

# CENTRAL HEADLIGHT

Vol. I, No. 2

METROPOLITAN NEW YORK DISTRICT

February, 1940

## Facts You Should Know About the Retirement Law

### Monthly Payments Go Up By Quarter Of One Per Cent—Death Benefits Four Per Cent Of Earnings

There are many provisions in the Railroad Retirement Act which vitally affect the average employe, whether he be young or old. Various parts of the Act have been made known from time to time but the Accounting Department presents the following principal features, believing that a review of them will be informative:

1. Under the Carriers' Taxing Act, a companion measure, employes have been paying 2¾% of their earnings per month to obtain the annuity benefits provided for in the Retirement Act. The railroad also matched this sum by a similar payment to the government. Beginning January 1, 1940, and extending to December 31, 1942, this percentage payment will be increased to 3% for both employe and railroad.

2. Death benefits under the Railroad Retirement Act, payable to a designated beneficiary, amount to 4% of earnings (not in excess of \$300 per month) from January 1, 1937. Employes have filed with the Retirement Board forms selecting their beneficiary. Changes in beneficiary are made by the employe in writing direct to the Railroad Retirement Board.

3. In the event of death, an employe's beneficiary is expected to apply for the death benefit. The widow, or other beneficiary, or legal representative, immediately communicates with the Railroad Retirement Board, 10th and U Streets, N. W., Washington, D. C., and procures a blank on which to make such claim.

4. Substantiation of date of birth is required at time of filing application for annuity. Delays in acting on applications have often occurred due to an employe's inability to verify birth date with acceptable documents, such as, birth certificate, baptismal record, family Bible record, etc. Employes approaching the retirement age should bear this in mind and have in their possession in advance whatever certifications may later be required.

When applying for an annuity an employe is permitted to select optional plans for payment, such as, full payment to himself after retirement, partial payment to himself and the balance to his wife after his death, etc. In the event that such joint and survivor annuity is selected by the employe, which provides for payment of annuity to a surviving spouse, similar evidence of date of birth of the spouse is also required.

5. Employes who plan to retire should apply to the Railroad Retirement Board for blank form AA-1, application for annuity. It is not sufficient merely to inform your employing officer that you have decided to retire.

## William Hof Retires

William Hof, Baggageman, Poughkeepsie, retired December 30, after 45 years' service, all of which was at Poughkeepsie.

He began work there January 1, 1894, as a baggage man and was successively ticket clerk, baggage agent and baggage man.

Edward H. Pullis, retired freight cashier at Weehawken Terminal, last month was elected vice-president of the Sarasota Unit, No. 14, of the National Association of Retired Railway Employes.

## Jollity Reigns at Kiddies' Party of the Manhattan A. A.



## Bricks by Million Handled by N.Y.C. for Bronx Project

To buy up 129 acres of land in a populated district in New York City, and then raze all the ancient buildings thereon and over the ashes to create a city within a city, is something to conjure with, and that's just what the Metropolitan Life Insurance Company has done in the heart of the Bronx.

On this site there is now in progress the biggest undertaking of its kind in the world. Here are 171 building units, made up into 51 mammoth structures, which will house over 40,000 persons. It will cost \$65,000,000, and, when completed, but 27% of the 129 acres will be occupied; nearly three-fourths of the acreage will be developed into lawns, gardens, playgrounds, and the like. You don't have to go west any more for "wide open spaces."

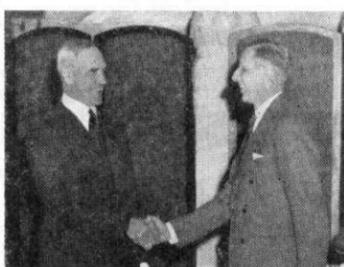
The Electric Division is handling all the brick for this great project at Williamsbridge and is doing a mighty good job. Millions of brick have been unloaded by a fleet of gasoline cranes within the last year and a half and millions more are to follow well along into 1940. Some operators handling these machines unload over 100 containers each per day. These young lads are "tops."

## Jordan New Head of Veteran's Association

At the annual meeting and banquet of Metropolitan Chapter, N. Y. C. Veterans' Association, at the Hotel Commodore, February 1, Charles A. Harris, Accountant, Engineering Department, retires as President.

Mr. Harris has held the office for two terms and to him is credited a large part of the Chapter's progress in that period. Mr. Harris recently passed his fiftieth year of Company service.

He will be succeeded in the presidency by E. W. Jordan, Chief Clerk to Superintendent, New York Terminal District.



R. D. Starbuck, Executive Vice President (left) congratulates H. L. Buhler, President of the Manhattan A.A.

## Vanderbilt Legion Post's Military Ball to be Held April 5

The gay and colorful military ball of the Commodore Vanderbilt Post of the American Legion will be held Friday evening, April 5, in the grand ballroom of the Hotel Roosevelt. The hour is nine o'clock.

This brilliant event, which annually attracts literally legions of New York Central people and their friends, has come to be a classic among company social gatherings.

The massing of colors, a pageant unto itself, is an outstanding feature of the ball. As a whole the military ball presents a gorgeous scene.

The purpose of the Ball, which will be attended by many prominent guests from the railroad and the American Legion, is to raise funds for Legion welfare work.

## J. J. Condon, Long Central Man, Now Mayor of Yonkers

John J. Condon, long a New York Central employe, has been elected to the mayoralty of the city of Yonkers. Mr. Condon has been connected with the city administration for six years, four as alderman and two as president of the Common Council.

Yonkers has long been considering a change in the organization and administration of its city government and at the last election elected a Common Council of five who appointed a City Manager, who is now in charge as the business executive.

The Common Council elected Mr. Condon mayor, thereby indicating the confidence and esteem in which he is held by his associates.

Mr. Condon comes of railroad stock, as his father was for over thirty years section foreman at Spuyten Duyvil. He, himself, holds a responsible position in the office of the General Accountant, Grand Central Terminal, with which department he has been associated for twenty-four years.

In addition to Mr. Condon's personal experience in public life, others of his family have also been so connected, his cousin, William F. Condon, being at present a senator at Albany.

