

CENTRAL HEADLIGHT

Vol. III, No. 2

FEBRUARY, 1942

N. Y. C. Man's Son Dies Hero's Death in Attack on Japs in Philippines

Lieutenant Russell M. Church, Jr., 25 years old, U. S. Army pilot and the only son of Russell M. Church, Draftsman in the office of E. P. Moses, Engineer, Rolling Stock, was killed early in January during an aerial attack on a Japanese air base in Luzon, Philippine Islands.

The report of his death was first made via Radio Tokyo, announcing that he was buried with full military honors and that the wing of his plane was erected over his grave. Several days later Mr. Church received official word from the U. S. War Department in Washington that his son was "missing."

Lieutenant Church, who served in the Philippine action as wingman to Flight Commander "Buzz" Wagner, died a hero's death, as related by his comrades.

After his craft was hit by Japanese anti-aircraft fire, he drove his blazing plane in a half-mile glide across twenty-five parked Japanese airplanes at Vigan, releasing his bomb load and machine-gunning all the way.

He did not attempt to jump.

N. Y. C. Men Lauded by N. Y. Commuters

E. L. Golden, Superintendent of the Hudson, Harlem and Putnam Divisions, at the end of the year received the following letter from Clinton M. Campbell, Chairman of the Board of Transportation of the Broadway Citizens Association, White Plains:

"As a member of the Representative Board of the Broadway Citizens Association of White Plains, and its President for 1942, I take the liberty to express, for most of the members and myself, our appreciation of the courtesy shown us in our daily travels to and from the city during the past year."

Mr. Campbell then quoted the names of 57 New York Central employees, adding, there were others whom he would like to mention but whose names he did not know.

Superintendent Golden commended all the employees mentioned.

Windsor Men Enlist

Two more employees from the Operating Department, Windsor, have entered military service.

A. J. Beattie, Switchtender, enlisted with the Royal Canadian Navy, and Robert Thompson, Car Checker, with the R.C.A.F. He makes the second to enlist from the office force at Windsor within the year. Orval Pelletier, the other, who is with the R.C.A.F. in Toronto, was home for a few days.

L. A. Barr, Windsor Switchman, now with the Royal Canadian Navy, returned home on furlough, to find he was the father of a girl.

McMahon Honored

Michael McMahon, Station Master at Buffalo Central Terminal, was guest of honor at a dinner given as he retired, after 43 years of service.

M. W. Hassett of Chicago was toastmaster and the principal speeches were made by J. J. Brinkworth, Assistant General Manager, Syracuse and J. J. Kelly, Mayor of Buffalo. N. W. Evans was general chairman of the committee in charge.

R. H. Christenson has been appointed Chief Engineer of Station Maintenance, Cleveland Union Terminal.

Raises Cotton Crop in Ohio

Charles Albert, who since retirement from service with the New York Central Railroad, has been engaged in proving that cotton can be grown and harvested in this climate, recently reaped his fourth crop.

Mr. Albert planted the seed last Spring, as he did the preceding year, on April 24. Matured cotton pods began popping open as early as the middle of September.



Lieutenant Russell M. Church, Jr., Army flyer, who was killed in an attack on a Japanese air base at Vigan, Luzon Island, Philippines. He was the only son of R. M. Church, Draftsman in the office of Engineer, Rolling Stock, New York.

Money Flows in for N.Y.C. Bomber Fund

As this is written, indications are that the employees of the New York Central System will subscribe a considerable amount to be given to the War Department, with recommendation that it be used to purchase a bombing airplane for use in the country's defense.

At the suggestion of a group of employes in the Cleveland Union Terminal Company's electric locomotive shop at Collinwood, L. W. Horning, Manager, Personnel, asked department heads all over the System to invite employes to subscribe to the bomber fund.

The response was immediate and enthusiastic and considerable progress has been made. Subscriptions are still coming in and it will probably be some time before the total is known.

Mr. Horning recently received from Lieut.-Col. A. Robert Ginsburgh, Chief of Procurement Information, Bureau of Public Relations, Washington, a letter which said in part:

"The practical patriotism and generosity of the employes of the New York Central System is deeply appreciated. It will be legally possible for the Army to accept these voluntary contributions, subject to certain re-

(Concluded on page seven)

Economy in Office Supplies' Use is Vital, says Vice President Bower

Margetts and Wright in New Detroit Posts

E. E. Wright has been appointed Assistant General Manager at Detroit, succeeding H. L. Margetts, who has been made Assistant to Assistant Vice President and General Manager J. L. McKee. Both appointments became effective January 1.

Other appointments announced as of the same date are those of E. J. Robbins as Superintendent, Detroit Division, with headquarters at Detroit, and A. W. Laskoske, as Assistant Superintendent, Detroit Division.

L. C. James Now "Y" Vice Chairman

L. C. James, General Land & Tax Agent, has been elected Vice-Chairman of the Board of Managers of the Grand Central Branch, YMCA, New York City, it was announced by Harold S. Vanderbilt, Chairman. He succeeds J. G. Walber, who retired recently as Vice President, Personnel, New York Central System.

Mr. James has long played an active part in promoting the objectives and program of the Association.

On January 13, C. W. Meyer, Assistant to the President, New York Central System, addressed the annual election meeting of the Branch Council on the subject, "The Railroad and the War."

Edward Daley, Traveling Car Agent in the office of Superintendent of Freight Transportation, Detroit, has been promoted to Assistant Trainmaster at East St. Louis. D. B. Ingold succeeds Mr. Daley.

Every New York Central office worker should aid the nation's war effort by conserving office supplies, says W. C. Bower, Vice President, Purchases and Stores. He revealed that rubber bands and steel paper clips will soon be almost totally unavailable because of government priorities.

The rubber, paper, steel and other metals used in office supplies, Mr. Bower pointed out, are those materials most urgently in demand for the production of munitions and all equipment for modern mechanized warfare.

"Economy in the use of materials of all kinds, the elimination of waste and the reclamation of all scrap has long played a major role in good railroad operation," Mr. Bower said. "Today these wise principles in economy have taken on an added significance, however, affecting our national welfare. If followed with determination, they will contribute to an American war victory."

Mr. Bower announced that already twelve items of office supplies, ordinarily used in large quantities with little regard to their mass value, are becoming increasingly difficult to buy in the market and a worthwhile reduction in their consumption could be easily attained. These items are steel pens, steel pins, paper clips, paper fasteners, pencils, rubber bands, rubber erasers, wrapping paper, manila scratch pads, typewriter ribbons, twine and carbon paper.

Steel pens, pins, paper clips and paper fasteners bought in 1941 aggregated 14 tons of steel, or enough to make 3,500 Garand automatic rifles. The amount of rubber bands and rubber erasers amounted to eight tons, or enough to make 1,984 tires for U. S. Army "jeep" reconnaissance cars or 672 six-ply combat tires. The 18 tons of twine used on the System compares with an equal weight of rope equipping nine first-class U. S. Navy Destroyers.

Manila scratch pads and wrapping paper, not including other paper stationery, amounted to 155 tons, or almost enough for a complete week-day edition of the *New York Times*. Office workers also used 2,016,000 pencils. This number, which would make a single pencil 223 miles long, was enough to supply every employe on the New York Central System with ten pencils during the year.

Mr. Bower described the following methods by which a considerable quantity of this great consumption of office supplies could be saved from wastage.

Papers should not be thrown into the waste basket with pins or clips attached. The pins or clips should first be removed for further use. Also many papers need not be filed with clips attached, accounting for hundreds of thousands of "lost" clips. If binding is necessary, often a cheaper wire staple could do the job.

In many instances, a piece of string could take the place of a rubber band. These also should not be thrown away with papers, but be made to serve various purposes. Rubber erasers also should not be thrown away when they become dirty, as is often the case after erasing carbon paper errors. They can be quickly rubbed or washed clean.

