Office Master Mechanic; Directors, H. R. Tilton, Conductor, Lawrence King, Boiler Foreman, C. E. Jefferis, Storekeeper, H. V. Steinberger, District Claim Agent, H. V. Rollins, Mail Messenger, J. T. Hays, Division Passenger Agent and W. D. Cristee, Draftsman.

C. F. Johannes, of the Division Superintendents Office, who served as secretary since 1931, will retire early in 1946.

Belgium Honors Lieut. Col. W. M. Snow

Lieut. Col. Wallace M. Snow, of Boston, who left his job as New England Freight Agent, New York Central System, to spend three years and three months with the Army Transportation Corps in England, France and Belgium, recently was made a Chevalier of the Order of Leopold by the Prince Regent of Belgium. This was given to him for exceptional service to Belgium while on duty at Antwerp with the 13th Major Port outfit. The award was presented to Colonel Snow in Boston by the Belgian Minister for National Defense.

Colonel Snow returned to this country in September and is now Assistant General Freight Agent at Boston.

Still in LeHavre



Shown, left, is Lieut. Col. H. F. Neville, formerly trainmaster for New York Central Railroad at Suspension Bridge, who has been serving in transportation service in France since 1944. Commissioned at Washington September 4, 1944, Col. Neville was flown to Paris, where his first assignment was in freight transportation between Cherbourg and Paris. Three months later he was appointed Assistant Superintendent of Paris terminals for five railroad lines having terminals in that city. In March, 1945, Col. Neville went to LeHavre as Superintendent of Ports, working with the Army and the French S.N.C.F. where he is still stationed.

Col. Neville has the highest praise for the men of the operating battalions, who performed their duties under serious difficulties. Working often as high as 85 hours without rest, over unknown track, without headlights on engines, using cigarette lighters and burning paper for signalling, the entire signal system having been destroyed by the Germans, they performed prodigies.

Victory Ball in New York, Feb. 8

The Manhattan A. A. and the Commodore Vanderbilt Post, American Legion, New York, will give, jointly, a Victory Ball, February 8, in the Roosevelt Hotel. Tickets will be \$1.25.

Detroit Division Has 415 Miles of Tracks In Motor City Area

Stands Out as Leader In This Field of Concentrated Operation

Has Largest Number of Freight Yards and Carries Most Passengers — Owns Only Tunnel Route to and from Canada

WHAT strikes one most forcefully about the Detroit Division of the Michigan Central Route of the New York Central System is the predominant position it enjoys in the overall rail transportation structure in the territory it serves.

Measured by almost any yardstick — percentage of business handled, both freight and passenger, adequacy of facilities, or superiority of service, the Detroit Division stands out definitely as a leader.

Historically, too, the division holds an advantage in that during more than 100 years of operation by the Michigan Central or its predecessor, the State of Michigan's industry, to a considerable extent, has tended to grow up along its tracks.

Territory covered by the Detroit Division extends from Vassar, Mich., on the North, to Vienna Junction, Mich., south and somewhat west of Detroit, immediately north of the Ohio-Michigan state line, a total distance of 131.24 miles of road. On the west, the Division begins at Town Line (Greenfield Road), six miles from the Michigan Central Passenger Terminal, and extends through the city of Detroit to the Canadian end of the Detroit River Tunnel, two and three-fourths miles beyond the Terminal.

The extreme northern and southwestern ends of the Division are reached by two branches. To the north the Bay City Branch extends 84.77 miles from the Detroit station to Vassar, all but about 77 miles of which is single track. Southward to Vienna Junction is the Toledo Branch, double-tracked throughout its entire length

Other New York Central "firsts" in the way of physical facilities in Detroit show the Division has the largest number of freight yards there of any railroad, the greatest total Yard capacity, the largest Hump Yard in Michigan, is the only railroad to have tunnel access to Canada (others serving the Dominion use car ferries) and has the largest pick up and delivery station on the New York Central System.

With such outstanding leadership in facilities and an equal superiority in service it is only natural that the Detroit Division today handles approximately 47 per cent of all road haul carload and 55 per cent of all l.c.l. freight traffic.

So far as passenger business is concerned, it is estimated that the Central carries 65 per cent of all people entering or leaving Detroit by railroad.

In the matter of taxes, too, the Michigan Central is in the fore. Under Michigan law all railroad taxes on the properties used in transportation are paid to the State and earmarked for the State primary school fund. These figures are not broken down so as to separate taxes paid according to division or locations, but for 1944 the total of such taxes paid by the New York Central to the State of Michigan, amounted to \$852,930, the most for any railroad operating in the State. These taxes are allocated to the various school districts on the basis of the number of children of school age. Thus, even in communities in which no railroad operates the school districts benefit.

Taxes on properties not used in transportation are paid to the city and county. For 1944 the New York Central taxes on non-operating properties paid to the City of Detroit amounted to \$76,931, and the county share within Detroit was \$13,638, a total of \$90,569. Other city and county taxes paid by the Central in communities outside of Detroit but within Wayne County amounted to another \$5,415, bringing the grand total of non-operating taxes to \$95,985.

Detroit, oldest city in the United States between the Allegheny and Rocky Mountains and industrial capital of the world, is served by nine railroads. They are the New York Central, the Grand Trunk Western, Pere Marquette, the Pennsylvania, the Wabash, the Detroit, Toledo & Ironton, the Detroit & Toledo Shore Line, the Delray-Connecting Railroad and the Detroit Terminal Railroad, the latter owned in equal shares by the New York Central and the Grand Trunk.

The Detroit Terminal Railroad, which circles the city, to the north,

east and west, does not function in the capacity of a belt line in the generally accepted meaning of the term, but is strictly an industrial switching line for originating and terminating business with shippers located along the line. There is, in addition, the Michigan Central Belt, an industrial spur for shippers located in the eastern part of the city. The lines of the New York Central through the city are so located that direct connection is effected with all other roads except the Pennsylvania.

Settled in 1701 by a party of 100 Frenchmen from Montreal, Detroit today, with a population estimated in 1944 at 1,653,905 persons, is the fourth largest city in the United States, exceeded in size only by New York, Chicago and Philadelphia. It is noteworthy that practically all of its phenomenal growth has been since the beginning of the century, coincident with the beginning of the Detroit automobile industry.

In 1900, the United States census showed a population of 285,704 souls, and a diversity of medium-sized industries. With the founding of the automotive industry in what is now known as "The Motor City" Detroit, favorably located with respect to raw materials, skilled labor and excellent transportation facilities, rapidly gained and held supremacy as a manufacturing center. So over-shadowing has been the achievement of the automotive industry that few people remember that Detroit was once known as the "Stove City" and still ranks high in the production of ranges and heating devices.

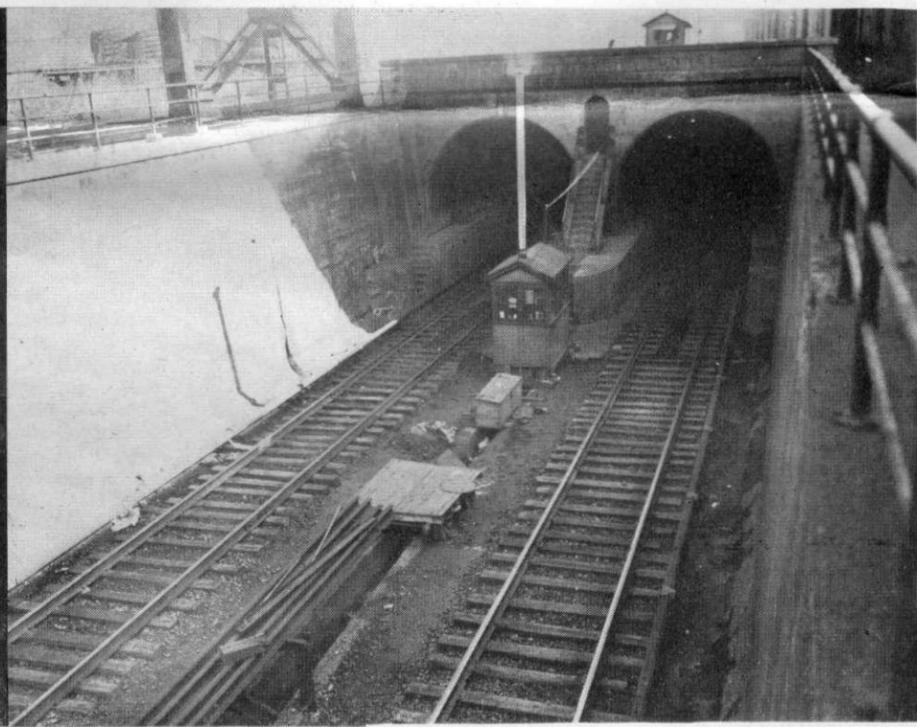
Indicative of the importance of the automotive industry is the fact that motor producers in the Detroit area in a normal year consume an estimated 4,000,000 tons of steel, 500,000 tons

of gray iron, 220,000 tons of malleable iron, 85,000 tons of copper, 15,000 tons of aluminum, 91,000,000 square feet of plate glass and 373,000 bales of cotton, to mention a few of the more important items.

It is natural, therefore, that automobiles and automotive products should make up the largest item of New York Central traffic into and out of Detroit. In a single year the New York Central originated in Detroit as many as 163,018 carloads of completed automobiles, and in 1941, the last so-called normal year before our entry into the war, the total was 95,326. During the war years, Detroit's industrial output was devoted primarily, as was that of the entire nation, to the production of war materials, foremost among which were aircraft and parts, guns and ammunition and trucks and tanks.