Mr. Condon resides at 7 Highland Place, Yonkers, with his wife and daughter, Rosemary.

## Each Employe Entitled to Copy of Headlight

A system of distribution, whereby each employe in the Metropolitan District should receive a copy of the CENTRAL HEADLIGHT, monthly, has been put into effect. If for any reason employes do not receive their copies, they are requested to bring this to the attention of either their immediate superior or of the office of the HEADLIGHT.

It is a matter of regret to the editors that so much copy for the first issue was received it was impossible to use all of it in a single issue. Every effort, however, will be made to have all departments represented among the news items in each number.

For the generous cooperation extended by correspondents and others, the editors extend their thanks.

## New Streamlined Freight House at 33rd St. Opened

### Huge Terminal Handles Both East and Westbound Traffic—Sawtooth Platform Is a New Feature

The New York Central opened to the public Tuesday, January 16, its new "streamlined" freight house at 33rd Street and Twelfth Avenue, New York City, where east and westbound traffic are combined in one building.

In addition to being the most modern and one of the largest freight terminals, it has a number of distinctive features.

The freight house, island platform and other trucking areas have a heavy duty armored floor construction consisting of a grating filled with cement grout.

The back-up platform, 646 feet long, on the north side of the freight house, is of saw-tooth construction, so that 62 trucks can back up at an angle to the building, thus making it easier to place trucks and at the same time taking up less width on the driveway.

Between the island platform and the freight house platform there is a vertical lift bridge, electrically operated, which rises to permit the passage of cars, and when lowered, acts as a trucking platform between the island platform and the freight house.

Offices are in the south end on Twelfth Avenue. C. F. York is agent.

## Depew Post Elects Officers For 1940

Chauncey M. Depew Post, No. 1211, American Legion, composed of New York Central policemen, has elected and installed the following officers for 1940:

J. Grippo, Commander; L. Wagar, Jr. Past Commander; J. Boyle, 1st Vice Commander; J. Maloney, 2nd Vice Commander; P. Wellenreiter, 3rd Vice Commander; T. McGowan, Adjutant; W. Fagan, Chaplain; A. Gustavison, Finance Officer; H. Euhler, Sergeant at Arms; T. Brennan, Historian and E. Hickey, Service Officer.

The executive committee is: J. Grippo, L. Wagar, H. Shaw, C. Mesick, C. Walden, G. Stewart, E. Wevill, T. Dundon, J. Dunn, C. Agne.

## Says He'd Do It Again

L. W. Landman, who retired January 1, as General Passenger Traffic Manager, New York Central System, was tendered a dinner at the Waldorf Astoria, January 11, by the passenger traffic men of the United States. In his response Mr. Landman said that if he had his life to live over he would again enter the railroad field and would again seek employment with the New York Central.

J. Aronson, Vice President, Law, acted as toastmaster. After a brief address by M. J. Alger, Vice President, Traffic, Mr. Landman was given a set of pearl studs on behalf of the 150 present by C. C. Bonter, Passenger Traffic Manager, Canadian Steamship Lines and President of the American Association of Passenger Traffic Officers, following which C. L. Hunter, Chairman of the Trunk Line Passenger Association, presented an illuminated scroll commemorating Mr. Landman's long and active service in the Trunk Line and Central Passenger Associations.

## Thomas Doyle Retires

Thomas Doyle, car inspector, Grand Central Terminal Car Department, retired December 30.

# Central Headlight

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Volume I

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## Wanted! Railroad Men

**S**URELY you remember Joe and the heavy gold chain he wore suspended rakishly across his vest? He was your uncle, your grandfather, or your father's buddy. He might have been an executive, but more likely he was a clerk, a brakeman or an engineman. But whatever his position, people unfailingly referred to him as a "Railroad Man."

Joe had a fierce pride in "his Road" and in all that in anyway concerned it. "We had a wreck," he would report sorrowfully. Or with animation, "The 999 broke a record today." Or, "We're extending a branch to Squeedunk."

His fund of information on personnel, on operations and departmental progress was phenomenal. Railroadng wasn't only accidentally his means of livelihood. It thrilled him with its immensity, with its national significance. It challenged him with its changing problems. Joe's was a friendly, absorbing occupation to which he brought a vital, all-embracing interest. And his lively tales of its heroes and epoch-making accomplishments made wonderful, breath-taking saga for sensitive young ears. Remember Joe? He was a "Railroad Man."

Then one day Joe passed on and, though an exceedingly capable man named John was given his job, he didn't really take Joe's place.

It wasn't John's fault actually, or anyone's. Expansion and the functional necessity of rigidly separating the work of department and department set up barriers which tended to exclude the personal feeling, the common interest.

John still works for the road. He likes his job and does it well. But his pride is confined to the department in which he works. A realization of the bigness and co-ordinated importance of Railroadng has never touched him. If you ask him, "John, what's the truth about this over-capitalization there's so much talk about?"—he'll like as not reply, "I don't know; I work in the Passenger Department." Or if you comment on some new innovation, like the Pacemaker, he's apt to answer, without enthusiasm, "Yes, I guess it's a good thing, but I'm in the Shops, myself, and we don't hear much about that end of things."

If John were told that with Joe's passing, the System had suffered an irreparable loss and enormously increased expenses, he would indignantly disagree. "I work as hard as he ever did," he would tell you, "maybe even harder." And that statement is probably the truth. But good will advertising, and staffs of contact men were practically unnecessary in an earlier day.

The System knows that if Joe were still alive, he would be equipped to discuss with anyone who was interested the inroads made by subsidized competition—in the air, on the waterways, and on the highways. He would be answering adequately and convincingly the frequently poised challenge of over-capitalization and under-efficiency. But Joe passed on one day. Remember?

The Central knows that John is smart. That he must realize that a healthy road is a good employer offering security for today and tomorrow. It wants to convince him that no medium is as successful in garnering goodwill as that of an enthusiastic, well-informed Railroadng. Also, the Central feels that for all the time and effort John lavishes on his job there ought to be made available to him some means whereby he will be more vitally affected by it. Some means whereby he can get a kick out of Railroadng.