Wrapping paper should be used only in quantity to do the job sufficiently and tags attached to "Handle With Care," if necessary. Twine used in wrapping packages should also be used sparingly, with no extra turns made round the package than are necessary to hold it securely together.

(Concluded on page seven)

Sol Gage Dies at 94

Solomon T. Gage, retired Superintendent of Passenger Transportation, Cleveland, died January 14, at the home of his daughter, Mrs. Dewar, 706 Prospect Avenue, Grants Pass, Oregon.

Mr. Solomon was 94, having been born in August, 1847. He entered railroad service June 23, 1864, and retired September 1, 1917, upon reaching the age of 70. He was noted for his friendly manner and engaging disposition.

Charles F. Quinn, Clerk in the General Auditor-Disbursements' Office, became the proud father of a daughter, Eveleen, January 8.

The United States has more high-speed passenger trains than any other country in the world.

Red Cross War Fund Drive Starts in New York



In Greater New York, the Red Cross is conducting a campaign to raise \$7,330,000 for the Red Cross War Fund. Above, Red Cross nurses and volunteer workers look on as, left to right, New York Central Conductor J. H. Latridge, Engineman A. Kryger and Car Inspector Joseph Olkoski contribute their bit. The scene is on one of the marble stairways on the side of the Main Concourse, Grand Central Terminal.

Central Headlight

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The Past a Pledge for the Future

HEARTENING is the word!

Heartening to every railroad man and even more so to the whole nation.

We refer to the railroads' remarkable record for 1941, as announced recently by President Pelley of the Association of American Railroads. It is a chronicle of fact and a pledge for the future of which every New York Central employe may well be proud — for he had a part in making it. Moreover, it stands as an inspiration to greater achievements for this year. Here are some of its highlights:

During the year, the railroads of the United States handled, without congestion or car shortage, more freight than was ever transported before in one year in any country in the world.

If they can obtain the materials needed for adequate maintenance and for new construction, their managers look forward with confidence to meeting even the tremendous war demands which 1942 is sure to bring.

Freight transported in 1941, measured in revenue ton miles, totaled approximately 470 billion ton miles, or 5.1 percent above the previous record, made in 1929. This was an increase of almost 26 percent above 1940.

Yet the total carloadings, 42,250,000, were handled with an ownership of nearly 600,000 fewer cars than the roads had in 1929. This seeming magic is explained by the fact that present cars are bigger, were loaded more heavily and were moved longer distances at higher speeds.

These facts alone speak volumes for the tremendous and continuous improvements that have been made not only in cars, locomotives and other facilities, but also in operating methods, in the past 20 years, despite the fact that of these twelve were lean years for the railroads.

In 1941, the railroads hauled more freight per train than ever before and moved each train nearly one and one-half times as fast as they did 20 years ago.

Outstanding efficiency records established in the past year included the following, based on returns for the first ten months:

1. Average load of freight per train was 915 tons, a new all-time high and an increase of 40.6 percent above that for 1921.
2. Performance per train hour more than doubled.
3. For each pound of fuel used in freight service in 1941, railroads hauled 9.2 tons of freight and equipment one mile, compared with 6.2 tons in 1921.
4. Average daily movement of locomotives was greater in 1941 than ever before.
5. Average daily movement of freight cars established a new high record and exceeded 20 years ago by 45 percent.
6. Capacity per freight car averaged 50.4 tons, a new record and an increase of 18.6 per cent compared with 1921.
7. Tractive power of locomotives averaged 51,495 pounds, an increase of 39.4 percent compared with twenty years ago.

A disconcerting fact, however, is that because both freight and passenger rates were much lower than they were 12 years ago, the railroads received for hauling more freight and almost as great a passenger traffic as in 1929, nearly a billion dollars less in gross earnings.

Passenger traffic in 1941, due in part to troop movements, was greater than in any year since 1929. Yet, the average revenue for carrying a passenger one mile in 1941 was the lowest on record, being 1.75 cents, as against 3.09 cents in 1921.

In the last year the railroads installed about 80,000 new freight cars and about 600 new locomotives. For the year ending next October 1, they recently determined that they would require, with what they now have on order, 115,000 new freight cars and 974 new locomotives. If they can obtain this new equipment, they expect to be able to handle at least 10 percent more traffic than they did last year.

To do this, however, will require the most intensive use of all available equipment. Shippers have promised cooperation even exceeding that which they gave so freely in 1941. It is up to the

Information Booth

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

1—Women constitute about three per cent of the total number of railroad employes.

2—The average tractive power of steam locomotives on Class I railroads is now approximately seventy per cent greater than in 1913.

3—In 1940, the average capital **per employe**, invested in 26 major lines of industry (not including railroads) was \$5,798; while in the railroad industry, \$24,731 had been invested up to the end of 1940.

4—The New York Central System now has about 125,000 employes.

5—The four tracking of the New York Central Railroad from Albany to Buffalo was started by Commodore Vanderbilt, then President, in 1873 and was practically completed in 1874. It was the first continuous four track railroad in the world.

The Roundhouse

By Sim Perkins

WRITERS often do unusual things in their quest for material for articles.

An example is supplied by Curt Riess, who has in the February issue of *Coronet Magazine*, a six-page article on Grand Central Terminal. To obtain material for this, Mr. Riess spent an entire 24 hours in the Terminal. He was there so long he excited the suspicion of the railroad detectives who are constantly on duty there and had a hard time explaining just what he was about.

His article is a colorful description of what goes on in the Terminal, day and night. It is buttressed with high-light facts about the Terminal and its facilities, particularly those the public never sees.

I can recommend it for both information and for entertainment.

During the recent holidays it was easy to spot the most popular location in Grand Central Terminal. This was under the doorway at the head of the ramp leading from the Upper Main Concourse to the Main Waiting Room.

Of course, there was a reason. It was a big bunch of mistletoe from North Carolina, which was hung there by the Terminal authorities for the usual purpose. And was it used!

It was presented by Stanley Woodland, President of the country's smallest railroad, the Beaufort & Morehead Railroad Company, "The Menhaden Line," of Beaufort, N. C.

This is the second year that Mr. Woodland has been one of New York's public benefactors.

"All things work together for good," once said a wise man. To his philosophy I subscribe heartily.

An instance in point is furnished by the new regulations regarding the sale of automobile tires and banning the sale of new passenger cars to the general public. These orders will probably have a tendency to decrease materially the use of motor cars for non-essential purposes. In turn, this should cut down the traffic at grade crossings everywhere in the country. This should prove helpful to the railroads, now faced with perhaps the heaviest traffic in their history.

In recent months, all over the country, such derailments as have occurred, particularly to freight trains, have in most cases been caused by motor cars or trucks at grade crossings. Derailments usually are a large source of expense to the railroads and occasion the public considerable inconvenience by delaying other trains. Moreover, they hamper our war effort by destroying or delaying the arrival of products needed for the use of our

military or industrial forces. Accordingly, decreased motor traffic, while burdensome to individuals, may well have a beneficial effect on national railroad operation, which is vital to our war effort.

Despite the fact that we are at war, or perhaps because of it, public enthusiasm over the holiday musical programs provided for railroad travelers at Grand Central Terminal and other New York Central stations was greater during the recent year-end period than ever before.

This was noticeable particularly in Grand Central Terminal, where thousands paused to join in the community sings as well as to listen to the various soloists and choruses that sang under the direction of Mrs. Mary Lee Read, who has had charge of these programs for 13 years.

The major feature was a coast-to-coast broadcast over the Mutual network for half an hour on the afternoon of the day preceding Christmas. Programs were picked up from Grand Central Terminal, New Haven and Cincinnati. In the latter city the Red Cap Quartet sang.

All in all, perhaps it was the most successful of the long series of musical programs, which were instituted to show our patrons that even a railroad corporation publicly displays sentiment at times.