Automobiles are moved in especially designed automobile loader cars, in the development of which the New York Central was a pioneer. During the war most of these cars were devoted to other purposes, but currently a program of reconconditioning is under way which will make available as soon as possible approximately 10,000 auto cars. These special cars, by the way, are considered standard equipment and are furnished shippers at no extra cost.

There is every likelihood that all of these cars, and perhaps more, will be needed. For the automotive industry generally throughout the country it is predicted that annual production of new cars will be built up to a total of 6,200,000 which would compare with the pre-war peak of 4,200,000 cars. While this is a national figure, Detroit is sure to produce a large share of the total.



of 46.47 miles. At Vassar on the north the Bay City Branch connects with the Michigan Division for service through to Mackinaw City. At Vienna Junction the line moves into the Toledo Division.

At Town Line, on the west, the Detroit Division joins the Michigan Division main line which, together with the West Division, beginning at Niles, connects Detroit, the "Gateway to Canada," with the Chicago gateway and the West. Beyond the Detroit River the Division connects with the Canada Division and the East.

Major operations of the Detroit Division are within the Detroit Terminal District. Within this area, comprising substantially the city of Detroit and its suburbs, lies one of the most highly concentrated railroad operations in the country.

New York Central trackage in this area totals 415 miles, 95 miles of which are main line tracks and 320 miles in yards and sidings. Included in this total are six miles of double track of the Toledo Branch and eight miles of double track of the Bay City Branch. This is the largest total of trackage for any railroad in the Detroit area.

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Seated, left to right: C. O. Peters, Passenger Car Foreman; H. E. Bratt, Trainmaster; A. E. Somers, Trainmaster; R. F. DeForest, Superintendent; D. P. Crillman, Division General Car Foreman; L. J. Robbins, Assistant Superintendent; C. W. Adams, Master Mechanic and C. L. LeValley, Freight Agent.

Standing: W. Hayball, Electrical Supervisor; E. J. Linton, Road Foreman of Engines; A. M. Gage, General Storekeeper; J. A. Seabrook, Stationmaster; V. J. Humphrey, Signal Supervisor; C. I. Lehrke, Baggage and Mail Agent; A. W. Krug, District Claim Agent; J. D. Fraser, Supervisor of Buildings; C. L. Towns, Chief Dispatcher; A. J. Faust, Captain of Police; R. S. Gates, Assistant Master Mechanic; J. L. Meehan, Division Freight Agent; J. Evans, Division Engineer, and C. H. Peterson, Depot Ticket Agent.

Top, left, sign welcoming returning veterans in Michigan Central Passenger Terminal, Detroit.

Top, right, Detroit entrance to the twin tubes under Detroit River to Canada.

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But all is not automobiles in Detroit. While its present day fame rests largely upon the motor industry, the city boasts some 80 different lines of manufacture, and in a number of them ranks at or near the top for the entire country. Among the more important items are pharmaceuticals and chemicals, adding machines, foundry products, machine tool accessories, pleasure boats, paints and varnish, refined salt and alkali products and machinery. Detroit developed the first practical vacuum cleaner; it is the birthplace of the electric refrigerator and an important producer of electrical appliances and devices. It is the home of the nation's largest producer of commercial trailers and drugs.

During recent years, its favorable location as a producer of steel, plus its close proximity to a tremendous market for steel — the motor industry — has been making Detroit a steel center. Instead of hauling ore past Detroit on lake freighters and rehauling the finished steel back to the motor plants, a number of large steel plants have located in the Detroit area.

Aside from automobile and automotive products, the most important

items of outbound freight traffic over the New York Central are paper and chemical products, coke, petroleum and petroleum products and iron and steel. Inbound, those ranking highest in tonnage are coal, iron and steel, stone, automotive parts, lumber and agricultural products.

In passing, it is interesting to note that there is located within the city limits of Detroit a salt mine which now has reached a depth of one and one-fourth miles. The State of Michigan is, to a considerable extent, underlain with salt; hence the development of a chemical industry which gives Detroit its position of leadership in the production of soda ash and salt products.

Altogether there are approximately 3,100 industrial concerns in the Detroit area, about half of which are served directly by the New York Central, either in carload or l.c.l. business.

Throughout the area the New York Central connects with the 515 private industrial leads and through them serves 693 industries. Many of these leads have switches off the main lead, giving 1,200 or more side tracks for industrial use. As high as 39 freight trains have been dispatched daily, with inbound movements totaling about the same.

Twenty-two freight yards, having a combined capacity of 12,843 cars, serve Detroit industry. The largest of these is the Junction Yard, on the main line, a short distance east of the western limit of the Division. The Junction Yard, which has a capacity of 3,850 cars, is connected with the Toledo Branch by means of a New York Central-owned connecting line and at its eastern exit leads directly into the main line to the Detroit River Tunnel and thence into Canada, or to the north to join the Bay City Branch, which, incidentally, is well located to take advantage of the present tendency of Detroit industry to expand northward from the city. At the Junction Yard is the retarder-operated hump, the largest in Michigan, which has a capacity of 2,400 cars a day.

Located adjacent to the Junction Yard, at the eastern end, is the New York Central stock yard, which is a regularly equipped market yard, attended by brokers and provided with pens, scales, etc.

A new facility for the convenience of the meat trade (under construction at the time of writing) is a new meat dock at the 12th Street team track. This new facility is especially designed for handling fresh meat and packing house products for team track delivery to local distributors. When completed it will be a covered, enclosed platform, 500 feet long by 50 feet wide, with a spotting capacity of 20 cars. The completed job will include three refrigerator units, with a capacity of one carload each. Currently New York Central meat traffic in Detroit is approximately 2,000 carloads annually.

At the 3rd Street freight yard, located along the Detroit River near the American end of the Michigan Central Tunnel, is the Detroit Freight Station, also known as the Third Street Freight Station, which has a car spotting capacity of 268. Including substations, the l.c.l. tonnage into and out of the Third Street Station has reached the large total of 750,000 tons a year and currently is running around 550,000 tons. This includes local inbound and outbound goods as well as transfer shipments. The Third Street Freight House is the largest freight house in the world and is the largest pick up and delivery station on the New York Central System. Last March pick up and delivery business alone reached a peak figure of 6,140 tons outbound and 7,556 tons inbound. Scattered throughout the Detroit area are 29 team track locations, with a total capacity of 1279 cars.

The Michigan Central Tunnel, an important exclusive facility which gives the New York Central an outstanding advantage over other lines serving Canada, is 8,380 feet long from portal to portal. It is divided into two tubes for east and west service, and is fully protected by automatic block signals throughout.

Operation through the tunnel is, of course, with electric power, provided by twelve units operated in two unit sections. The Electric Zone, through and at both ends of the tunnel, is about four miles in length.

Battle Creek Celebrates 100th Anniversary of Arrival of First Michigan Central Train



MORE than 200 men—business leaders, high-ranking Army officials, political luminaries, railroad executives and others—were present at a dinner November 27, in Battle Creek, Mich., celebrating the 100th Anniversary of the entry of the railroad into the city.

The affair, which filled to overflowing the main dining-room of the Post Tavern, Battle Creek's largest hotel, climaxed a full day's activities which began at 8 o'clock in the morning when Miss Pauline Amelia Rogers, who had been chosen as "Miss Michigan Central" for the Centennial, sounded the whistle of a New York Central locomotive—a signal for similar blasts from all locomotives in town. Appropriately Miss Rogers is a railroad worker herself, having been Assistant Cashier at the Battle Creek New York Central Freight Office for five and one-half years.

Continuing throughout the day were luncheons, radio broadcasts, exhibits of New York Central equipment and the dinner, which was sponsored by the Battle Creek Chamber of Commerce.

Three Vice Presidents There

Three New York Central vice presidents were at the speaker's table. They were M. J. Alger, Vice President, Traffic, New York; J. L. McKee, Vice President, Chicago, and C. L. Jellinghaus, Vice President and General Manager, Detroit. From elsewhere on the System there were numerous other New York Central officials and department heads, as well as prominent representatives of other railroads, among them C. A. Skog, Detroit, General Manager of the Grand Trunk Western.

Representing the Military was Brig. Gen. J. C. Bastion of the Percy Jones



At top, left to right: Lieut. Gov. Vernon J. Brown, of Michigan; C. L. Jellinghaus, Vice President, Detroit, and Bernard E. Godde, Mayor of Battle Creek. At bottom is shown Miss Pauline A. Rogers, "Miss Michigan Central," whose blowing of a locomotive whistle started a chorus of whistles from all the locomotives in Battle Creek to usher in the celebration.

Hospital, Fort Custer, while the State of Michigan was represented by Lieut. Gov. Vernon E. Brown, who represented Governor Kelly; State Senator R. J. Hamilton, and State Representative Thomas C. Morgan, both of Battle Creek. Chamber of Commerce officials included E. C. Rice, President and Rudolph Habermann, Secretary. For the City of Battle Creek, Mayor B. E. Godde extended an official welcome. Toastmaster was A. L. Miller, Editor of the Battle Creek Enquirer & News.

The speaker's table itself presented a picturesque scene in keeping with the occasion, for all at the table wore engineers' caps and red bandana hand-

kerchiefs.

Mr. Rice extended greetings of the Chamber. Acknowledgment was by Mr. McKee.

Mr. Jellinghaus presented awards of Victory Bonds to three boys and three girls from the local high school, winners of an essay contest on "What the Railroad Has Meant to Battle Creek."