This, then, once again, is one purpose of the *Central Headlight*—to break down departmental barriers, to weld current problems and successes into a true picture of the whole of Railroadng. It is dedicated to Joe, to all the Joes who have been and are no more. It hopes to awaken in John the spirit of the grand old Railroad Man. Remember?

Charley Finnegan, of the chief engineer's office, while bowling for Bankers' Express team of the Cortland League in Peekskill, recently hit an all-high Cortland League single game of 277. Fine kegling, Charlie, and here's hoping you may be able

to crack the high three before the season is over.

Tim Hart, Elevator Starter, 230 Park Avenue, is the father of a girl, born Thursday morning, January 11.

## From Our Readers

### Would Name Freight Trains

To the Editor:—

While passenger trains are known to operating railroads by their numbers, but to the passengers and the public by designated names the freight trains of the New York Central are referred to only by their prosaic symbols. Just as it is sound merchandising to call "Number 25" the "20th Century Limited" or "Buick Model 18" the "Buick Roadmaster," it should be sound to use a name descriptive of speed and dependability when speaking to users of the freight service about SLD 6 or XN 2, etc.

Roughly, the three daily freight trains from each of our western terminals at St. Louis and Chicago depart at approximately the same time, travel at the same schedule via the three routes (the Big Four, the Lines West, and the Michigan Central) to their common destination—Dewitt Yard in Syracuse. At Dewitt the cars arriving via all routes are re-classified into a new train for each of the three destinations at New York: Weehawken, Seventy-second Street, and the Bronx.

Therefore one suggestion, which seems simple enough to be practical, is that each group of trains should have a common name, qualified west of Dewitt by a word descriptive of the territory in which it originates, and east of Dewitt by a word descriptive of the territory in which it terminates. For instance: BFN4 from St. Louis to Dewitt could be known as the "Southwestern Flash," and CDN4 on a similar schedule from Chicago as the "Midwestern Flash." East of Dewitt the common connections of these two trains: DM2 to the Bronx, NY4 to the West Side, and WS2 to Weehawken, could be known respectively, as "The Bronx Flash," the "West Side Flash," and the "Weehawken Flash."

It is to be hoped that similar combinations for the other two groups of trains can be worked out, if approved, and that other words, more imaginative than "Midwest" and "The Bronx," can be found.

W. A. N.

New York, Jan. 15, 1940.

### Commends Red Cap

To the Editor:—

I wish to commend highly Red Cap 309, who showed me such kindness when I arrived here from Europe with no American money. I had plenty of English notes, but was terribly embarrassed. Red Cap 309 went out of his way to solve my difficulties.

He is a fine man and his employers should be proud of him. After this, I certainly will use the New York Central exclusively, when possible.

(Mrs.) Edward Loughlin  
Chicago, Ill.

(Red Cap 309 is W. T. Green—a bouquet to him!)

### R. C. Peck Ends Service

Raymond C. Peck, Head Payroll Clerk in the office of the General Auditor-Disbursements, retired December 31, after forty-one years of service.

Frank Armull, Junior Engineer, has been transferred from New York to Toledo, where he will be under the supervision of J. M. Podmore, Division Engineer. Mr. Armull has been engaged for 12 years in the field forces on construction work in the New York area.

Charles Agne, of Grand Central Terminal, has been confined to Yonkers General Hospital.

Sam Katz, Terminal District, has been in the Naval Hospital, Brooklyn.

### Traffic Revenues

#### Continue to Gain

For the four weeks ended January 20, the New York Central's car loadings were 297,441, as compared with 262,806, for the same weeks last year, an increase of 34,635 cars or 13 percent.

For the 12 months ended December 31, passenger revenues were \$61,412,817, as compared with \$60,313,894 for the same months in 1938, an increase of \$1,098,923.

Traffic officers say the outlook for continued increases in business seems favorable, so far.

## The Roundhouse

By Sim Perkins

**W**ELL, gol darn my hide; how some of these fellers do show the rest of us up! Just heard of one lad who found a little bonanza for the company right among his neighbors in his apartment house in a Westchester suburb.

Two kids, sons of a newspaper writer, who lived there, started a two-sheet mimeographed gossip sheet, which they sold for one cent per copy. It got so popular among the tenants that neighborhood merchants took "cards" in it at 25 cents per issue. These bright kids recognized that our shining example was a potential prospect and pestered him until he took a "card" too, paying for it personally. It read: "For information regarding railroad travel or rates call apartment ( )."

Well, like the gun that killed Uncle Zeke, it was small, but efficient. In just a few months that little card produced more than \$800 in revenue for the New York Central, and all "found money."

That's the story. You can point the moral. To me it seems that business is all around us, just waiting to be ketch'd up and courted. Let's all grab the critter by the ears!

That little cuss, Cupid, is doing the darndest things these days. As if he weren't making enough trouble already, he's even taken to riding the trains. Here's proof:

A year ago, at Christmas time, in the lounge car of the Commodore Vanderbilt, a youth and a maid met for the first time. It was a sociable crowd in the car. As the night wore on, it became evident to the on-lookers that young Mister Cupid was up to his tricks with the young couple. Finally, under the influence of the holiday spirit — and spirits — the two youngsters whom his darts had perforated went through a mock wedding, with two other passengers acting as "minister" and "best man."

Recently, the "minister" received a wedding invitation from the couple, with the notation "We're doing it for keeps this time."

So, girls, if you are still looking

around, better take a ride soon on the Commodore Vanderbilt. More than ever is it worth while now, because this is leap year.

It seems safe to say that the most famous railroad man in the world today is our own Bob Butterfield, retired veteran, who for 20 years was the senior engineman of the Twentieth Century Limited.

Through newspaper and magazine articles, radio and movie appearances, Bob became known literally around the world, as his extensive correspondence attests. He has received letters from admirers in Java, China, Japan and many other countries.

Although he has been retired for more than a year, only recently he received a letter from a man in New South Wales requesting his autograph and a picture of the Century.

The point is, that it was addressed simply, "Bob Butterfield, Esq., Driver of the 20th Century Ltd." It was safely delivered to his home in Ossining. How many of our readers would receive a letter with such a meagre address? Mighty few, I'll venture to say.