With increasing traffic, the railroads have had to increase their personnel. In addition, they have lost to the military forces many of their skilled employes and will lose still others.

It is obviously to the interest of everybody concerned that newcomers who replace men called by the Army or Navy, or who for other reasons are added to our forces, should be given a helping hand in every way possible by their associates who have been longer in the service.

Willingness to help newcomers to "learn the ropes" as soon as possible has always been a characteristic of railroad men. Now it is a patriotic duty as well.

Maurice Succeeds Smith in Detroit

C. H. Maurice has been appointed Assistant Auditor, Passenger Accounts District, vice S. H. Smith, retired.

Mr. Maurice was formerly with the Central Vermont as telegrapher and station agent and later with the Rutland as Auditor and Comptroller.

The employes of the Auditor Passenger Accounts Office bid him welcome with a basket of flowers.

railroad men to see that this cooperation is translated into definite action.

We know that on the New York Central, at least, they will not fail.

Lake Placid to Have Finest Ski Facilities

Approval, by New York State voters during the recent elections, of Amendment No. 4 to the New York State Constitution paves the way to create at Whiteface Mountain in the Adirondacks the finest skiing center in the United States.

Its construction, however, will be delayed until after the war.

The 20 miles of new ski trails provided by the amendment to supplement an open slope "lift" center will be under the sole jurisdiction of the New York State Conservation Department, headed by Lithgow Osborne, Conservation Commissioner. This is hailed as a guarantee that the new center will be administered with utmost efficiency.

If preliminary plans, calling for the expenditure of between \$100,000 and \$250,000, are approved by Commissioner Osborne, four separate developments of trails will be provided for skiers. At least two of the slopes are expected to afford good skiing conditions from Thanksgiving almost until Memorial Day.

From Our Readers

Likes the Headlight

To the Editor:—

I am employed on the New York Central System, in the Car Department, as a car inspector and if I may say so, and I really mean it, the Central Headlight is a grand paper.

The boys in my department, every time we receive this paper, go through it from the first page to the last, as it is full of news that the boys like and enjoy.

Detroit. Nicholas C. Trybus.

Phelps Was Author

To the Editor:—

A reader of the *Battleboro Reformer*, which reprinted from the *Headlight* recently, the verses entitled "The Lay of the Lost Traveler" has written to the editor of the *Reformer* to say that this poem was written by Edward J. Phelps.

Mr. Phelps was an eminent attorney in Burlington, Vt. and in 1885 was appointed American Ambassador to Great Britain by President Cleveland.

The editor's informant adds that Essex Junction is still unchanged.

Joseph Warren

Second Crossing Woman

To the Editor: In the November number of *CENTRAL HEADLIGHT* on the front page is an item with the heading "Flagwoman is Ready." In this item is stated that "Mrs. White retired at the age of 65 on February 23, 1940, after 24 years of service as the only regularly employed railroad crossing flag woman in the country."

This last part of the statement is beside the truth. We have at Niagara Falls, N. Y., in the employ of the New York Central Railroad, Buffalo Division, a Mrs. Jowdy, who has been regularly employed as railroad crossing flag woman for at least 24 years. Mrs. Jowdy is 64 years old and I understand is planning to take her pension next year. Mrs. Jowdy protected the very busy crossings at Second Street and Main Street, Niagara Falls. She is also a widow and took the job during the World War.

G. W. Goutendam

Telegraph Signalman G. G. 63
Niagara Falls, N. Y.

Retired Storekeeper Dies

Martin Silver, retired storekeeper, died at his home in Tuckahoe, N. Y., December 12, at the age of 75.

Mr. Silver, who was born in Ossining, N. Y., entered the employ of the New York Central in 1912 as a storekeeper at the West 65th Street Storehouse and remained in that position until his retirement in 1937.

Flag is Raised in Cincinnati

An impressive flag raising ceremony was held at the car shops at Riverside Yards, Cincinnati, January 3. Employees had purchased a large flag with funds raised by subscription. Before the assembled force at noon, the Rev. W. M. Harford, pastor of the Riverside Methodist Church, offered the invocation.

Harry Love, representing the employees, presented the flag to C. A. Dolby, car foreman. Mr. Dolby, in turn, presented it to Vice President C. S. Millard, who voiced the appreciation of the management of this patriotic gesture.

The flag was raised and the bugle call to the colors sounded by Troop No. 52, Boy Scouts of America, under the direction of Scoutmaster Clyde Lineback. The boys then led all present in the pledge to the flag.

Roy C. Slough of Indianapolis, a conductor on the P. & E., died while undergoing an appendicitis operation, Dec. 29. Mr. Slough was fifty years old and had been in the service since 1905. He is survived by his wife and a daughter, Ruby.

John G. Woody, 49, conductor, of Indianapolis, died December 30. He is survived by his wife and two daughters.

Austin Wooley, 55, died at his home in Bellefontaine, Ohio, December 12. He was a locomotive engineer on the Ohio Division. His wife and a son, Robert, survive.

William Cook, car inspector, died at his home in Mattoon, Ill., December 27. He was 64 and had been in the service for thirty-five years.

Clifford Horney of Indianapolis, conductor on the Indiana Division, retired January 6, after a service of over forty-seven years. His last run was from Springfield, Ohio, to Indianapolis.

"Bill" Joins the Marines

Within twenty-four hours after the Japs' first attack on Pearl Harbor, Marvin W. "Bill" Beaumont was in the United States Marines. Bill had been 350 miles away from his home and job when the first bombs had burst. He had taken the first train home, resigned his job, said goodbye to his folks and had taken the next train back to Chicago. Within a few hours after his return to Chicago he had passed his medical examination and shortly after, along with thirty-odd other young American youths was on his way to the Coast.

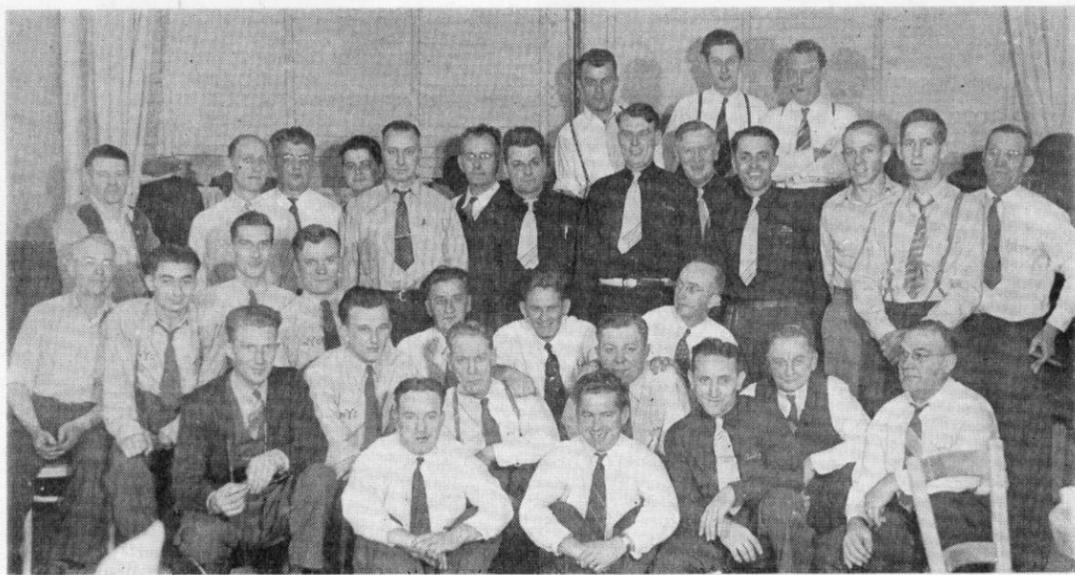


Marvin W. Beaumont

Bill writes of his trip to the Coast on a streamliner. They had the best of everything; berths, seats, porter service, and as embryonic Marines, sat at the first table in the diner. He didn't have to write that there was no second table; the soldiers, sailors and civilians were lucky to get a sandwich when the Marines finished mopping up.