There were tributes to the pioneers and plaudits for the tremendous job accomplished by the railroads under wartime pressure. Most important of all there came out of it the realization that the city and the railroads are dependent upon each other for mutual prosperity.

The toastmaster and others spoke on the early history of the Michigan Central. They told how it originally started at Detroit, was taken over by the State and built as far as Kalamazoo and then sold to private interests. Subsequently John J. Danhof, Chief Counsel, Detroit, another New York Central speaker, when commenting upon the railroad equipment on public display, pointed out that this equipment alone was worth almost half as much as the two million dollars spent by the State of Michigan to build a railroad from Detroit to Kalamazoo.

Dinner Planned for 1972

Glimpses of the great progress that the future holds in railroad development, which were frequent during the evening, were climaxed by Mr. Skog of the Grand Trunk Western, who extended an invitation to another dinner, the 100th Anniversary of his railroad in 1972.

"At that time we are going to have atomic power on display and we invite

operate through the tunnel.

Other repair facilities in the Detroit area include a 45-stall round house, employing 356 men and women with an average dispatchment of 88 locomotives daily. At West Detroit are a large repair shop and Repair Yard, where freight cars are given complete overhauling in the shop and running repairs in the Yards. The Shop employs 215 men and turns out an average of 180 cars a month with light, medium and heavy repairs. The Yard force of 353 men turns out an average of 12,164 cars a month.

Outside of the Detroit area, three cities noteworthy from a traffic standpoint are Wyandotte and Monroe on the Toledo Branch, and Oxford on the Bay City Branch.

At Wyandotte there originates heavy tonnage in chemicals and acids, rubber products and cement. Monroe produces a substantial volume of business in paper and fibre board products, automobile accessories and office equipment. Oxford is the center of a large gravel and sand industry, traffic in which promises to increase greatly as building operations are resumed.

you all to come down and see it," said Mr. Skog.

Lieut. Gov. Brown told of early events in Michigan and railroad history and paid tribute to the pioneer builders, who, he pointed out, achieved so much with the little with which they had to work.

Brig. General Bastion told of the reliance that the Military Departments placed on the railroads during the war.

"In Battle Creek the railroads responded night and day or on Sundays or holidays, sometimes on short notice, and always met our requirements promptly and efficiently," said the General.

Despite exceedingly inclement weather which resulted in a steady downpour throughout the morning and intermittent showers throughout the evening, nearly 4,000 people braved the elements to inspect the equipment exhibition, which was a remarkable display of a completely reconditioned Mercury train, a 6000 series locomotive, freight equipment, maintenance machinery and signal devices and such special items as an auto loader car and a rail-highway car.

Throughout the city there was a general railroad atmosphere. This was reflected in special railroad exhibits in the windows of many downtown merchants. Two special radio broadcasts also were included in the general program, both broadcasts over the Battle Creek Station WELI.

Shortly before the Centennial dinner on November 27, a round-table discussion of the railroad industry was broadcast. Participating in this were Mr. Jellinghaus, Mr. Skog, L. W. Troutfetter, Traffic Manager of the Kellogg Company, Battle Creek, Mr. Habermann of the Chamber of Commerce and Bruce O'Leary, moderator.

Dramatic Radio Sketch

At 6:30 the preceding evening members of the Junior Association of Commerce presented over the radio a fifteen minute dramatic sketch portraying the arrival of the first railroad train on November 27, 1845, when skepticism ran high, with many of those in the crowd believing that the steam "engine" would never really replace the horse and ox team. The program concluded by moving up to the present day with the arrival of the modern Mercury and recounted the 1945 conveniences of railroad travel.

Railroad speakers were in demand also by three luncheon clubs which met November 26, 27 and 28. Speaking before the Rotarians, was Emil H. Hanson, Superintendent, Freight Transportation, New York Central, Detroit; before the Lions Club was C. A. Radford, Big Four Publicity Manager, Cincinnati, and before the Exchange Club, H. P. Hannan, Superintendent, Freight Transportation, New York Central, Chicago.

Central Employes in Two Important Posts at St. Thomas, Ont.

Ernest Seger, Electrician Foreman, and George D. Lang, Locomotive Department Accountant, have again been elected by acclamation to the local Public Utilities Commission, St. Thomas, Ont., for 1946-1947.

Mayor Thomas W. Currah, Machinist in the Locomotive Shops, St. Thomas, after having served two terms in that capacity was a candidate for Alderman for 1946. Other Equipment Department employes holding civic offices in St. Thomas, are:

James W. Murray, Pipefitter, as School Trustee; P. J. McLean, Engine-house Foreman, as Alderman; William Baldwin, Engineer, as School Trustee; Richard Gilbert, Assistant Chief Stationary Engineer as School Trustee; Gordon Leckie, Blacksmith, candidate for Alderman for 1946, and Ernest Duckworth, Machinist, as Chairman of the Public Utilities Commission.

The employes of our railroad at St. Thomas are charged with an active and important part in the administration of this municipality.

Motive Power Men

W. H. Flynn, General Superintendent, Motive Power & Rolling Stock, announced the appointment, effective December 1, of R. C. Trinkner as General Inspector, with headquarters at New York.

J. G. Hunt was recently appointed Diesel Instructor, with headquarters at New York.

Each twin power unit can move approximately 1,700 gross tons westbound through the tunnel and 2,100 tons eastbound, the difference being accounted for by the variations in grades. On the basis of the gross weight of 70 tons a car this indicates movements of 24 or 25 loads westbound and 30 loads eastbound. With two twin units working together, westbound tonnage may be stepped up to 3,000 tons and eastbound to 3,500 tons.

Taking July, 1945, as a representative recent month, the daily average of freight moved through the tunnel was 18 eastbound and 22 westbound. In the same month average daily movements of passenger trains was 14 more in each direction.

Superiority of New York Central passenger service to Detroit is indicated by the fact that 70 passenger trains arrive and depart daily—36 inbound and 34 outbound. In both directions they carry an average of some 11,132 passengers daily, including, of course, through passengers. In a single recent month (September,

1945) the actual number of tickets sold at the Terminal ticket office alone totaled 75,002. In the same month the Mail and Baggage Department in the Terminal handled 262,000 pieces of baggage and 1,001,800 pieces of mail with an average force of 250 men. For Detroit as a whole New York Central ticket sales for 1944 totaled 1,638,760.

At the Michigan Central Terminal there are 10 tracks for passenger train service, on which is handled a monthly average of 23,105 passenger cars. One other track is devoted exclusively to express service.

Rising above the huge waiting room in the Terminal is the Michigan Central office building, which houses some 4,000 employes, including the 2,500 people who make up the New York Central System Auditing Department.

Also at the Terminal is a coach yard of 18 tracks, with a capacity of 127 cars. The average cleaned and repaired each day by a force of 282 men and women is 380 cars. Terminal facilities also include a repair shop for the electric locomotives which

Orange Avenue "Y" Social Club Elects

The Orange Avenue "Y" Social Club, Cleveland, opening its winter season with a dinner to more than 100, elected F. A. Comerford, President; Anne Feeney, Vice President; Alice M. Thomas, Secretary and Treasurer; Directors, Margaret Stewart, Winifred Simek, Martin Knack, G. H. Wright, A. M. Sweny, and R. J. Lash; Audit Committee, G. S. Weigle, E. J. Uhl, and Peter DeVries. Philip Wolf and F. B. Dietrich will have charge of sports.

Trustees appointed were R. W. Andrews, J. A. Rentsch, J. H. Frank, E. J. Black, J. C. Napp, and Stanley Prauge, who is Assistant Executive Secretary of the Railroad.

All joined in singing and games. Special programs twice each month are scheduled.

Visitors were Noel Wical of the *Cleveland Press* and Scott Spencer, Personnel Department.

Cleveland Man Wins Itinerary Award

In a recent contest conducted by *Trains Magazine*, of Milwaukee, J. Leo Duggan, Relief Clerk at the East Cleveland Ticket office, was one of 46 First Award winners.

The contest was to plan the shortest itinerary for a traveling representative to visit each State Governor and the President in Washington.

This itinerary started from Chicago, Aug. 1, and ended at the starting point September 8, at 1:21 P. M. It was required that each visit must be of two hours duration, with no visits on Sundays or Holidays.

Cleveland Hits Quota on War Bonds

The Collinwood area again reached the quota of Victory Bond sales which was set up for it. The quota was predicated on both cash sales and payroll deductions and the campaign was a credit to the employes in all departments at Collinwood.

There were a number of instances where employes bought bonds of large denominations, a few of them buying \$5000, where such purchases could have been made on the outside with certain tangible premiums attached, but they elected to buy their bonds and give credit to their employer, the New York Central.

Fort Wayne Man Is Presented With Bag

Central employes at Fort Wayne, Indiana, gave a dinner October 30 in honor of Chelcea E. Leslie, Yard Conductor, who retired October 31, with 38 years of service. Guests were Henry C. Stellhorn, Yard Conductor with 40 years' service and C. R. McLain, of the Car Department with 39 years, both of whom had retired previously.

R. A. Buchanan, Agent, presented a certificate.

A Gladstone bag was presented Mr. Leslie. Mr. Leslie expects to make his home in Oviedo, Florida, with a daughter.

C. R. Larkin, Patrolman, read two poems composed by him in honor of the retiring three.

Alliance Agent Shows How to Ship Airplanes

H. E. Ruggles, Agent at Alliance, suggested a method of loading Taylorcraft planes in box cars which has been adopted by the Taylorcraft Aviation Corporation of Alliance for sending its planes to the West Coast.