Wonder if you folks ever noticed the line-up of from 50 to 500 or more that greets the arrival of the Century in Grand Central daily, at 9 a.m. It's been going on for years. Most of the crowd consists of gels, including some mighty pretty ones. They pause on their way to work to look over the celebrities as they come off the Century.

After flash lights have boomed down on the platform, it's mighty interesting to hear some of the remarks made, particularly when a movie star, escorted by friends and theatrical agents, sweeps grandly through the gate. Not only her looks, but her clothes receive frank comment. But if it is Clark Gable or Bob Taylor, the little dears sigh like a sick cow and stand on their neighbors' toes to get a better look. The more sore toes the bigger the guy! And of this is the essence of fame.

### Auto Injuries Fatal to Foreman Perpall

Frederick V. Perpall, 57, died in the Butterfield Memorial Hospital at Cold Spring, N. Y., on December 24 due to injuries received in an automobile accident on June 2, 1939. Mr. Perpall was employed in the Electric Equipment Department as an Assistant Engine House Foreman at West 72nd Street, New York City. He began his services with the New York Central as a Helper at Harmon on April 7, 1922.

On January 1, Captain J. W. Haubennestel, Executive Officer, 489th Engineer Battalion, assumed temporary command of the Battalion with headquarters c/o Electric Equipment Department, New York Central, Harmon-on-Hudson.

The employees of the Electric Equipment Department at West 72nd Street have formed the "West 72nd Street Aid Society."

Fishermen around 72nd Street regret the loss of their deep sea fishing boat, "The Big Six," which was owned by Electrician C. Magg and Machinist J. A. Green; but their co-worker, Ike Forting, better known as "The Indian," has picked up another motor boat and has promised the boys the usual supply of fresh fish.

The members of the Harmon Aid Society are rehearsing two nights a week for their second annual minstrel and dance to be held Wednesday evening, February 21, in the Croton Harmon High School. Chairman "Dick" Elroy reports that ticket sales indicate a full house.

D. J. Smith has been appointed Assistant Foreman in the Electric Equipment Department at West 72nd Street.

James J. Meehan, 51, employed at the Harmon Electric Shop as a carman, died in the Kings County Hospital on January 7, following a brief illness. Mr. Meehan began railroadng in 1910 with the New Haven. He entered the service of the New York Central Railroad at Harmon in 1925.

### Knott Called Home

H. Stanley Knott of the London, Midland & Scottish Railway has been called back to England, where he will join the army for war duty. He sailed from New York, Friday, December 1.

Mr. Knott was sent over to the New York Central in November, 1938, to study American railroad methods and spent several months at various points on our System.

### "Top Tenor" Is Sought

An opening for a "top tenor" in a quartet now being formed is announced by E. O. Stuckey and T. S. Hamilton, Room 810, 466 Lexington Avenue. The quartet is being organized to participate in railroad entertainment activities in the near future.

### O. A. Stryker Retires

Oscar A. Stryker, Head Clerk in the Office of the General Auditor of Disbursements, New York, retired January 31, after 51 years' service. He started on September 2, 1887, as a clerk in the Auditor of Freight Accounts' office and was made head clerk in 1925.

### Peter J. Brady Retires

Peter J. Brady, for nine years a conductor at the West 33rd Street Yard, was retired January 31, after 40 years' service, all of which was at West 33rd Street.

Mr. Brady was born January 2, 1875, in Bethlehem, Pa., and entered the service in October, 1899, as a yard brakeman.

# The Work of the N.Y. Terminal District

## Part 1 — Marine

Manhattan, the financial and business center of New York, being an island, transportation conditions here differ materially from those at most other ports. These are accentuated by the fact that on Manhattan Island there is only one all-rail freight line, the West Side Line of the New York Central.

This feature, together with the large number of railroad, steamship and industrial piers, has resulted in the creation of a fleet of railroad-owned harbor craft, approximately 1600 in number and built at a cost of more than \$50,000,000. Of this number, the Central owns a fleet of 281 boats of various types. In the year 1939, it is estimated that these boats lightered some 1,173,400 tons, and floated some 151,000 cars.

Marine freight operations in the port long antedated the railroads, there being in the harbor even as early as 1685 a flotilla of 78 craft, varying from open boats to brigantines and barks.

Generally speaking, except for that brought directly by rail into Manhattan Island over the Central's West Side Line, freight for local consumption is delivered by cars on car floats. Export freight usually is unloaded at railway head terminals into barges and lighters, which are towed alongside the steamships. In some instances, as on the West Shore's piers, certain freight is unloaded directly from the railroad cars into the steamships.

A car float is simply a barge with two or three tracks on it. The two-track floats, each with a central trucking platform, are usually for service to waterfront piers, the cars remaining on the floats and the freight being hand-trucked off onto the piers. The three-track floats are used in transfer and interchange service, the cars being removed from the float at each end of the voyage. Perishable freight is handled in the same manner as general merchandise.

Much of the freight for Manhattan local consumption is handled on the pier stations. Usually both inbound and outbound freight is handled on the pier itself. Outbound freight is delivered on the street front, where trucks back up to a bulkhead receiving shed, whence the freight is trucked onto the center platform of the car float and into the proper car for inland delivery. Lighterage freight is handled at the terminals over piers with tracks laid on them so that cars can be spotted near the lighters.

Because Manhattan is an island, this means that practically all the railroads necessarily have to maintain extensive terminal facilities along the New Jersey waterfront, at which points freight from the west and south arrives and thence is switched for float movements to the metropolitan area. Aside from this, huge quantities of freight are brought directly into Manhattan over the New York Central's West Side Line.

Five of the railroads conduct regular ferry services between Manhattan and New Jersey. In 1939, the New York Central's nine ferry boats transported about 16,538,279 passengers. In addition to passenger traffic, they handled

### Equipment Engineers Lead Bowling League

The Bowling League held its first annual mid-season party on January 11 to celebrate the completion of the first half of the schedule. Each team has now met each of the other seventeen teams. On the scratch side the following teams are still definitely in the race for the first leg on the new Vanderbilt Cup:

	Won	Lost
Equipment Engineers.....	41	10
Purchasing No. 1.....	39	12
Engineers No. 1.....	36	15
Passenger Traffic.....	36	15
Y. M. C. A.....	31	20
Railway Express Agency.....	31	20

On the handicap side at least thirteen teams are in close competition, with the leaders standing:

	Won	Lost
Equipment Engineers.....	31	20
Engineers No. 1.....	31	20
Passenger Traffic.....	30	21
Railway Express Agency.....	30	21

Since the last issue two new season marks were established. Passenger Traffic set a new team high three of 2854, while Ben Harrison rolled a series of 658 for high three.