On their arrival at the Coast terminal they were escorted to a magnificent restaurant and were served by gorgeous maidens. However, by this time the recruits were becoming a bit suspicious. Bill writes something about "fattening the hog for market." Bill had the right hunch. A few hours later he was in the Marine Barracks and deloused, body, soul and estate;

Some Members of the Collinwood Bowling League



The above picture of the Collinwood NYC Bowling League includes 32 of the 40 bowlers. The League this year is meeting with great success and keen competition. There were only 12 games difference between first and last place teams after 15 weeks of bowling.

the toughening process had commenced.

But Bill can take it, as thousands of other American youths are doing, and gladly.

Up until December 6, 1941, "Bill" had been the best blue print man ever employed in the District Engineer's office in Cleveland. He more than did his simple job. Today, every man and woman in the old West Third Street office building is proud of him.

Cleveland Post Teaches 30 First Aid

New York Central Lines Post No. 999, American Legion, Cleveland, is conducting a First Aid Course for its members who have volunteered as Air Raid Wardens. C. J. Fischer, Locomotive Shop, Collinwood, and C. C. Brehm, Machinist, Linndale, members of the Post, have taken the Red Cross First Aid course and are now authorized Red Cross Instructors.

The class of approximately thirty meets once a week in the Post Club Rooms for two hours of instructions. This may soon be increased to two meetings a week, to lessen the time required and to increase the capacity for training more men. As soon as the men complete their courses satisfactorily, they will be given Red Cross Certificates which will entitle them to become instructors.

The bandages for the use of this class are being furnished by the Ladies Auxiliary to Post No. 999.

C. C. Brehm also has classes at Linndale Engine House and fifteen men from each trick who have volunteered for the Engine House Fire Department, are taking the course. It is expected that the men in the Linndale Car Shops will also take up this Red Cross work.

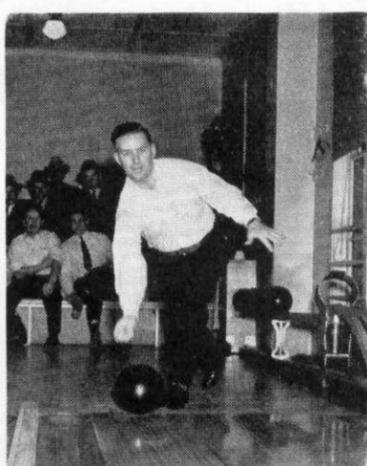
Secrecy is Urged at Bellefontaine

Many attended a meeting of the Bellefontaine Booster Club in the Logan Hotel, December 30.

President J. W. Leppert cautioned all present to refrain from talking about movements of troops and materiel on the railroad in order to keep these movements as secret as possible.

The importance of continued effort of all railroad employees and their families to secure business was again mentioned and the submitting of Traffic Tip Cards was dwelt upon extensively. With the restriction on the sale of automobile tires, there is a good possibility of many shipments that are now moving by truck and many people who are traveling by automobile using the railroads and none of this business should be overlooked.

Several of those in attendance, including Mrs. W. C. Clingerman, President of the Veteranettes, Mayor Robert B. Cook, D. S. O'Dea, J. J. Karibo, W. W. Strayer and H. J. Atha, spoke. They were as a unit in pepping up the Tip Card Campaign.



Holder of the highest average of 192, last season, G. Smith of the Car Department, Big Four Bowling League of Indianapolis, tosses one at Pritchard's Alleys.

Orel E. French, 36, Section Foreman at Lawton, Mich., died suddenly while eating dinner at the family residence. Mr. French was born on April 6, 1905, at Lawton, and had been in the employ of the Michigan Central for 17 years as Section Laborer and Section Foreman.

Miss Bud Vail, sister of Fred Vail of the Assistant General Manager's office, has taken a position in the Wage Bureau.

Buy Six Flags for Cleveland Station

New York Central employees in the Cleveland Union Terminal and Terminal Tower recently inaugurated a fund for the purchase of an American flag to be displayed in the concourse of the station.

So great was the response that not one but six flags were purchased.

These have been hung in the station concourse, three on each side wall, and lend a patriotic note of distinction at the present time.

Conductor Killed

Elson E. Brotton, a New York Central Freight Conductor, was killed recently when he fell from a train near Fifth and Cassady Avenues, Columbus, Ohio. He was on top of a freight car and apparently lost his balance at a switch.

Mr. Brotton had been with the railroad for 35 years and was 63 years old. His wife, a son and a daughter survive him.

Buy Defense Bonds and Help Win the War!

More than 16,000 persons have lost their lives in accidents at highway-railroad grade crossings in the past ten years.

Cleveland Post Gives Smokes to Soldiers



One of the racks set up in more than 60 shops.

New York Central Lines Post No. 999 of The American Legion, Cleveland, O. has instituted a novel method for collecting cigarettes for the boys in Service. Commander Geo. R. Bauer, Electrical Car Maintenance Dept., Collinwood, assisted by his Adjutant, K. A. Heiny, District Engineer's Office, Cleveland, conceived the idea of a large card, bearing the emblems of The American Legion and Auxiliary, with racks to hold the packages of cigarettes.

More than 60 of these cards have already been distributed to merchants in the Collinwood and Linndale areas

who sell cigarettes, and through the co-operation of these merchants and the public, Post No. 999 has collected, in less than three weeks, over a thousand packages of "smokes."

All the members of Post No. 999 know, from their experiences in the first World War, the value of a free smoke to a boy in the Service, and it is their hope that they can continue to send packages of cigarettes, in thousand package lots, to the various Army Camps.

The Auxiliary, Mrs. K. A. Heiny, President, is assisting the Post in this work.

Service Men Get Cincinnati Gifts

Employees of the Maintenance of Equipment Department, Riverside Yards, Cincinnati, have adopted the policy of giving a handsome fitted leather toilet case to each employee who has either enlisted or been drafted into some branch of military service. Those who recently enlisted from the Locomotive Department are R. G. Campbell, apprentice; J. R. Perkins, apprentice; R. E. Mahaney, apprentice; D. E. Smith, apprentice; George E. Emerson, apprentice, all of whom have joined the Navy, leaving the company's service on January 17.

G. B. Williams, Helper, is now in the Aviation Corps; J. E. Lippert, Machinist, and R. E. Smith, Machinist Helper, are draftees in the Army and C. J. Crawford, enlisted in the Navy, have been gone some time. They were mailed their fitted cases.

The following employees in the Car Department were drafted and their cases were mailed to them with a scroll on which every man in the car department signed his name: George Mirch, laborer, now a seaman; R. G. Smith, Apprentice, now in the Aviation Corps and Gilbert F. Richter, Apprentice, who recently was appointed a Sergeant in the Engineer Regiment.

Cincinnati Man Now Air Corps Officer

Raymond A. Gilbert, a former draftsman in the Engineering Department, Cincinnati, and the son of A. M. Gilbert, Chief Signal Inspector, Cincinnati, has just been graduated with an excellent record from the rank of flying cadet to that of an officer in the Army Air Corps.

Young Gilbert was formerly a student at the University of Cincinnati. He received his commission as Second Lieutenant at Ellington Field, Texas. He was battalion commander and second ranking cadet at Randolph Field, Texas, where he took basic training before going to Ellington for advanced work.

Charles Gilbert, another son of A. M. Gilbert, is with the Marines in the Atlantic.

George F. Stoltz, draftsman in the force of Assistant Signal Engineer, Cincinnati, enlisted in the Army Air Corps recently. He is the son of the late C. F. Stoltz, who was Signal Engineer.