Six of these small civilian planes, with wings, struts and landing-gear removed, can be stacked in one car. The Company has more than 7000 orders on its books.

Indianapolis Man Retires After 55 Years

George Paul Williams, Chief Demurrage Supervisor at Indianapolis, retired November 30 after a service of 55 years. He started at Greenwich, O., as a switchman at the age of seventeen. He served at various stations until 1910 when he went to Indianapolis.

F. N. Reynolds Speaks to Indianapolis Chapter, Association of Retired Railway Employes of Indiana



Cleveland Man Wins Bronze Star

Staff Sergt. Thomas M. Kelty, for 11 years a Machine Operator with the New York Central at Cleveland and since July 1, 1942, with the 755th Railway Shop Battalion, recently was awarded the Bronze Star for meritorious service in the European Theater of Operations. He devised new methods of repair for locomotives at a time when parts were unobtainable. His latest job in the Army was as a brake inspector for the repair work handled by his unit.

Cleveland Trio Back

Three employes of the office of Superintendent of Shops and Master Mechanic at Collinwood have returned to service, after extensive periods of overseas military duty: Michael J. Pavlik, who spent about two and one-half years in Iran with a Railway Battalion; William S. Duffin, who was a Staff Sergeant in the Air Corps in the Chinese Theatre, and Donald F. Smith, who was a Sergeant in the Finance Section of the 99th Infantry, in the European Theatre of Operations.

Legion Indianapolis Post Presents Flags for Auxiliary to Public School 28



Big Four Railway Post, 116, American Legion, at Indianapolis, recently handled the ceremony of presenting two American Flags to Indianapolis public school No. 28. The flags were provided by the post's Auxiliary Unit, under the direction of Mrs. Earl Beasley, who is also President of the school's Parents-Teacher's Association. Post Commander H. F. McClain, Electrical Foreman at Beech Grove Shops, and a former pupil of the school, made the presentation.

This Chapter meets twice monthly and has a membership of 500. At top are shown some of those present at a recent meeting. At bottom, Mr. Reynolds is shown talking on Transportation.

Cleveland Boy Back; Brother in Germany

Two Cleveland boys, sons of L. G. Mulhall, Inspector-Repairer, at the Cleveland Union Terminal Car Department, are the reasons that Mr. Mulhall has a two-star service flag at his home in Indianapolis.

One of the boys, Corp. Francis Mulhall, recently was discharged after 33 months' service, 15 of them overseas in the Rhineland and Central Europe, as a Signal Corps man. He received five battle stars.

His brother, Staff Sergt. Robert Mulhall, at last reports was still in Germany, with the Medical Corps. He has received the Combat Medic's Badge and the Army Citation of Merit for service in Germany and Austria. He has been in the Service since June, 1943, and overseas since last January.

In Manila



Sergt. William A. Adair, 64 N. 8th Ave., Beech Grove, Ind., who before entering the Army in June, 1943, was a yard clerk in the Indianapolis Terminal. After infantry training he was sent to Europe and placed in General Jacob's office, Headquarters Channel Base, in Lille, France. He arrived home on 30-day furlough last August and was then sent to the Pacific. He is now in the office of the Chief Surgeon in Manila. In his spare time he is studying a course in Railroad, Steamship and Airline Transportation under the G.I. Bill of Rights, and is leading a G.I. Army dance-band entertaining Service boys and girls in and around Manila. He is the son of Mr. and Mrs. Raymond R. Adair. For 17 years Mr. Adair has been with the N.Y.C. Police Department at Indianapolis.

Cleveland Painter Foreman is Dined

Fred Higgins retired as Painter Foreman at Cleveland after forty-two years of service.

Mr. Higgins entered service February 3, 1903, at Cleveland.

Two years later he became a painter, working between Buffalo and Toledo.

On July 6, 1910, he was promoted to Painter Foreman in the same territory. Several years later, his headquarters were established at Cleveland, and then Collinwood.

About one hundred fifty fellow employes honored him with a farewell party at Collinwood. He was presented with gifts. He is now in Florida.

Pearl Harbor Fighter Honored in Indianapolis

The Indianapolis Chamber of Commerce sponsored its annual appreciation luncheon honoring the new National Commander of the American Legion, John Stelle, former governor of Illinois, December 10.

The party, at the Indianapolis Athletic Club, was attended by prominent business and professional men and women, as well as the Legion rank and file.

The Chamber of Commerce had as its special guests, one World War II veteran from each Legion Post in Indianapolis, paying the veterans' 1946 Legion dues and for their dinner.

Big Four Railway Post 116, selected L. A. Anderson, a carman apprentice at Beech Grove Shops for this honor. Sergt. Anderson was the first employe of the local Car Department to leave for the war. He enlisted in the Marines January 3, 1939 and was called to active duty November 1, 1940. He helped fight off the raiders at Pearl Harbor Sunday December 7, 1941 and subsequently fought on many Islands in the Southwest Pacific, including Tonga, Guadalcanal, Batio, Tarawa Atoll, Saipan and Tinian. He was discharged October 2, 1945.

Sergt. Anderson received unit commendation from General Pickett, P.H. Defence and Second Presidential Citation Unit, Guadalcanal and Tarawa.

Major Evans Ends Four Years' Service

Major Wallace G. Evans, formerly Assistant General Freight Agent at St. Louis, returned to civilian life December 9, after four years of active service.

Major Evans, who entered the army as a private, was connected with Coast Artillery and Transportation Corps and spent one year in France and Germany. After the collapse of Germany his unit was returned to the United States preparatory to movement to the Pacific but the surrender of the Japanese came while he was still in this country.

Major Evans is the son of T. W. Evans, retired Vice President, Chicago.

Gibson Men Return

Service boys in the Office of Auditor Freight Accounts Gibson, Ind., are coming home. Lieut. E. H. Austgen, Sergt. A. D. Bonneau, and M/Sgt. V. E. Howard have all returned to railroad service. Sergt. L. C. Schultz, Sergt. J. S. Spiegel and Corp. J. C. Wilfinger are back and have been discharged.

Back from England

Corp. Charles E. Koridek, a former clerk in the Auditor's office, CR&I-IHB, Chicago, has been honorably discharged from the Army and has returned to work. He was in England working on fighter plane guns.

Emery in Florida Goes to Charleston

L. S. Emery, Assistant Superintendent at Charleston, W. Va., and wife, vacationed in Jacksonville, Fla., where they visited their son, James Emery and family. James previously was located in the Division Freight & Passenger Agent's Office at Charleston and is now City Freight and Passenger Agent at Jacksonville.

Claim Agents Dined

A festive stag dinner was given in the Hotel Seneca, Columbus, to celebrate the promotion of District Claim Agent G. W. Brittingham from Columbus to a similar position at Toledo and to welcome the new District Claim Agent at Columbus, H. V. Steinberger.

About 55 attended, including Cleveland visitors, officials, fellow workers, and representatives of the medical and legal staff at Columbus. Mr. Brittingham was given a traveling bag.

Big Four Women Meet in Springfield

Big Four Veteran's Auxiliary No. 2, Springfield, Ohio, recently held an enthusiastic meeting, with a potluck supper and a fine program. Mrs. Fred Deyhle, President, with a committee consisting of Mrs. Blanche Howard, Mrs. Nora Bidwell, Mrs. Paul Brooks and Mrs. Maphias, was in charge.

The New York Central Orchestra of Springfield was featured at a Christmas party which was held in the Club Rooms, December 18.

40 St. Thomas Men Dine Norman Shingler

Forty members of the supervisory forces of St. Thomas Shops and Enginehouses, and other points on the Canada Division met in the Grand Central Hotel at St. Thomas recently to honor Norman Shingler, who retired after serving as General Boiler Foreman at St. Thomas since 1921. Prior to that time Mr. Shingler served in Detroit as Boilermaker, following long service with the Pennsylvania Railroad as a brakeman and boiler-maker.

Chairman was Thomas W. Cottrell, Master Mechanic, St. Thomas. Toasts were proposed by Superintendent T. L. Coughlin; Assistant Master Mechanic W. Parker; Division General Car Foreman, C. J. Marple; General Foreman H. A. Vicary, St. Thomas; Terminal Foreman G. F. Bunclark, and other Shop and Enginehouse Foremen.

There were several out of town visitors present, among them being L. D. Brown of the Dearborn Chemical Company, Jackson; A. P. Lieder, General Boiler Supervisor, Detroit; John Hale, General Stationary Boiler Inspector, Detroit; Wilfred Vye, Enginehouse Foreman, Fort Erie, Ont.; Amos Palmer, Boiler Foreman, Windsor, and Arthur Shingler, Boiler Fore-

1200 Detroit Employees See Two Courtesy Films



More than 1200 employees witnessed the showing of the courtesy films, "The Lady Said Thanks" and "The Time Is Now," during a four-day showing in the Detroit area. The pictures were shown in connection with the Public Relations Training Program. More than 200 employees in Detroit have completed the Advanced Training courses. Additional groups in both Elementary and Advanced Training are being set up on the Michigan Central at Detroit, Jackson, Battle Creek, Kalamazoo, Niles, Saginaw, and Bay City. The picture above was taken at one of the showings.

Two Detroit Marines are Serving in Japan

Two more Auditor Passenger Accounts boys have found their way to Japan. Pfc. Edwin Biebel, of the Marines, is stationed at Kyushu, while Pfc. Richard Marsh is 23 miles from Tokyo.