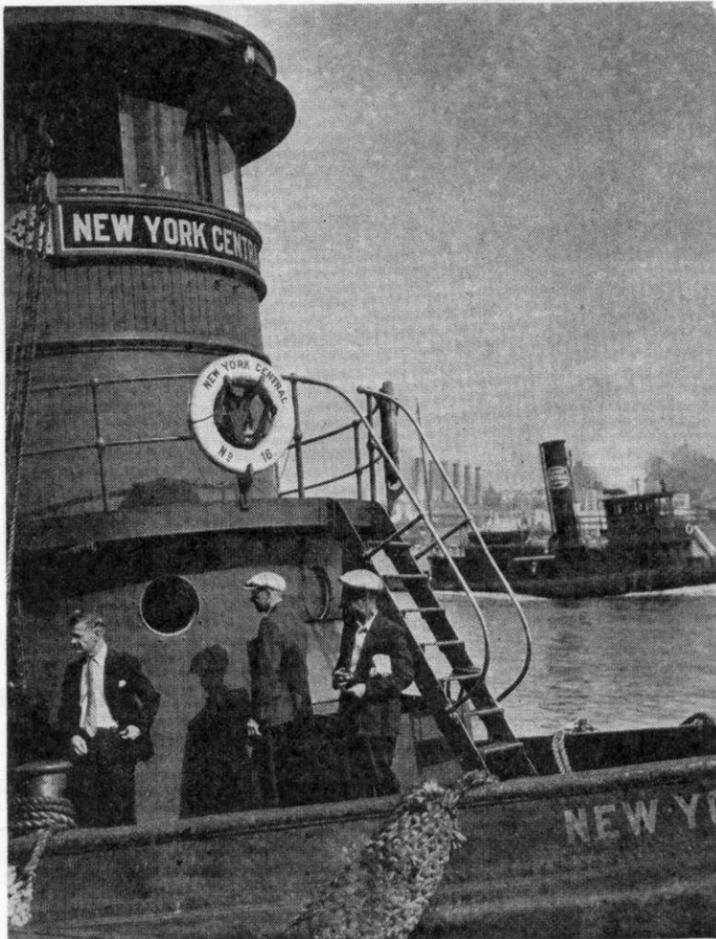


Photo by Fenno Jacobs, courtesy Fortune

A striking picture of two New York Central tugboats in New York harbor.

### N. Y. Central Marine Equipment Totals 281

- \* 9 ferryboats
- \* 25 tugboats
- \* 4 steam lighters
- \* 1 diesel lighter
- 3 oil storage barges (service work)
- 5 steam hoist barges
- 17 gas hoist barges
- 17 hand hoist barges
- 1 coal and pumping barge (service work)
- 11 scow barges
- 103 covered barges
- 28 refrigerated and heated barges
- 12 grain boats
- 45 car floats
- \* Oil burning.

about 1,567,742 vehicles, both passenger cars as well as trucks, although many of the latter now use the Holland and Lincoln tunnels.

### Shifted to Chicago

H. F. Whitehead and C. D. Foote of the Designing Engineer's office were transferred to the staff of the Chief Engineer, Lines West, Chicago, on January 1. At a luncheon held in their honor by office associates and friends, gifts were presented.

### Manhattan Amateurs Are Ready to Rehearse

The committee announces that preparations for the amateur show to be staged by the Manhattan Athletic Association, Friday night, March 29, in the grand ballroom of the Hotel Commodore, will get under way on Friday evening, February 2.

If you wish to participate, there is still time to send your name and address to H. L. Buhler, Room 1046, who will be glad to notify you when to report for the first rehearsal.

The Committee urges all those who have talent or who know of anyone interested, to send their names to the Committee.

Mr. Kisch's post at Barclay Street has been taken by F. M. Lamb, who is succeeded by J. A. Smith, formerly at Pier 34, East River. T. M. Clare succeeds Mr. Smith.

Alonzo C. Lamb, car cleaner, Electric Division, Croton-on-Hudson, N. Y. was retired Dec. 31 after 27 years of service.

He was born June 30, 1870, and entered service June 10, 1912.

### Central Camera Club To Hear Experts at Next Two Meetings

The Central Camera Club now boasts a membership of 54 enthusiastic "button pushers," representing both still and motion picture photography in monochrome and color.

A hearty welcome is extended to all of the "shutter-bugs," who have not yet joined, to get acquainted. There are many benefits to be derived from such an association. The other fellow's ideas are usually well worth listening to.

That dark room is fast becoming a reality after much planning and hard work on the part of the committee. It bids fair to be an ideal place in which to work and to solve the many problems that a picture maker encounters.

To use a filter or not is one question and what filter to use is another. After listening to the interesting talk by H. J. Hesse on this subject there can be no doubt in the members' minds as to the important role that filters play in photography today.

The second print competition, held on January 26, was successful, many of the pictures indicating unusual ability on the part of their makers.

At a meeting February 9 William P. Barndegge will speak on "Movie-Titles" and on February 25 a well known mimican man from the Metropolitan Camera Council will be present. Guests are invited.

Meetings are held on the second and fourth Friday of all but the summer months, in Room 1013, 466 Lexington Avenue, at 6.

J. C. Watson, Assistant Night Manager, Pullman Distributing Room, Grand Central Terminal, an employee of the New York Central System for fifty-seven years, has been confined to his home at Ridgeeld, N. J., for two months by illness.

Otto W. Stucklan, Chief Operator, Power Stations, retired January 31, after 33 years' service in the Power Department. He had been chief operator since July 1, 1921. His home is at 32 Sears Avenue, Elmsford, N. Y.