J. J. Jones a draftsman in the District Engineer's office, Cincinnati, and a reserve officer, has been called to service and now is in a camp in Virginia.

Feidt in Cleveland

Captain Jerry Feidt (pronounced "Fight") of the 112th Engineers, U.S.A., dropped into the office of the Cleveland Union Terminal's Electrical & Mechanical Department, over the Xmas Holidays on leave from Camp Shelby. He looked every inch an officer and all the boys were pleased to see him again.

Jerry started with the Engineering Department during construction as an office boy, and while he was still with the Company joined the National Guard. His advancement from the ranks has been noteworthy and a reward for his tireless efforts.

Harold Fruehauf, percentage and divisional clerk in the office of AGFA O'Connor at Cleveland, who was pictured in the July issue with a large cradle telephone installed on his desk to handle increased business, is now using a new type of cradle. He is the proud father of a boy, Glenn Harold.

Cleveland Retires

Frank C. Knapp the oldest yardmaster in Cleveland, retired recently.

Mr. Knapp entered the service of the old L. S. & M. S. on July 11, 1893, as a brakeman in Cleveland yards and was promoted to Yardmaster in 1906. He was later promoted to Assistant General Yardmaster, which position he held until these positions were abolished in his territory. He then resumed the duties of a yardmaster.

Mr. Knapp expects to devote his time to caring for a small orchard and flower garden at his home on Altamont Avenue, Cleveland Heights.

C. O. Henry Honored

Charles O. Henry, who has been promoted to Supervisor of Buildings and Bridges at Cleveland, was honored at a dinner by forty friends and associates, December 30, in the Anderson Hotel, Anderson, Indiana, where he held a similar position before promotion.

Sharing the honors were L. W. Moss, Track Supervisor at Bellefontaine, who was transferred to Harrisburg, Ill., replacing E. M. Roberts, who came to Anderson in Mr. Henry's position.

Engineering Department employes from various points on the System were present at the invitation of Charles V. Talley, Engineer at Anderson. Victor L. Ernst, Division Engineer's Office, Springfield, O., was toastmaster. O. J. Repschlager, Trainmaster, Anderson, and J. C. Schreiner, local Agent, welcomed the visitors.

The principal address was made by Wallace H. Miesse, District Engineer, Springfield, O.

Buffalo Bowling

The Buffalo bowlers start once more to shatter the pins in their second half; they're trying to top Joe Card's high score while Joe shakes his head and gives them the laugh—His Two Sixty Five is the spot where they aim and his team's high single of Nine Ninety Two is the League's best mark for a single game but the 16th place makes them awfully blue.

Trainmaster Dies at Home in Mattoon

F. E. Johnson, Trainmaster of the St. Louis Line of the Illinois Division, died at his home in Mattoon, Ill. January 2 from a heart ailment.

Mr. Johnson entered the service June 1, 1903, as a stenographer, working as clerk and chief clerk to the Superintendent before being promoted to Assistant Trainmaster, October 2, 1922, and Trainmaster, September 1, 1925.

A. E. Rhue, Yard Conductor, Mattoon, has retired. Mr. Rhue entered the service as Yard Brakeman, Mattoon, December 7, 1906, and was promoted to Yard Conductor, February 28, 1911.

Six Mohawk Enginemen Retire

Six Mohawk Division enginemen retired recently, after long service. They were:

William Lynch of Utica, who made his last run on the Empire State Express, after 48 years' service; Eugene Munier, of Albany, who made his last run on the Twentieth Century Limited to Syracuse, after 49 years' service; John H. Prime, of Albany, who had 48 years' service; John H. Flynn, of Albany, who had 46 years' service; A. S. McKinney, 48 years' service and August Graper, 51 years' service.

Relatives and friends met them as they pulled their trains to a stop for the last time and a farewell dinner was given for several of them.

A reception in honor of Engineman Lynch at his home, 633 Herkimer Road, Utica, was attended by more than 100.

B. & A. Club Hears Talk on Newspapers

The Supervisors' Club of the Boston & Albany met in the Hotel Charles, Springfield, Mass., January 8. The after-dinner speaker was John J. Scanlon of Springfield, who talked on "What your newspaper means to you."

The officers of the club this year are: Arthur T. Judge, President; Thomas H. Benton, Vice-President and Charles T. Lovett, Secretary-Treasurer.

Dies at Dinner

Edwin W. Siegrist, an employe of the Auditor of Freight Accounts Department of many years, who retired August 15, died suddenly October 25, at Cleveland, while attending a dinner of the Veterans of Foreign Wars of which he was a member.

Mr. Siegrist was formerly active in athletic affairs of the company and well liked by all with whom he associated. He is survived by his wife, three sons and a daughter.

Participants in One of Many Holiday Parties in New York City



Members of the Auditor of Station Accounts and Overcharge Claims Office, New York City, held their annual Christmas party December 22 at the Cafe Loyale. Dancing and raffling of many attractive prizes were included in the evening's merriment. Among those present were W. H. LeValley, newly appointed Auditor of Station Accounts, and J. Fitting, Chief Clerk. Party chairman was Harry J. Downing.

Sparks from Rolling Wheels

Patrolman R. J. Lemm, Cincinnati, received the "nod" from his Uncle Sam, and entered military service recently. After only two weeks in service he was made Assistant Company Clerk. He writes that "Army life isn't half bad!" He is at Camp Wheeler, Ga.

John Eble, Clerk, Collinwood Shops, was transferred, effective Dec. 1, to West Albany Locomotive Shop, as Chief Clerk.

Cliff Winchell, Secretary of the N.Y.C. Collinwood Bowling league, not only hit the headpin the other evening but also succeeded in making the Plain Dealer headline. The Machinists are still leading the league, but with the help of Cliff's good bowling the Office has moved forward in the league standings.

The girls in the Office of S.S. & M.M., Collinwood, had their annual Christmas party at the home of Margaret Hollingshead, December 18. Miss Winifred Brott, a member, celebrated another milestone, December 15, and another, Miss Mildred Murphy, celebrated her birthday New Year's day.

The Cleveland Terminals Company is now busy providing new stock room space for Fred Harvey as a result of termination of lease covering former space under the Higbee and Republic Buildings.

Fred Harvey's Santa Claus was again very popular and he sure was kept busy taking care of the kiddies who filed past his throne in the East Traction Concourse, Cleveland. Mrs. Santa Claus, who answers each kiddie's request by radio from the "North Pole," added that personal touch, and now and then a Brownie would supplement the two-way conversations. One tot, who asked for some toys for his baby brother, when asked how old his baby brother was, replied, "Oh, he hasn't come yet," so maybe he will receive a real present, who knows?

Sympathy is extended to George W. Kerner, Manager of Fred Harvey Restaurant activities in the Cleveland Terminal, in the loss of his son, George W. Kerner, Jr., who worked with his dad as an assistant manager.

R. C. Hager, Supervisor of Track, Kankakee, returned recently from a vacation trip to Mexico City.

Fellow workers at Lafayette, where for more than 30 years he had been a switchman for the Big Four, presented Louis F. Holtz with fishing tackle and other gifts on his retirement recently.

John H. Perhamus, former Live Stock Agent at East Buffalo, New York, celebrated his ninetieth birthday December 28, at his home No. 2 Colliston Road, Brookline, Mass. He invites letters from old friends.

Verner Ashcraft, Clerk, Cincinnati,

recently released from the Army under the age limit clause, took unto himself a bride, Miss Louise Lang, daughter of Mrs. Charles P. Lang, of Buttermilk Pike, Kenton County. The wedding was solemnized November 17, at the home of the bride's mother.

Word has been received that George W. Stevel, former Rate Clerk in System Passenger Traffic Department at Cleveland and New York, now retired and residing in Clearwater, Fla., and Mrs. Stevel, celebrated their golden wedding anniversary, December 24.