Additional discharges from military service among Auditor Passenger Accounts personnel are former T/3 William Dinner, Sergt. Ray Hurd, Thomas Parker of the Coast Guard, Pfc. Lester Horton, Sergt. Archie Carpenter, Corp. Carol Cook of the WAC, Pfc. Bernard Nolish of the Marines, Robert North, SK 2/c of the Navy, and Shipfitter 3rd class Frank Kubera, of the Seabees.

Among the servicemen, discharged, and returned to work at the A.P.A., Detroit, are Nick Tikfesi, Elier Lyndorff, Marvin Brandt and Lester Horton. All bid into the Apportionment Department.

Culminating a romance of long standing, two A.P.A. employes were married December 7. Ray Hurd, recently discharged from the Army, lost

Broadcasts from Detroit Passenger Station Amuse Waiting Passengers



Ty Tyson, Detroit's favorite sports announcer and radio interviewer, broadcasts from the main waiting room of the Detroit Passenger Station each day at 12:45 p.m. The picture above was taken during Ty Tyson's absence and shows (from left to right) Edward Sheehan, Patrolman; W. J. Holden, Chief Claim Agent; Frank Rowland, WWJ Announcer; a young man being interviewed, and George Hunter, substituting for Ty Tyson. The program is sponsored by the Chuckles Candy Company and is a great source of entertainment and amusement to railroad patrons waiting for trains, as well as to the radio audience.

man, West Detroit, brother of the honored guest. Percy Cox, General Locomotive Inspector of the Wabash Railway, St. Thomas also was present.

Congratulations were received from many officers and supervisors from outside points. An outstanding guest was John T. Summers, retired Tool Room Foreman, St. Thomas.

Mr. Shingler was presented with a beautiful traveling case and was extended a life membership in the Old Timers' Club of the St. Thomas Locomotive Shops.

Leaves Detroit to Go to Alaska

Howard Kahler, Head Clerk, office of Medical Director, Detroit, resigned recently to take up employment at Anchorage, Alaska. Mr. Kahler entered the service in 1928 as Stenographer-Clerk in the office of Chief Surgeon, Columbus, O.

Fellow employes of the Medical Department and of the Chief Claim Agent's office at Detroit feted him at a dinner at the "Old Madrid." He was presented with a well-filled purse.

Donald R. Davis, former secretary to Dr. Bradley L. Coley, Chief Surgeon at New York, was appointed to succeed Mr. Kahler.

New Assistant Medical Director

Dr. E. H. Hanna resigned from the position of Assistant Medical Director, December 1. He will continue in service as Company Surgeon at Detroit.

Dr. Dan W. Myers, son of the Medical Director, returned in October from Europe where he served as Lieutenant Colonel in the Medical Corps and Commanding Officer of Station Hospital 7 in Italy. He has succeeded Dr. Hanna as Assistant Medical Director.

11 Detroit Car Men Back from War

D. P. Crillman, Division General Car Foreman, Detroit, advises that 11 of 22 members of his department who entered the Armed Forces have been discharged and are back on their jobs at the Junction Yards. They are: Chester Augustyniak, Chester Bott, James Clevanger, Walter Duda, Louis Kennedy, Arthur Martlock, Harold McKelip, Boris Nording, Louis Pluto, Stanley Zambrzycki and W. LaCombe.

One former Department member, John Weber, was killed in action.

The other ten men still in uniform and for whom an early return is hoped are Joseph Bida, Theo Duda, Joseph Golonka, Alfred Ignas, Victor Kania, Joseph Olech, Thomas Preston, Howard Stites, Peter Waligorski and Edward Zambrzycki.

New Surgeon At Grand Rapids

Dr. William J. McDougal has been appointed Company Surgeon at Grand Rapids, Mich., to succeed the late Dr. Rowland F. Webb, and Dr. Dean W. Harris has been appointed Company Surgeon at Lansing, Mich., succeeding Dr. Howard B. Hayes who has retired from active practice in Lansing to take up his residence at Traverse City, Mich.

Sage Resigns in Detroit

R. H. Sage, Jr., Chief Clerk to Medical Director, Detroit, Mich., resigned November 15, 1945 to accept a position in Flint, Mich.

Harold O. House, employed in that department, has been appointed to succeed him.

Detroit Camera Club is Active

Its photography class for beginners having been of great help to newcomers, the New York Central Camera Club of Detroit is now devoting most of its time to monthly print competitions and shooting sessions. An enlarging class and one at which Christmas card making was demonstrated recently occupied the members.

When the "People at Work" print contest for December was judged, it was found that Morton Friedman was the maker of the photo selected as the best. Jack Ferguson was voted second place and Wilbert Weilert third. "Character Studies" and "Street Scenes" are the subjects of the January and February competitions.

Some form of refreshment is an innovation being added to each of the Club's shooting sessions. Coffee and doughnuts served at the November get-together received high praise.

Although steadily picking up new members, the Club still has openings for camera enthusiasts employed in the Detroit area and who have not as yet affiliated themselves with the organization. Meetings are held monthly on the second Thursday at 6 p.m. in the Detroit Passenger Terminal, with a shooting session following approximately two weeks later. Prospective members should write or call J. C. Ferguson, chairman of the Membership Committee, Sixth floor, Auditor Passenger Accounts' Office, Detroit.

Safety is Paramount

Wins Silver Star



Pfc. Samuel J. Clarkson, son of Mowat Clarkson, City Freight Agent in the office of J. D. Switzer, Assistant General Freight Agent, Detroit, has been awarded the Silver Star for gallantry in action in the vicinity of Moyenvic, France, on November 8, 1944. Pfc. Clarkson, a platoon runner, while in charge of a supply patrol to deliver ammunition, unexpectedly came under heavy fire from a hidden German pill box. After deploying his men Clarkson crawled close to the pill box, tossed in two hand-grenades and wiped out the enemy group.

Detroit Information and Reservation Bureau Employees Learn Telephone Technique



Shown are some of the 100 employes of the Bureau, which is managed by A. J. Collins. The personnel of the Terminal, City and Boulevard Ticket Offices, Detroit; of the Third Street Freight Terminal, Detroit, and of the Ticket Office and Freight Station at Jackson, also received this training. Left to right are shown: Miss Mildred B. Taylor, Special Representative; Mrs. Mary Taylor, Miss Corrine Ferguson, Mrs. Eileen Stone, H. C. Siebert, Assistant Manager of the Bureau; Arthur Perachio, in charge of the G.R.B.; Miss Lois Russell, Mrs. Judy Jermyn, Mrs. Helen Ferriby, and, seated, Miss Ida Perachio and Mrs. Pauline Buelow, Chief Information Clerk.

Hoover and Oil Man Praise Rail Employes

The railroad employes of America recently received two commendations for their performance during the war period.

One was from J. Edgar Hoover, Director of the Federal Bureau of Investigation, Washington, who expressed his "Sincere appreciation for the assistance rendered to the Bureau in connection with transporting its personnel on official business."

The second was from B. L. Graves, Chairman of the Petroleum Industry War Council, who said:

"The American railroads certainly did a splendid job in improving the turn-around time and thus the efficiency of available tank cars employed in moving petroleum to the East."

Suggestions from Shippers are Asked

The railroads are going to their customers — the shippers and receivers — to find out what they want freight service to be like in the future, said F. J. Wall, chairman of the Traffic Subcommittee of the Railroad Committee for the Study of Transportation.

This is being done, Mr. Wall explained, through a questionnaire which the members of the Traffic Subcommittee have sent to 18,679 large and small shippers throughout the country. The questionnaire seeks suggestions as to such subjects as service and equipment, rates, minimum weights, tariffs and classifications, packing requirements, and sales and servicing. Each shipper is particularly asked to indicate his individual requirements for railroad freight service in the years ahead, he added.

When this information is assembled, Mr. Wall said, the railroads will be better able to determine the different

very little time in claiming Janice Weddigen as his bride.

Robert Blakeslee, another discharged veteran, married Shirley Kamppinen, the girl who waited for him, on November 29.

William Ahern, Division Clerk mildly surprised his co-workers when he was wed to Lulu Taylor of Milford, Ohio.

Only promotion noted among Auditor Passenger Accounts folk remaining in military service is that of WAC Lucille Gaines to Technician, Fifth Grade.

types of traffic they will be called upon to move in the coming years and the kind of service needed to handle this business.

50 Years' Work Ends

John P. Holcomb, Station Master at La Grange, Ohio, who retired recently after 50 years of service, was given an elaborate farewell party in the auditorium of the local High School. J. H. Page, Station Agent at Wellington, Ohio, was toastmaster. Mr. Holcomb received several gifts and many kind words.

Cross to Minneapolis

J. D. Cross, formerly Chief Clerk in the Kansas City office, has been promoted to City Freight Agent at Minneapolis.

Lieut. Hanson Back On Job at Albany

Harold F. Hanson, for 43 months in the Army, recently resumed his position as Claim Agent at Albany, N. Y.

Mr. Hanson's last assignment in the Army was as First Lieutenant, Legal Division, Office of the Chief of Transportation, Washington, D. C.

Central Headlight

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Volume 7

JANUARY, 1946

No. 1

Our Big Chance is Here

ONCE more we are off, rolling along the rails of time into another New Year. Ahead of us lie twelve months of words unspoken and deeds unachieved, shrouded in the mystery inherent in the future — yet potentially great in opportunity for every one of us and for our railroad.