H. C. Potter is enjoying his new home which he recently purchased in the Bryn Mawr section of Yonkers. Mr. Potter can hear all the toot-toots going right past his back yard.

# Rifle and Revolver Club Has Busy Time Shooting the Works

## Members Practice Regularly in Bronx Armory and Are Incorporated — Visitors and Prospective Members Are Welcome

Bang! Wham! Zowie! Good gosh, what's all the shooting about?

Well, if you hear it on a Tuesday night, up in the Bronx, its probably the members of the New York Central Athletic Association Rifle & Revolver Club of Manhattan, Inc. busy at their favorite pastime.

The Rifle & Revolver Club came into being in the latter part of 1935. Today, after four years of ups and downs, the members are still keeping their guns warmed. To those who were not heretofore aware of this activity, its members say, here is your opportunity to learn more about this interesting and popular sport.

Until recently, the Rifle & Revolver Club was the only sport, affiliated with the N.Y.C. A.A., fully organized as a separate entity; that is, having a full roster of officers and operating under its own set of by-laws.

### Owens Special Revolvers

Shortly after the club was formed it was incorporated under the membership corporations law of the state of New York, thus providing the members with a safeguard which is not accorded the members of a large number of clubs throughout the country.

At the outset, arrangements were made with the 17th Precinct Police Station, 51st Street, New York City, between Lexington and Third Avenues, to assist those members who did not have pistol permits, to procure them in the city, under certain conditions, regardless of their place of residence.

The club also has in its possession two Smith & Wesson revolvers, known as 38 Specials, with six inch barrels, one with plain and the other with Patridge sights. These revolvers were presented by a railroad official, who had previously used them in competition at Camp Perry and other ranges. The guns belong to the club and every member is encouraged to use them. Since December, 1936, the club has

been fortunate in having available for its exclusive use, on Tuesday evenings from 6 P.M. to 9 P.M., the range facilities at the 105th Field Artillery Armory, Franklin Avenue and East 166th Street, New York City. The armory is a short block west of the Third Avenue elevated station, and the travelling time from 42nd Street is approximately 20 minutes. It can also be reached via the Central Morrisania Station (East 168th Street).

Arms permitted on the range are pistols, revolvers and light calibre rifles.

Members who have been attending the sessions regularly have made amazing progress in their marksmanship, and a keen competitive spirit has manifested itself.

For the benefit of those who would like to shoot but are a bit timid about it, it may be said that danger of personal injury on a well organized and conducted range is remote. Records throughout the country support this statement.

The club is now well out of the embryonic state. It has many active members who can really shoot and are qualified to teach fundamentals to new members. Beyond that, skilled marksmanship is solely a question of persistent application and practice.

The officers are: President, G. C. Shannon; Vice President, B. H. Jones; Secretary, A. R. Bamonte; Treasurer, R. T. Mosher and Executive Officer, W. Quinlan, Sr.

The club hopes soon to acquire a more centrally located range site, convenient for all. Until such time, however, the present range site serves admirably. Why not look it over?

Club dues are only \$1 per year. Members also enjoy savings in their purchase of ammunition through the club.

For further information, call upon the club's secretary, A. R. Bamonte, Room 1342, 466 Lexington Avenue, (extension 2225).

### Five Promoted

P. W. Kiefer, Chief Engineer, Motive Power and Rolling Stock, on January 1, announced the following appointments:

Assistant Chief Engineer, Motive Power & Rolling Stock, to succeed J. E. Davenport, resigned, E. L. Johnson, Engineer of Tests.

Engineer of Tests: W. F. Collins, succeeding Mr. Johnson.

Assistant Engineer of Tests: W. C. Wardwell, succeeding Mr. Collins.

Assistant to Assistant Chief Engineer, Motive Power and Rolling Stock: J. J. Anderson, succeeding Mr. Wardwell.

Dynamometer Engineer: T. R. Frederiks, succeeding Mr. Anderson.

### Elevator Operators' Bowling Team in Slump

Many of the Elevator Operators enjoyed themselves over the holidays in the good old-fashioned way—by staying home or visiting friends. Out Bayside way, the spirit of the occasion hovered over the home of Mr. and Mrs. E. McGuirk and the little lad with the abbreviated pants was made welcome to the harmony of many an old favorite.

Somebody saw Jim Lee on top of Mount Royal with a pair of skis, contemplating the snowy landscape. Jim says, "It is amazing how hard you can hit the ground considering that there is but a mere half inch of polished wood between you and that there ground." Better stick to bowling, Jim.

Talking about bowling reminds us that Dannie Hoare is now chief utility man for the "Ops" famous bowling club. Not only that but he has shown some of the regulars how the little pegs ought to be knocked down, and now he is in almost as great demand as DiMaggio was last year.

Leo Caron was doing yeoman work for his team for some weeks but now he is in a sort of slump and so is the team. Leo developed what he calls "the French curve," which is some-

thing to watch. The ball starts from the right-hand corner and creeps slowly down the edge, then suddenly it swings across to the other side, still creeping; finally it straightens out and the "head pin" runs smack into it. But that's where the trouble lies; lately the ball has been doing Leo dirt and instead of meeting the "head pin" it has been falling into the gutter. Cheer up, Leo, you'll pull out of it!

### Purchasing Party Is Planned for Feb. 15

The Purchasing Department held its second annual Christmas Party on December 22. Santa Claus, in the person of Thomas Owens, came loaded down with surprise gifts to the 65 present. Carols were sung with enthusiasm.

One of the highlights was a feather duster dance put on by Melville Schaefer.

Refreshments were served, and music and dancing followed.

The party was a very definite success and the committee, composed of the following, received many thanks: Chairlady, Dorothy Kelly Davis; Ruth Kiley, Anne Rupprecht, Bertha Roberts, Ruth Schneider, James Geraci, Thomas Owens, Walter Myers and William Mead.

The Department also plans another party at the Railroad "Y" on February 15.

### Recent Freight Changes

Recent changes in the personnel of the AGFA-GEFA were: Charles E. Curtin, formerly chief clerk, to city freight agent; Daniel A. Hackett, formerly rate clerk, to city freight agent; William C. Bulger, formerly assistant chief clerk, to chief clerk; and Clarence J. Seelander to assistant chief clerk.