Adam Drylie of 6491 Pearl Road, Parma, retired at the age of 65 from his job as a railroad machinist for the New York Central. He has been at his trade from the age of 16 and was at one time vice president of the International Association of Machinists.

Robert A. Collins, former employe of the Big Four at Muncie, Indiana, now with the 38th Division at Camp Shelby, Miss., was cited for special merit during the maneuvers in Louisiana. Private Collins spent many hours in work not required of him and which enabled his office to render reports punctually.

The new Vice-President of the Cleveland Transportation Club is Fred Futterer, of the office of AGFA O'Connor at Cleveland.

Ernest M. Johns is the new General Agent, Freight Traffic Department at Toledo, having been transferred from the office of AGFA Doult at Cleveland.

The old adage that everything comes in twos or threes seems to have been proven to two members of the office force of AGFA Doult, Cleveland. H. C. Kessler is the new father of Carol Ann, a girl who arrived at almost the same time as did Rosemary, daughter of R. G. Loescher.

Travel on Credit Doubles in Year

Travelers Credit Corporation, which sells rail transportation on the installment plan, reports that today twice as many people avail themselves of this new and modern service to satisfy their wanderlust or make trips for business reasons as did a year ago.

Of twenty classifications of credited travelers, according to their occupations, the most numerous are clerical employes, who borrow on an average of \$115.35 each. The credit plan is also highly popular with school teachers, who receive credit on an average of \$184.14 each. Highest average credit has been extended to interior decorators, amounting to \$259.85, who have been the tenth most frequent users of the service.

Charles A. Washer, Jr., formerly with the Freight Traffic Department in Cleveland, recently joined the ranks of the benedicts. He was married to Miss Florence Henry of Chicago. The young couple are now living in that city, where Washer is with the Terminal Freight Handling Company.

Mr. and Mrs. Harry E. Winn report the birth of a son, Harvey James, born December 3 at Covington, Kentucky. Mr. Winn was formerly Signalman on the St. Louis Division, and is now in the Signal Engineer's office, Cincinnati.

A. J. Kohne, former General Superintendent, Telegraph & Telephone, who retired January 1, 1941, is now residing at Mahopac, N. Y. He has an attractive home, located on four to five acres, with plenty of country atmosphere. Mr. Kohne is enjoying his well-earned leisure, featured by his usual good health.

T. J. Pausch, J. B. Wagner and R. E. Martin, formerly of the Accounting Department, now on the retired list, were recent visitors to their former railroad friends at New York.

Karl E. Miller, Clerk in Supervisor's Office at Bucyrus, was married Nov. 23, to Iola Shumaker, Secretary in Crawford County's "A.A.A." office. They will reside at 620 Gay Street, Bucyrus.

John M. Elder and his wife, together with Frank Korn and wife and daughter Mary, of Cleveland, left Bucyrus December 19, motoring to Miami, Florida. Mr. Elder and wife will remain in Florida for the winter months, while the Korns returned home after Christmas.

John Powell, Section Laborer, Viaduct, Pa., Sub-Division No. 26, has retired after 17 years of service. Mr. Powell was born in Austria, June 24, 1876, and entered railroad service April 10, 1924.

Philip J. Ganzert, of Columbus, Ohio, a New York Central Railroad employe was recently elected president of the Junior Chamber of Commerce there.

E. H. (Buck) Gunther, General Yardmaster, Mott Haven, recently returned full of vitality after a sojourn through Mexico, Arizona, and other parts of the West. He received quite an ovation upon his return "into the harness."

Uncle Sam sure is taking his allotment at Mott Haven Yard. Arthur J. Tucker, with Headquarters Co., 56th Engineers Co., Fort Belvoir, Va., has been promoted to rank of Corporal. Walter J. Lorenz in Co. "C" 3rd Bat. E.R.T.C. is at the same camp. They both think army life is swell. William Murphy, recalled from the reserve, is at 1225th Service Unit, Fort Tilden, Rockaway, N. Y. E. O. Schlichting also is undergoing his period of service in the Army.

Total railroad investment, including road and equipment, amounts to 26½ billion dollars.

W. F. Schnaak, Perishable Agent for System lines at Chicago, has been elected Vice President of the South Water Market Perishable Freight Solicitors' Club. This club is composed of railroad representatives soliciting the commission merchants in the Produce Fruit Terminal at Chicago, which is one of the largest in the country.

Dick Barz of the Vice President's office, Chicago, has been called into service and left with a group from his district December 9. His associates in the office presented him with a portable radio.

Girls in the office of the Auditor of Freight Accounts, Gibson, Ind., held their annual Christmas dinner party December 11 at the Woodmar Country Club, Hammond, Ind., with Miss Mabel Anderson and Miss Mabel Demerling serving as co-chairmen.

The program included the singing of Christmas carols, with Miss Virginia O'Hern at the piano, and a poem, written by retired Assistant Head Rate Clerk H. C. Petrie, and read by Mrs. Helen Hilton. After opening the grab-bag gifts, the girls spent the evening playing bridge, pinochle and other table games.

Best wishes to Irma Pickart Shirley, Clerk, Auditor of Freight Accounts office, Gibson, who was married to Harley Shirley, December 6, in the Evangelical Lutheran Church, Hammond, Ind. A reception followed at the home of her brother, Herbert Pickart, of Hammond.

Ed. Rauch, Assistant City Ticket Agent, Chicago, was married on Christmas Day. Mrs. Rauch hails from Oshkosh, Wis.

W. E. Thomas has been appointed Passenger Representative, Chicago, succeeding E. D. Connors, deceased.

J. B. Ennesser has been appointed Depot Passenger Agent, Chicago, succeeding W. E. Thomas.

Jim Hope and Roy Stott are the new faces now handling the mail for General Passenger Agent's office in Chicago.

Andy Liesenfelt, Chief File Clerk in the Vice-President's office, at Chicago, took a day off recently to turn the first shovelful of earth when ground was broken for the new home he is building in Hammond, Ind. His friends join in wishing him good luck and hope he has provided plenty of room for that grand piano which Andy plays so well.

Frank R. Lankin returned to service in the Transportation Bureau, Chicago, after about eighteen months of illness. Friends and co-workers join in wishing him continued health.

E. T. Procter and Suzanne Kitchen, both of the Transportation Bureau, Chicago, middle-aisled October 25.

Private, First Class, Albert P. Zirwes, Jr., with the 28th Signal Company, is back at Indiantown Gap, Pa., after being on maneuvers in South Carolina. Al writes sleeping in the woods "with frost in his whiskers" is not so hot.

R. R. Rex, Supervisor of Track, Indiana Harbor Belt, has a new granddaughter, Sharon Rae, born to Mr. and Mrs. Thomas Rex.

Another proud grandfather is I. A. Puralewski (Iggy), Clerk in the office of the Supervisor of Track, Indiana Harbor Belt, whose new granddaughter, Kathleen Marie, was born to Mr. and Mrs. Stanley Bajer.

Richard Lemke, Indiana Harbor Belt Carpenter, who entered military service last June, was injured in maneuvers in Louisiana.

A. R. Givens, 84, retired Car Foreman at Dayton, Ohio, died at his home in Dayton, November 4.

Mr. Givens began as a Car Repairer at Brightwood, Ind., Dec. 20, 1881. He was transferred to Dayton, Ohio, as Car Foreman Sept. 16, 1895, and held that position until he retired May 31, 1927.

Bill Richards, Detroit, is Wed

Bill Richards, reputedly confirmed bachelor of the Business Machine Room, General Departmental Accountant's Office, Detroit, can no longer claim that title, for January 17 ended his career of so-called single blessedness. Many married men claim he will live longer by being married, but the single men say that it only seems longer.

However, Bill has taken unto himself a bride, and from what is heard, a very fine girl.