As an old and great company of workers, we have the satisfaction of knowing that we have it in our power, in large part, to make these months what we will. Upon our established skills, our superb esprit de corps and, above all, in our acceptance of the knowledge that efficiency and courtesy must go hand in hand in our necessary service to the public, lie the guaranties that we can, and will, make the record a good one.

And good it must be, if we are to hold, unimpaired, our high position among the great leaders in the transportation field.

Up to the present, through the war period, Uncle Sam has been our chief customer. Competition has been slight and every unit, and more, of our far-flung facilities has been needed for our vital transport task.

Now, as President Metzger warns in his Christmas Message, the picture is changing. Today, Uncle Sam is fast becoming only a relatively small customer. It is to industry, the mines, agriculture and the import and export field that we must look for our business henceforth. Increasingly, as the year grows older, we must face stiff competition from other forms of transport on river and sea, on the land and in the air. New and rival agencies already are fighting for a large share of the business we must have if we are to prosper.

It's up to us to make the record — and with our unsurpassed plant and the unexcelled equipment we have and are soon to get, we can do it. Still better service, more individual attention to little things, as well as to big ones, extra consideration for all who we meet in our business and the exercise of all the courtesies we can give, will do the trick.

Let's go!

In the Good Old Days

By Stanley R. Avery

Lads and Levels

THE following account of an adolescent's interest in a vital phase of railroad-ing was written by a Minneapolis man, now organist and choirmaster of St. Mark's Cathedral in that city. After finishing high school he worked for the New York Central for three months in the office of the Car Accountant, C. H. Ewings, at New York, but soon made music his life work. For a time he was organist at St. Andrews Memorial Church, Yonkers, where he met numerous New York Central men. Later he went to Minneapolis with James E. Freeman, once a New York Central employe, who later became Bishop of Washington, D. C.

THE No Admittance sign on signal tower No. 13 looked most forbidding to a railroad-minded boy of twelve and he stood gazing at it a long time before, swallowing hard, he mounted the little stairway which ran up outside the beckoning building.

It was the early nineties and the new block-signal system had just been installed on the New York Central's Hudson River Division from Mott Haven northward.

I was that boy and after at least nine years of watching trains and other right-of-way phenomena from our west windows, I was more than intrigued by the new devices I saw being installed: green semaphores, red semaphores, hundreds of feet of galvanized wire strung through pulleys attached to short stakes, iron piping to switches and, most exciting of all, the tower.

It stood west of the tracks, just south of the Yonkers station, and controlled the long block from No. 12 at Ludlow, to the south, the short block from No. 14 at Wells Avenue, and a number of crossovers, most of them immediately in front of the tower.

My knock was answered by a pleasant, youngish man, who gave me the great surprise of welcoming me cordially. Towerman Woods and I became very good friends and I visited his "executive office" many times a week for several years.

Another youngster, a neighbor, soon joined me and for hours at a time we would run the tower, clearing trains through the blocks and doing all the switching. With the interlocking sys-

ten seconds and all the time he was crying, "I'll break my switch points! I'll break my switch points!" But he didn't, nor did he hold anything against me. And I still continued to "serve the Central."

This tower had been made experimental ground for interlocking put out by the Beezer & Burley firm and was interesting to us boys because the device lay flat on the floor behind the levers and the working of every movement was in plain sight. We preferred it to the Johnson system, which was in all the other towers, where the mechanism hung upright under the floor and could not easily be seen in action.

The cabinets were simpler, too. I recall a very simple plunger that released the home signal in the next tower. The Johnson device was more complicated and had a gadget that must be lifted, held, and placed in a certain slot, to be moved forward later. It caused me my only other failure as a signal man. Visiting other towers, I was always warmly welcomed and allowed to exercise my ability with the levers. One day at No. 14½ I let the aforementioned gadget slip and stopped a southbound flyer bang in front of the tower. Hickey, the towerman, told me later that in his report he had said that he let it slip. Again, no hard feelings.

Incidentally, it was regulations at first that when a train was inadvertently stopped, the towerman need only display a green flag or lantern and the train could proceed. It was discovered, so I was told, that in lonely places where there were only four levers (no switches), a night man would sometimes hang the lantern in the window and leave the tower for hours at a time. So the regulations were changed and the towerman was obliged to hand the train conductor a signed slip.

Pulling levers was not easy work and I raised a lump on my wrist that stayed with me several years. It was very different at Mott Haven and up the Harlem Division, where compressed air did the hard work.

Through a relative in the Grand Central offices I obtained a pass from A. T. Dice, Superintendent of Signals, to visit the big tower in the Grand Central Yards. After watching, from the front of the train, the locals take the flying switch as they approached the old station, it was a thrill to see this same switch thrown from inside the tower. Needless to say, I never operated in this vital place.

I am still interested in signal systems, but have not visited a tower for a long time. However, I did invite myself recently to a meeting of our Minneapolis Traffic Club to hear an illustrated lecture on the new central control system. It is amazing how much territory one tower can now oversee. I noticed that there were no boys at the controls.

Chauncey Vibbard,
First Gen. Supt.
of the N. Y. Central



Shown above is a rare picture of Chauncey Vibbard, the first General Superintendent of the New York Central Railroad. Previously he was chief clerk of the Utica and Schenectady Railroad, one of 10 little railroads, between Albany and Buffalo, which were consolidated August 1, 1853, to form the original New York Central Railroad.

As General Superintendent, he issued the New York Central's Timetable No. 1. During the Civil War, President Lincoln appointed him Superintendent of Military Railroads. In 1865, Mr. Vibbard resigned and went south to engage in other business. He died in Macon, Ga., June 5, 1891, at the age of 80. A nephew, retired N. Y. C. Freight Agent at Amsterdam, N. Y., still lives there.

N.Y.C. Commended for Its Work at New York Port of Embarkation



COMMENDATION FOR OUTSTANDING SERVICES

NEW YORK CENTRAL RAILROAD COMPANY

230 PARK AVENUE

NEW YORK, N. Y.

This commendation is written to acknowledge the stellar service and valuable contribution made by the New York Central Railroad to the successful accomplishment of the mission of the New York Port of Embarkation.

The swift and efficient movement of troops and supplies was one of the prime requisites for the successful conduct of the war and continues to be of prime importance during the current demobilization period. The New York Central Railroad cooperated most wholeheartedly, despite tremendous difficulties connected with the shortage of equipment and personnel, in fulfilling the requirements of this Port in meeting the urgent and ever increasing demands for the transportation by rail of large volumes of troops and cargo destined for the military operational areas serviced by this installation. I am extremely pleased to note that this same spirit of cooperation and support prevails with respect to the current problem of transporting our troops by rail who have returned to the United States from the theaters of operations.

I desire to take this opportunity to convey my sincere appreciation to all the personnel of the New York Central Railroad for the distinctive part they have played in winning the peace we now enjoy.

16 November 1945.

C. H. Kells
Major General, T. C.
Commanding

THE ROUNDHOUSE

By
Sim Perkins

RAILROAD men who reach the age of 65 in good health have an average life thereafter of about 12 years, 5 months, insurance statistics disclose. Women railroad employes under similar circumstances have an average expectation of life of about 15 years, 5 months. As usual, most of them get the last word.

"OUT on the Line," a collection of sketches by two noted war artists, picturing action scenes along the New York Central and particularly among the Maintenance-of-Way folk, is the latest publication of the Advertising Department. It is meeting a merited popularity among all sections of the public and should do much to extend knowledge of some of the "Behind the Scene" factors, especially those relating to comfort and safety, that the ordinary passenger rarely learns as he rolls along in security and at his ease.

Dichlorodiphenyltrichloroethane!

It's as formidable as its name — this DDT — unless directions are followed. Sure death to flies, roaches, fleas, and lice, DDT also can make trouble for the user if care is not taken.

In spite of its inherent toxicity, there will be no danger to the user if these two precautions are taken:

1. Avoid inhaling the spray.
2. Avoid skin contacts with the substance, especially if it's mixed in an oily solution.

Take care to spray away from the

face, and wear long-sleeved, high-necked clothing which will expose as little of the skin as possible.

While there is less hazard in the use of the powder form of DDT, keep it in a well-labeled container marked "Poison!"

THOUSANDS will mourn the passing, too soon, of T. J. Hayes, 73, retired Superintendent of the Ohio Division. "Tom" Hayes, as he was known to thousands of railroaders and more thousands of the public, was one of the colorful figures of the railroaders of his time. A master in his own field of labor, he possessed a personality which won friends galore.

THE officers and men of three New York Central-sponsored Railway Battalions returned to New York recently, after valiant service overseas.

Lieut. Colonel Karl F. Emanuel and officers and men of the 721st arrived in New York late in November, on two ships. This Battalion was long in India.

Col. Joseph E. Guilfoyle of the 701st Railway Grand Division, a former Buffalo trainmaster, came back from service in North Africa and Italy.

Men and officers of the 718th, which saw service on the Continent, returned December 3.

Last year's ornery Winter, in the Buffalo district especially, set a record which New York Central men will long remember. It seems likely to be repeated this year. The five days' storm which began around the middle of December left five feet of snow in places in the Buffalo area and blanketed the big freight yards for several days.

As a year ago, the valiant efforts of the Buffalo forces to combat the terrific weather conditions received widespread commendation. Let's hope they don't have to do it many times.

Letter of the Month

President, N.Y.C.R.R.,
Dear Sir:

I WOULD indeed be ungrateful if I failed to express my thanks to the conductors and personnel of the N. Y. Central Railroad on the Beacon, N. Y. to Cincinnati, Ohio, run, via Syracuse, N. Y.