William B. McCrady, Boilermaker, Brewster Enginehouse, died January 10. Mr. McCrady was born November 2, 1887, at Lakeville, Conn., and entered the service in 1919.

## Fastest N. Y. C. Freight Rushes Cars of Bananas to the West

**WB 3 Carries About 5,000 Carloads of This Fruit Yearly—Wastepaper and Rags Rank Next in Quantity—Other Important Traffic**

Bananas are not the staff of life, but they do give strong support to the traffic figures of the New York Central. Actually, there are more carloads of bananas shipped from New York via our railroad than any other commodity. The usual monthly quota of from four to five hundred cars, easily adds up to about 5,000 carloads for most years, but it did rise, in at least one recent year—1928, to 9,000 cars!

The condition of the fruit on arrival in New York by steamer from Central America, determines the amount that can be shipped. If the bananas are nearly ripe they must be sold in New York and vicinity, but if they are green enough to stand a couple of days' travel, they are quickly unloaded from steamer-hold to waiting car floats of Merchants Despatch Refrigerator cars and rushed across the harbor to Weehawken.

This usually happens about four nights a week. Every one in Weehawken must be on his toes to see that there is no delay in getting the cars off the floats and into our fastest freight train—"WB 3." "WB 3's" schedule to Buffalo is only thirteen and a half hours. While "The Merchandiser," the over-night LCL merchandise train to Buffalo, does it in ten and one-half hours, it is made up of express cars only. Other fast freights take from seventeen to twenty hours for the same run.

Once the banana cars—thirty to forty as a rule—are in the train, it waits for no other freight, but with a little shove from the pusher to help it out of the Yard and

through the North Bergen Tunnel, it is off on its speedy journey. Cars for destinations en route are dropped along the way, while at Buffalo, our people, and connecting carriers, are waiting for the cars. No time is lost before they are on their way again.

The next most important commodity, in quantity, shipped from New York, while plebian compared to the pampered banana, is one that you would expect—wastepaper and waste rags. No special cars or fancy schedules for this steady patron of our road—obviously wastepaper can take it! However, it must be said for the banana that it is a much better money earner for our railroad: rates on wastepaper are about one-third the rates on bananas!

Other principal commodities originating in New York; more or less in the order of their importance, are: Vegetable oils, crude rubber, crackers and bakery goods, and sugar. The vegetable oils originate mainly at Edgewater and Weehawken; the rubber at 60th Street, North Bergen or Weehawken; the crackers at 33rd Street and Long Island City; and the sugar at harborside refineries.

Manufactures of iron and steel; grains; magazines; whiskey and beer; coffee; chemicals; barrels and boxes; and fibres, such as jute and flax, also move in large quantities.

Take all of the aforementioned; add hundreds of carloads of freight not coming under any of those descriptions; add a thousand or fifteen hundred carloads of LCL merchandise, and you'll begin to realize the importance of New York as a supplier of goods to the U.S.A.

While the predominant flow of commodities is, of course, eastbound into New York, the city more than holds its own as an originator of traffic for the New York Central.

## Sparks from Rolling Wheels

Thomas A. Rushforth, of the Assistant Vice President & Comptroller's office, had the distinction of being defeated for Peekskill Councilman on election day but retained his seat, at least for a while, because the court ruled out the election.

Miss Margaret M. Manning, a popular employe in the office of Auditor Station Accounts and Overcharge Claims, was a recent bride. She became Mrs. Ludwig Streckfus and will continue her residence in Yonkers. Her office associates presented her with a handsome silver service.

Joseph J. Fay, of the Assistant Vice President and Comptroller's office, always active in boys' work, is now a prominent worker in the Boy Scout organization of Dobbs Ferry. Mr. Fay devotes a large portion of his leisure to the Scout organization.

E. H. Cartier, formerly located at Boston, has been transferred to the Auditor Station Accounts and Overcharge Claims, at New York. Welcome!

"Red" Frost, of the Assistant Vice President & Comptroller's office, who recently suffered a broken leg, is convalescing and hopes to rejoin his office associates soon.

Another wedding in the Accounting Department! W. J. DeSerres, of the Assistant Vice-President & Comptroller's office, made up his mind after considerable thought and seems happy about it. His wife is the former Miss Ellen Griffin, of Dobbs Ferry, and they were married Nov. 25, 1939.

"Al" Patten, formerly with the Accounting Department and more recently with J. S. Swift & Company, died suddenly, Nov. 25.

Charles L. Cormier, former Chief Traveling Auditor, now among the retired class, was a recent visitor.

Information Clerks N. Lent and F. Santopietro and their respective spouses were guests of the Chicago Northwestern on the inauguration of their "400" recently. They report that in Chicago they roped and threw Lou Bonderefsky, who was having a swell time recuperating there from a real case of bronchial pneumonia. After taking Bondy and his wife for the ride they even talked him into returning to work. All concerned are glad to see him back again in good health.

Charles Lazear, janitor at Mott Haven for many years, was retired on pension, December 31. His many friends and co-workers wish him the best of luck and happiness in his retirement.

The Passenger Traffic Department held its Annual Christmas Party in the office of the General Passenger Agent on December 23. As in previous years, a contribution was made to a needy New York Central family.

F. W. Miller, employed at the North Bergen Engine House, the son of River Division Passenger Locomotive Engineer W. G. Miller of Dumont, N. J., recently married pretty Almeda Kent of Park Ridge, N. J. After spending their honeymoon at Leesburg, Va., they will reside at 22 South Washington Avenue, Bergenfield, N. J.

Thomas Crumme, Machinist at the North Bergen Engine House, has returned from his honeymoon, spent at Virginia Beach and Washington, D. C. Mr. Crumme married Miss Marie Lauer of North Bergen, N. J. They will reside at 4622 Hudson Boulevard, Union City, N. J.

George Schussler, Gang Foreman at the North Bergen Engine House, recently spent one of his vacation days deep sea fishing in the Klondike Banks off Brielle, N. J. and caught a 21-pound codfish.