A rather unusual and amusing experience in the life of Elmer Durant of the Valuation Group, Detroit, occurred the other day. While Mr. Durant was busy at his desk, that section of the office was disturbed by the pungent odor of burning sulphur. Here's what happened. Mr. Durant doesn't smoke, yet he was carrying several wooden matches in his side trouser pocket. In an unguarded moment while pulling a little closer to the desk, his matches contacted the metal of two coins in his pocket (a dime and a nickel) and the damage was done. You can guess the rest. He "burned a hole in his pocket." Elmer says it was the matches—we say it was the fifteen cents.

New York Central employes demonstrating that good old American spirit, are ably represented by Miss Muriel Haxer, who responded without hesitation to the Red Cross request for blood donors. As the saying goes, "An orchid to you, Miss Haxer!" May others be inspired to do likewise.

Departmental Accountant's office employes thought the war was over the other day, and that the dove of peace had arrived—but it developed that it was only a pigeon which flew into the ninth floor window of the M. C. Terminal. It is thought that the fact that the temperature was four below zero may have had something to do with the pigeon's spurning all offers of assistance from kind-hearted members of the office force who tried to help him find his way out again. Obviously, it found a large warm light globe more comfortable than icy pavement or stone outside window ledge.

General Departmental Accountant's employes regret to note that a member of the office, Clarence Coffee, M. of W. Group, lost his mother, December 27.

R. H. Kroger, Assistant Departmental Accountant, has returned from Florida after a rest from his daily activity. Mr. Kroger came back with some rather interesting experiences to tell us about, among which were two weeks' basking in the sunshine of Miami and a trip to New Orleans.

Marie Siering and Agnes Dempsey shared an upper berth in a Pullman during a recent trip between Detroit and Cleveland. The two girls report that they were snuggled in very comfortably for the night, were almost asleep, when suddenly they were awakened by a man trying to get in. To make a long story short, the berth had been sold twice. Despite their jovial natures the two girls won out.

E. R. Wall, who lives in Ypsilanti, was called home the other day on account of his house being on fire. Considerable damage resulted to both the house and furnishings. All regret this loss to Mr. Wall very much, but are glad to hear that none of his family suffered any injuries.

Mrs. Anna Watson of the Accounting Department Typing Bureau is in Mt. Carmel Hospital convalescing from an operation which took place January 12. Her friends in the office will be glad to know her condition is satisfactory.

Mrs. Isobel Masters of the Accounting Department Typing Bureau was transferred to the office of Assistant Supervisor Wage Schedules, January 1, and the vacancy resulting from this change was filled by Miss Geneva Wanamaker, formerly of the D. & T.S.L. Railroad Company.

The G. D. A. Bowling League's Semi-Annual tournament was paid in defense stamps. The boys really went

for it in a big way. Here, too, are chaps to help scrap the Japs.

Florence Chandler of the Typing Bureau has been elected to the Board of Directors of the Michigan Central Detroit Credit Union.

Detroit Post Now Has An Auxiliary

New York Central System Post No. 134 of the American Legion at Detroit, which is the youngest Post in the Detroit Districts Association, now has the distinction of having formed a Ladies Auxiliary Unit.

The Ladies Unit was organized on October 21, and on the evening of November 9, at the Veterans Building in Detroit, the new officers of the Unit were installed by the Installation Unit of the Ladies Auxiliary of the Detroit Districts in charge of Mrs. Naomi Tabiensi, Past President of the Detroit District.

The officers were installed in the presence of all officers of the Detroit District, also Mrs. Dorothy Pearl, Past President of the Department of Michigan, and at present a member of the National Association Executive Committee, who gave a stirring address.

After the initiation of new members and the installation of the officers, refreshments were served by the Ladies to about 90 members and their friends.

Mrs. Feena Downey, a member of the Detroit Districts Executive Committee, and somewhat of a poetess, took occasion to read a poem, dedicated to the new Auxiliary.

Bay City Bowlers Have Hot Contest

The New York Central Bowling League of Bay City is really having a battle this season. The first half of the season found three teams, the Locomotive Shop; Freight Office and Transportation tied for first place, with the other three teams all tied for fourth place.

In a roll-off for the first half championship, the Transportation team beat out the Locomotive Shop and Freight Office for the honors.

High individual honors for the first half went to Mike Olk of Locomotive Shop, with an average of 173. Mike also had high series while Russ Auger of Locomotive Office had high game with 236.

Starting off the second half both Depot and Traffic teams each made clean sweeps from the Freight Office and Locomotive Shops, respectively, putting them in a tie for first place.

Winner of the second half of the season rolls the winner of the first half for the championship of the league.

Detroit Welcomes Returning Soldiers

More than 200 soldiers of one of Detroit's own regiments were given a rousing reception at the Michigan Central Terminal on their arrival for the holidays. They had been on their special train for 20 hours and the sight of dozens of pretty girls laden with cigarettes, cookies and gifts brought smiles as they marched up the ramp behind the Naval Armory Drum and Bugle Corps.

The soldiers were taken to the huge service men's lounge and recreation room off the main waiting room, where they were given an opportunity to broadcast over Station WJR. Interviewers Larry Payne, WJR Announcer and Jerry Pettit, Times Defense Editor, both were eloquent in their praises of the fine gesture on the part of Vice-President J. L. McKee in providing a reception room for the traveling service men.

The entertainment program was arranged by the Detroit Times "Santa Claus for Service Men" Committee of which our General Agent, Tom Nerland, was an active member. Throughout the holiday season the Times maintained a booth in the Terminal. Girl receptionists met all trains and passed out cigarettes and cookies to the boys.

Andrew Birk, retired Airbrake Foreman, Passenger Department, Beech Grove, died recently in his home in Indianapolis. Mr. Birk had been with the New York Central 47 years before his retirement in 1938.

McKee Gives Service Men Terminal Room



"Won't You Have Some of Our Cookies?" Irene Christie, left, and Pearl Malzahn, hostesses, are offering cookies to Mrs. Henry Wineman, President of the Traveler's Aid Society, Detroit, and to J. L. McKee, Assistant Vice-president and General Manager, N.Y.C., Detroit, shortly after he had presented Mrs. Wineman with keys to the room which the railroad has set aside in the Detroit M. C. Terminal for service men.

Uncle Sam's fighting nephews in uniform who pass through the New York Central depot in Detroit may luxuriate exclusively in what is said to be the handsomest room in any public building in America yet assigned to the nation's fighting men.

The room was turned over to the soldiers, sailors and marines of the country a few days ago by J. L. McKee, Assistant Vice President and General Manager, Detroit, of the New York Central. The presentation was made to Mrs. Henry Wineman, prominent Detroit socialite and president of the Travelers' Aid Society, which will have charge of the new headquarters.

The room was formerly the terminal reading room. It is of magnificent proportions, approximately 60 by 40 feet, with high, vaulted, ornate ceiling, and cathedral-like windows on two sides. Its walls are paneled in walnut and its furniture is of sturdy oak and leather upholstery.

Two hostesses, in constant attendance from mid-morning to midnight, are assigned to the room daily by one of the several women's organizations of the city. The visiting service men are given cigarettes and writing paper, are served cookies, and have an opportunity to play cards or dominoes or read any of the score of current magazines and other publications.

As Detroit and the M. C. Terminal have become a cross-roads in the current movement of the country's fighting personnel, the room is rapidly becoming a gathering place for the boys in uniform. On a recent day 177 service men registered as guests.

Writes New Mystery



Sue MacVeigh

Sue MacVeigh, authoress and wife of Max Nearing, Supervisor of Track at Jackson, Michigan, has recently had her fourth mystery novel published. It is entitled "The Corpse and the Three Ex-Husbands."

One of her previously published mystery novels, "Grand Central Murder," is now being considered for filming by a Hollywood motion picture company. This mystery was one of a trilogy of mystery stories, using New York Central operations in New York State as a background. The other two were entitled "Murder Under Construction" and "Streamlined Murder."