I was released from the Stewart Field Hospital after my third operation, necessitated by an injury received overseas. I dreaded the trip, since being in bed so long had made me quite weak. Had I known how wonderful the trip would be, I would have spared myself all that anxiety.

Throughout the trip, the conductors showed a deep and heart-warming interest in my comfort and safety, personally escorting me to and from cars, assuring me of a seat and comfort. In Syracuse, where I changed trains, one of the railroad employes or station guides, directed me to elevator service, since I was quite unsteady on steps.

I sincerely wish to thank each and every one for their aid and courtesies, without which the trip would have been impossible.

Alfred P. Tadajewski,
T/Sergt. U. S. Air Corps,
Stewart Field, N. Y.

P. W. Kiefer Speaks At Dinner for Ennis

Predicting that new peacetime highs in passenger as well as freight traffic will be attained by American railroads in the next decade, Dr. Joseph B. Ennis, senior vice-president of the American Locomotive Company, rounded out fifty years with that organization by addressing 200 railroad executives, associates, and scientific leaders at a dinner December 12, in his honor at the Waldorf-Astoria, New York.

The speakers included Paul W. Kiefer, Chief Engineer of Motive Power and Rolling Stock, New York Central System.

Dr. Ennis scoffed at pre-war critics of America's railroad system who claimed that duplication was a threat to railroad economy.

"The war proved that our vast railroad system can be used 100 per cent capacity and," he said, "it became an 'adequate reserve' in solving the gigan-

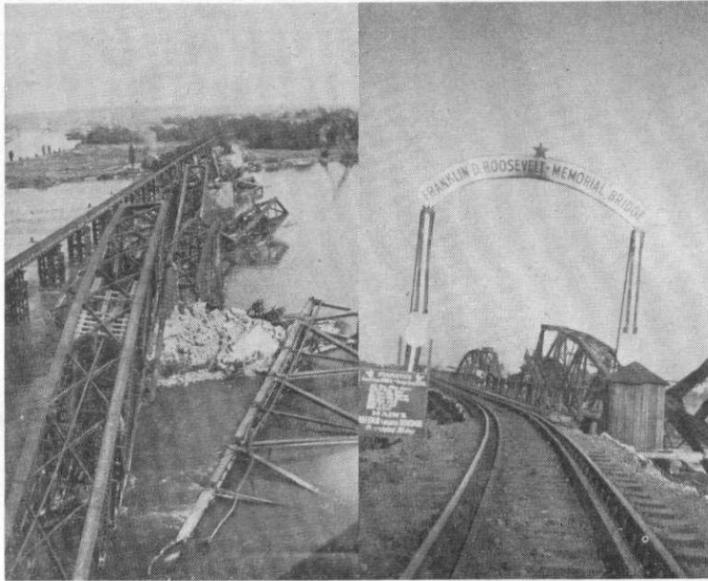
tic problem of shipping fantastic war tonnage great distances. This 'adequate reserve' is now to be applied to our peacetime reconversion. Its war record has revitalized the railroads of America, and they are ready, willing, and able to assume the responsibility of carrying ever-increasing loads of freight and passengers."

Contributions to railroad engineering science by Dr. Ennis are known throughout the world. Locomotives he helped to design include the Mallet, Pacific, Hudson, and Yellowstone, and his creations operate in France, England, Germany, China, Spain, Portugal, India, and Latin America.

In a dramatic review of his own fifty years in the science of locomotive engineering, Dr. Ennis told his audience that the opportunities for young men in railroading are greater today than they were when he entered the industry as an apprentice draftsman at Paterson, N. J., in 1895.

Dr. Ennis predicted a new and greater place for diesel power in locomotion. He also predicted eventual harnessing

Old and New Railroad Bridges Over the Rhine at Mainz, Germany



At left is shown the old bridge as it looked after it was destroyed by the Germans in their hasty retreat from General Patton's famous Third Army. The bridge at the right, named for President Roosevelt, was built by U. S. Army Engineers in nine and one-half days and was one of the chief arteries for movement of supplies to the front. The section of railroad from Bad Kreuznach through Mainz, Frankfurt and to Hanau, was operated by the 718th Railway Operating Battalion, sponsored by the New York Central System. This line ran over the new bridge, which had a span of 2221 feet and an overall length of 4502 feet. The pictures were sent by First Lieut. V. V. Crouch of the 718th.

Refrigerator Car Research Under Way

The railroad refrigerator car of the future will provide more efficient and dependable transportation of perishables as the result of extensive car tests and research which will be conducted during the next two years by the Association of American Railroads with the cooperation of shippers, the refrigerator car lines, the United States Department of Agriculture and other interested agencies.

Suggested by the Refrigerator Car Committee of the United Fresh Fruit and Vegetable Association, this research program will cover such things as car design, construction and use, refrigeration, heating, ventilation and vibration and shock. Efforts will be made to develop an all-purpose refrigerator car.

Lyons Enginehouse Foreman Given Bond

Charles Fleck, Enginehouse Foreman at Lyons, Ill., who retired recently after 42 years' service was the guest of honor at a dinner given by the supervisors of the District, at the Hotel Wolford at Danville, Ill.

Mr. Fleck began his railroading career when he was 15 years of age, learning the machinist trade on the Erie Railroad. In 1903, he went to the Peoria & Eastern Railroad at Urbana, Illinois and in 1918, he went to Lyons as Enginehouse Foreman.

E. J. Buckbee, Master Mechanic, Mattoon, presented Mr. Fleck with a Victory Bond and another gift from the group.

Between Runs

"I am persuaded that everytime a man smiles — but much more so when he laughs — it adds something to this fragment of life." — Sterne.

Joe Laurie, Jr., Sez:

Name Please?

A fellow was arrested and taken to a police station. "What's your name?" asked the desk Sergeant. "Size-six McFadden," replied the man. "That's a funny name, Size-six," remarked the desk Sergeant. "That really is not my name," declared McFadden, "as a matter of fact my name is SIX-AND-SEVEN-EIGHTHS!" "I don't get you," said the bewildered Sergeant. "Well, you see, when I was born, my parents didn't know what to call me," explained McFadden, "so, they put a lot of names in a hat and by mistake my father pulled out the size of the hat!"

Laurie Fillosophy

"Always be on time in keeping an appointment. It gives you a chance to rest up while waiting for the other fellow." "Face powder may catch a man, but it takes baking powder to hold him." "Courage is fear that has said its prayers."

Service

A tramp accosted a young girl. "Lady," he said, "I haven't had a bite in days." So she bit him!

No Sale

A New York City salesman was trying to sell a Moron an automobile. "Is it a good car?" asked the Goferou. "It's a swell car," assured the salesman. "Is it fast?" "Very fast," replied the salesman. "In fact, if you got into this car at eight o'clock at night, you'd be in Brooklyn at four in the morning." "I'll think it over," said the mental delinquent, and left. The next day, he entered and collared the salesman. "I don't want the car," he said, "because all night long I racked my brains and I can't think of one single reason why I should be in Brooklyn at four o'clock in the morning!"

Fair Enough

Finnegan rushed to the assistance of Clancy who was shooting it out with a Jap sniper in a wooded corner of Guadalcanal. "Keep away," Finnegan, commanded Clancy angrily. "Go get your own Jap!"

Bar & Grill Stuff

A drunk went into a New York gin emporium. "Give me two glasses of whiskey for me and my friend," he ordered. "Where's your friend?" asked the genial bartender. "He's away out in California," replied the drunk. The bartender smiled and set one glass of whiskey on the bar. "I want TWO glasses of whiskey," insisted the drunk, "one for me and one for my friend." "I can't give your friend a glass of whiskey; he's in California." The drunk smiled and said, "Ah, I was just kiddin' you, he ain't way out in California; he's only in Cleveland!"

Efficiency

A Co-ordinator brings organized chaos out of regimented confusion.

Don't Blame Him

"What are you mad about?" "When I asked the butcher for ten cents worth of dog meat, the butcher said, 'Shall I wrap it up or will you eat it here?'"

Matter of Pronunciation

An Irishman went to the beach and saw a little Jewish fellow sitting on the sand sunning himself. "How's the water?" asked the Irishman. "Luke warm," replied the little Bronxman. So the Irishman took a deep breath and dove into the sea. He came up shivering and shaking. "What's the idea of t-t-telling m-me the w-w-water was luke warm?" he demanded angrily. "Vell," explained the innocent one, "it LUKED WARM TO ME!"

Kid Stuff

I like a kid to sing even if he sings off key. You can tell where he is.

See the Point?

A fellow was spinning wild yarns to Clancy and a crowd about his numerous adventures — how he flew over the Alps with one wing broken — how he discovered gold in Alaska by stumbling over a rock. After he was through dreaming it up, he left his bewildered listeners. One of them addressed Clancy. "What do you think of that guy's adventures?" he asked. "He reminds me of a steer's horns," said Clancy, "a point here — a point there — and an awful lot of bull in between!"

Politics

I gave up arguing politics a long time ago. It's too much like trying to convince an apple tree it ought to give coconuts!