A recent visitor to the General Eastern Freight Agent's Office at 466

## The Little Pig That Went to Town—and How!



Norman Dieter and his newly acquired pet, Emma, with some of his (Dieter's) office associates

## Dieter Gets Porker and Takes It to Lunch

Up in Pleasantville, New York, stands the Dieter Farm. Now this farm, owned and operated by Norman Dieter of the comptroller's office, is unique inasmuch as by his own admission, he raises, besides a family, such strange creatures as chickens, ducks, rabbits, turkeys, etc., a most unusual fowl and animal kingdom, one might say, for any farmer. His boasts were always loud and clear (and frequent), so much so, in fact, that they soon fell on deaf ears.

One day, there happened to be a fellow worker who lacked resistance and was forced to hear Dieter's tale in its entirety. He noted there seemed to be something lacking; Dieter didn't

own a pig. He talked this over and a group decided to do something about it. So a delegation headed by Hugh Carson wended its way to New Jersey, purchased a little pig and proudly named her Emma.

On the morning of December 24, in Room 700, before the complete assembly of the comptroller's force, Hugh Carson, as master of ceremonies presented Emma to Norman. 'Twas a touching scene as they met and the assemblage knew then and there that a genuine friendship had begun.

That afternoon, in the dining room of the Hotel Lexington, Norman and Emma played host to a luncheon group from the comptroller's office.

Quebec and the Laurentian Mountains.

Joe Connors, formerly connected with the Advertising Department, has been promoted to General Agent in the office of General Passenger Traffic Manager Baird, New York.

Ira Holmes and Terry Smith, Passenger Representatives, Passenger Traffic Department, and their wives, have just returned from a two-week vacation in Sarasota, Fla., and Havana, Cuba.

The engagement of Miss Catherine Whitelaw and James Maxwell, Jr., clerk in the office of the General Auditor-Disbursements, is announced. Both are from Yonkers, where the wedding will take place in July.

Charles T. Hauptman, retired traveling auditor, recently celebrated his fiftieth wedding anniversary with Mrs. Hauptman, at their home in Dobbs Ferry.

Margaret Blackmer of the Accounting Department Typing Bureau, recently became Mrs. Richard Stachnik. The couple will reside in Yonkers.

Griffith E. Parry, of Assistant Vice President and Comptroller's office, reports the arrival of the first baby, a boy, at his home.

"Dick" Powers, of Auditor Station Accounts & Overcharge Claims office, became the father of a second daughter, on Christmas Day.

Wedding bells were rung on January 27 for J. Boyer Hulse, who is on the staff of the Manager of Freight Transportation. The new Mrs. Hulse was the former Florence Lillian Tepel of New York.

Announcement has been made of the engagement of Miss Mabel Dingwall Edwards of Scarsdale to Alfred M. Lee of the A. G. F. A. office.

Maud, of Sixtieth Street Station, always follows Hughie Smith, Team Track Foreman, on his daily rounds. When there is snow on the ground she keeps dry by following in his foot-prints. Maud is the station cat.

## Calling All Stamp Collectors to Meet to Organize Club

There are undoubtedly many officers and employes of the New York Central System in the Metropolitan District who share a common interest in their devotion to the hobby of philately, and who would profit by association with each other for their mutual benefit.

Throughout the City many large concerns, such as the Metropolitan and New York Life Insurance Companies, the Consolidated Edison Company and the Chase National Bank, maintain stamp clubs which are influences for the good of the hobby, through meetings and exhibitions.

The New York Central System should be able to make a showing second to none in this respect. Believing that only a suggestion is needed to crystallize the desire of many employes to join with others of like bent, F. Walter Pollock, head clerk in the Accounting Department, asks that all interested so signify by getting in touch with him promptly in Room 742, 466 Lexington Avenue, or on Extension 2966.

If sufficient interest is shown, Mr. Pollock will arrange for the time and place for a meeting, where more definite plans can be made to form an association in the interest of stamp collecting.

Incidentally, Mr. Pollock is a contributor to the weekly magazine "Stamps" and conducts in that publication the column "Canada Corner."

## Rapp Now Chief Clerk

John L. Rapp, a member of the Chicago office of the advertising department, has been promoted to chief clerk in the advertising department in New York.

He entered the service in Cincinnati in 1926, in the advertising department, and went to Chicago in June, 1937.

## "Pilgrim's Tours" For Five New York Shrines

Believing that Roman Catholics living in up-state New York would like to visit famous Catholic Shrines in New York City, the New York Central System has instituted, at special low excursion rates, a series of "Pilgrim's Tours" for the winter season.

Pilgrimage coaches on regular Sunday excursion trains will leave on alternate Sundays from Amsterdam, Schenectady, Troy, Albany and Hudson. The tours started on January 14 and end on March 24. The "Pilgrims" will start in the early morning and arrive in New York City at 11:15 A.M. At 1:15 P.M. a guide and special pilgrimage bus will take them on their tour of the different Shrines, and will return to Grand Central Terminal at 5:15 P.M., leaving the "Pilgrim" free to do as he wishes until train departure at 8:25 that evening.

## F. D. Philip Is Feted

The Station Agents and Operators Brotherhood of the Harlem and Putnam Divisions tendered a testimonial dinner January 18 to F. D. Philip at the "Inn" at Amenia to mark his retirement after forty-six years in station service.

Congratulatory speeches were made by L. V. D. Smith, M. J. Whalen, C. F. Segelken, J. H. Ekstrom, J. H. Aiken, F. J. Clum, W. C. Flynn, P. W. Thompson, G. N. Phillips and others.

William Richardson, a veteran Harlem conductor, presented Mr. Philip, on behalf of the Brotherhood and friends, with a set of saddle-leather traveling and over-night bags. Mr. Philip responded gratefully.

Just prior to the dinner hour, the committee in charge presented Mrs. Philip at her home with a basket of flowers.

U. M. Austin of the Superintendent's staff, a friend of Mr. Philip since youth, spoke on the various phases of Mr. Philip's activities in civic, business and social affairs, and the lessons to be drawn by the younger men from his outstanding service and reputation.

The committee consisted of G. N. Phillips, W. C. Flynn and P. B. Thompson.