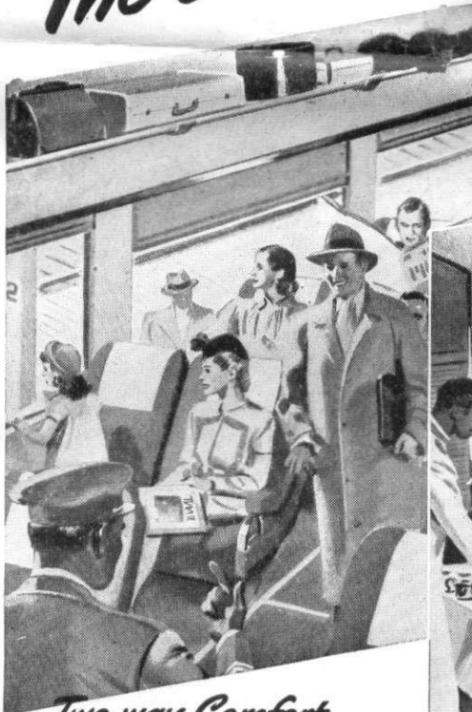
World Record, 1893

One day in May 1893, Engine 999 sped the *Empire State Express* over a mile of New York Central track at 112 1/2 miles an hour... a world's record that stood for years.

"The EMPIRE" hangs up a new record!

WAR RECORD, 1941-45

Today's *Empires* are New York Central's newest. By a freak of fate, they began their runs on Pearl Harbor Day, 1941. Since then, these stainless steel streamliners have flashed daily between Cleveland, Detroit and New York... carrying nearly 3,000,000 passengers... sharing the task of busy overnight trains... and achieving a record of comfort and dependability that is rich in promise for still finer rail transportation in the future.



Two way Comfort

Says this business man, "Coach travel on the *Empire* gives me 100% comfort... including the mental comfort of knowing that my reclining seat... reserved without charge... will be waiting for me, even if I make the train at the last minute."



Divan for Two

It's easy to chat at the new, divan tables in the sound-proofed diner of the *Empire State Express*. And how much the smart service and expert cookery add to the fun of daylight travel over the scenic *Water Level Route*.



Headstart on Home!

Many an officer returning from overseas gets a foretaste of home comfort... and many an executive, busy with reconversion problems, catches a few needed hours of relaxation... in the deep-cushioned parlor car chairs of the *Empire State Express*.



Living Room on Wheels

That's the observation car of the *Empire*, with radio, card tables and snack bar. As in all *Empire* cars, air is washed, warmed, changed every few minutes.



NEW YORK CENTRAL

The Water Level Route

FREE NEW BOOKLET

"Out on the Line," with 48 action sketches of railroaders drawn on the spot by noted war artists. Write Room 1261T, 466 Lexington Ave., New York 17, N. Y.

BUY VICTORY BONDS

South Bend's "Pistol Packing Mamma"



Shown above is Miss Wilma Bontrager, of the Railway Express Agency at South Bend, Ind. Because of her connection with the financial end of the local office, she and her armament are well known to New York Central employes at South Bend.

St. Louis Chief Clerk Back from Navy Post

Warren H. White, furloughed Chief Clerk in the New York Central's St. Louis office, who entered the Navy December 27, 1941, and rose to be a Lieutenant Commander, is now back at work.

In March, 1942, he was assigned to command the U.S.S. YMS-88 and in June of that year was promoted to Lieutenant (j.g.). In March, 1943, he was promoted to Lieutenant. In a few months he was assigned to the Sub-chaser Training Center at Miami. In October, 1943, he was made Executive Officer of the U.S.S. Austin (DE-15) and in May of 1944 was made commander of the same ship.

He was promoted to Lieutenant Commander last March.

Join the March of Dimes this Month

The annual March of Dimes Campaign, to dramatize the battle against infantile paralysis, will be conducted from January 14 to 31 by the National Foundation for Infantile Paralysis. Basil O'Connor, President of the Foundation, urged that railroad employes contact their local March of Dimes committees in communities where they live and volunteer their cooperation.

More than 13,000 men, women and children in the United States were victims of infantile paralysis in 1945, making it the fourth highest year on record. Hospitalization for this dread disease, one of the most expensive known to medicine, costs more than \$2,500 a year, and in 1945 the Foundation disbursed over \$1,000,000 in emergency aid to epidemic areas, supplementing funds of local chapters.

In this month's drive for funds to support the Foundation's fight against paralysis, New York Central employes will undoubtedly want to assist in every way they can.

Jackson Man Resigns

Cary B. Darling, Claim Agent, Jackson, Mich., for 16 years, resigned December 1, to engage in business at Atlanta, Georgia.

Hospital Likes "Company Manners"

J. A. Quinlan, Director of Volunteers at St. Vincent's Hospital, New York City, recently saw a copy of the booklet on courtesy issued by the New York Central System and entitled "Company Manners. This booklet was distributed to the Central's employes.

Mr. Quinlan was so impressed with its format and contents that he applied for a sufficient number of copies for distribution to the doctors, internes and other hospital personnel who meet the public.

Many similar requests from business firms and large and small organizations of all types have been received.

Chicago Police Chief Clerk Winning Fame as a Prestidigitator



Shown above is Glenn Viall, Chief Clerk, in the Office of J. T. Husum, Chief of Police, La Salle Street Station, and some of the apparatus he uses in giving shows as a magician. The familiar rabbit in the hat is at the left and at the right is Oscar, a skull which he makes disappear. In his hands are golf balls, which he brings into view apparently from nowhere.

About as interesting a hobby as we can think of is that of Glenn Viall, Chief Clerk in the office of J. T. Husum, Chief of Police, La Salle Street Station, Chicago, who in his spare time is a magician, and a good one, at that.

Glenn, who describes himself as a prestidigitator, which, according to the dictionary, means one skilled in legerdemain, or sleight of hand, has made magic his hobby for the last seven years. Today he ranks as a semi-professional and has performed before clubs, churches, and other organizations in the Chicago territory, including such New York Central groups as the New York Central Square Club and the I.H.B. Athletic Association. He aver-

ages 25 to 30 shows a year and has managed to turn his hobby to a profit.

Glenn is a pupil of Dr. Harlan Tarbell, noted magician, author, inventor and lecturer on magic. He is a member of the Chicago Assembly No. 3, Society of Magicians, and the Wizards' Club of Chicago. He is also a holder of the Ebony Wand awarded by the Wizards' Club for the best performance in open contest to member magicians. His specialty is comedy magic, avoiding the heavy mystery type of work.

Glenn started with the New York Central in 1931 and has been connected with the Police Department throughout his entire service.

This Sign Welcomes Returning Warriors



Weehawken Man Back from Overseas



Sgt. Clarence W. Barker, Jr., son of Mr. and Mrs. Clarence W. Barker, Sr., of Bergenfield, N. J., recently returned from 32 months overseas duty with the Army. He was honorably discharged from Fort Dix. He served in North Africa, Italy, France, Germany, and Austria. While in Italy on some time off, he saw some of the scenery by way of a bicycle. Before Sgt. Barker entered the service of his country he was employed by the New York Central as a brakeman at Weehawken.

the Agent's and Auditor Freight Accounts' offices. The game of Hearts was enjoyed and Miss McDonald was presented with a set of dishes, service for twelve.

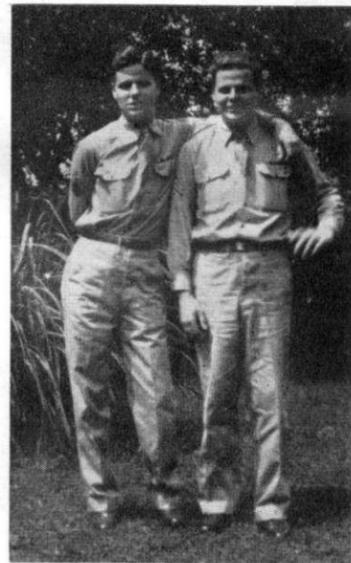
Miss McDonald and Sergt. Bernard Swieringa, furloughed clerk in Agent's office, were married at the South Side Christian Church, Hammond, Ind., in a candlelight, double ring ceremony.

Chicago Information and Reservation Clerks Learn Telephone Technique



"One moment, please," with a smile in the voice and the caller will gladly wait. That's what the Chicago Information and Reservation Clerks believe will make and keep friends for the New York Central. Shown here practicing with Mrs. Kathryn Bargelt, Telephone Courtesy Director, are, left to right: Eugene Schmiel, Cecilia Hartman, Bernice Weber; R. A. Schrey, Chief Information Clerk; Mildred Woods; S. J. Jackson, Manager; Olga Vignocchi; S. W. Bone, Assistant General Passenger Agent; Thelma Schofield, Aileen Kelly and Mrs. Bargelt.

Sons Return Home



Two sons of E. C. O'Brien, a telegraph operator at Tower A, Paris, Ill., have returned from military service. Jack E. O'Brien, right, served with the Eighth Air Force in England and has resumed his position in the Signal Department. James R., left, was with the 87th Infantry Division, serving in England, France, Belgium and Germany.

New York Man Has 50 Years' Service

Charles B. Bazzone, Clerk in the office of W. H. Flynn, General Superintendent, Motive Power & Rolling Stock, completed 50 years on December 1.

He started as a clerk at West 65th Street in 1895, transferred to the Superintendent Rolling Stock's office on July 12, 1915, and to his present position on January 1, 1930. Thus 50 years of service was in the Equipment Department.

Fellow workers presented him with a wallet and War Bond.

The presentation of these gifts, together with a Gold Annual Pass, was made by J. A. Brossart, Assistant to General Superintendent, Rolling Stock.

Gibson Bride Feted

Miss Elaine McDonald, Interchange Clerk, Agent's office, Gibson, Ind., was honored at a pre-nuptial party in East Chicago, Ind., given by the girls of