Edward Hopper, a cabinetmaker in the Passenger Car Department, Beech Grove shops, for 19 years, died in his home in Indianapolis.

Beech Grove Car Shop Notes

The little nudist with the bow and arrow is still the nation's top ranking marksman. On Thanksgiving evening Miss Ethel M. Bozemore of Indianapolis and Edwin C. Botzon were married at the home of the Reverend Atwater. Mr. Botzon is employed as an electrician in the Passenger Car Shops and is well acquainted through his bowling activities.

Friends are congratulating E. G. Wilder on his promotion to Assistant P. W. Supervisor, P. W. Schedules at Buffalo, N. Y. While at Beech Grove, Mr. Wilder served in various supervisory capacities. Prior to his leaving on November 17, he was foreman of Fabricating Department in the passenger car shops.

The bowling season is off to a good start. Enough games have been rolled to indicate the relative strength of the teams.

Notes from Office of Gibson Auditor

Best wishes of the entire office are extended to Miss Cecelia Nowak, Clerk, and Henry L. Ambre, retired Chief Clerk, on a surprise wedding at Brownsville, Texas, Christmas Day. After an extensive tour through Texas and Mexico, Mr. and Mrs. Ambre are making their home at 341 Washington Street, Brownsville, Texas.

Best wishes are also extended to Miss Florence Liesenfelt, Comptometer Operator, and Vincent E. Howard, Clerk, who were married January 3, in St. Victor's Church, Calumet City, Ill. Mr. Howard had completed his military training and returned to the office last October, after having been placed on the reserve list. On January 14, he was again called for active duty and has reported to his regiment.

Approximately 100 office associates held a dinner party at the Woodmar Country Club, Hammond, Ind., January 15, honoring the newly-weds, Mr. and Mrs. Vincent E. Howard, and also our latest recruits for Army training, J. C. J. Wilfinger, and C. J. Miller. The guests of honor were presented with appropriate gifts.

Ensign George W. Gentle, 24, of Cleveland, an instructor in the Navy Air Corps, was killed on January 2 at Jacksonville, Florida. Ensign Gentle was a nephew of E. S. Gentle, Auditor, I.H.B.—C. R. & I., Chicago, and the only son of George W. Gentle, Assistant Vice President of the C. & O.

Mrs. Cora Good, Comptometer Operator, in the office of Auditor I.H.B.—C. R. & I., Chicago, resigned January 16 to take up housewife duties.

W. O. Ferguson, Manager, N. Y. C. Warehouse, Chicago, has acquired, for occupancy next spring, a country home near Walkerton, Ind.

Kingsbury Honored Ending Long Service

William H. Kingsbury, long a Traveling Freight Agent for the New York Central System, was honored recently by the Wisconsin Traveling Traffic Agents' Association at a dinner in the Beaumont Hotel, Green Bay, Wisconsin. The event marked the retirement of Mr. Kingsbury, who served the Central for more than forty years.

The Association members and industrial traffic men in attendance numbered over a hundred, and were aptly served the courses of the program by Master of Ceremonies Arnold W. Morgan, General Freight Agent for the Indiana Harbor Belt Railroad. In behalf of the many friends of the guest of honor, Mr. Morgan presented him with a modest purse.

New York Central officials and members of the Milwaukee force similarly honored Mr. Kingsbury at a dinner party recently in the Karl Ratzsch Inn. W. C. Douglas, Assistant General Freight Traffic Manager for the System, was toastmaster, and in behalf of those present tendered Mr. Kingsbury a handsome radio set.

Veterans Honored in Indianapolis

A dinner was held, December 29 in Indianapolis to honor four men of the Maintenance of Way Department who were retiring. The men were Charles W. Heuss, H. C. Beach, Alfred Laurimore and C. E. Gunckel. Their combined service totaled more than 158 years.

Mr. Heuss, who has been with the railroad nearly 47 years, began work on the Cleveland-Indianapolis division in 1896. He was Bridge and Building Foreman until 1904 when he was transferred to the Chicago division as Supervisor.

Mr. Laurimore has been with the Chicago division more than 40 years. He served as a bridge and building carpenter a short time before transferring to the motorcar shop where he has been working nearly 40 years.

Mr. Beach has more than 43 years service on the railroad, having worked as a carpenter, fence foreman and Bridge and Building Foreman.

Mr. Gunckel has been in the service for the last 28 years as a carpenter, paint foreman and Bridge and Building Foreman.

Battle Creek Parties

Despite the war and the increased demands of defense transportation, members of the New York Central family in Battle Creek, Mich., took time out to celebrate the Christmas holidays with two parties.

The first, held December 14 at the American Legion Club, was attended by 40 persons. Thomas V. Robbins, Chief Clerk to R. A. Bailey, General Yardmaster, was program chairman.

The second was held December 18 at the Hollyhock Inn, when the personnel of the Battle Creek Freight Office held their 16th annual Christmas Dinner.

Guests were entertained with the baffling magic of Hudson W. Cady, now Resident Weight Agreement Auditor for the Central Weighing & Inspection Bureau, and a former member of the N. Y. C. staff at Battle Creek.

Guests of honor were Ray Kolman, Traveling Freight Agent, and O. J. Gowans, Freight Agent at Battle Creek.

Mt. Carmel Does Its Bit

The annual Red Cross drive at Mt. Carmel, Illinois resulted in a full quota of subscriptions. Railroad employes went over the top 100 per cent, donating \$169.

William Greer, age 26, son of Operator Calob Greer, died at his home in Mt. Carmel, Illinois, January 5, after a prolonged illness.

Mrs. James Dixon, mother of Laborer Lawrence Dixon, died in her home in Mt. Carmel, Illinois. Mrs. Dixon was the wife of J. W. Dixon.

Patrick F. Foran, a carman, employed since 1934, has been recently promoted to Foreman of Car Cleaners at Mott Haven Yard.

Chicago Folk Have Fun Saving

Helping to finance the war against the dictator nations can be fun.

In Chicago two departments, the Passenger Traffic Department and the Indiana Harbor Belt Gibson Car Shop, have hit upon novel ideas to stimulate the sale of defense bonds and stamps.

The Passenger Department employees are running a weekly award. Each week each employe gives 50c with which defense stamps of the 25c denomination are purchased. The name of each employe contributing is placed in a container and the winners are drawn. The first name drawn is given eight stamps, the second winner receives five stamps, three stamps are given to the third name drawn and two to the fourth. This drawing is held each Tuesday and Friday.

Merlin Crasper, City Passenger Agent, is the originator of the idea. Carl Stephenson, Chester Hantsch and Bernie Snyderworth are the big winners to date.

The employes at Gibson Car Shop each week award a \$25 bond. General Foreman H. C. Taylor has appointed a committee who handles the sale of tickets and purchase of the bond. There is also a second prize, consisting of Defense Savings Stamps, which tends to encourage the winner to purchase additional stamps. The idea has the enthusiastic support of all employes and the demand for tickets, which sell at 40c each, has exceeded the supply.

Irving A. Degenhart of the Rate Legislation Department, Chicago, was married January 10 to Miss Christine McNamara.

Edward J. Osterday, Former Chief Clerk of the Dining Department, is recovering from an operation.

Chicago Notes

"In my ninetieth year and hold still grateful memories of the good old N.Y.C. and friends there." So reads a letter from A. D. Baker, who retired July 31, 1922. Mr. Baker was born July 4, 1852, and entered the service of the company at Morenci, Mich., in 1884; was transferred to Chicago in November, 1886, and at the time of his retirement was Assistant Cashier at the Polk Street Station, Chicago. The firm penmanship indicates he is still going strong.

Harold C. O'Donnell, Stenographer-Clerk and Assistant Ticket Agent at Peoria, Ill., has been inducted into service. Mrs. Bessie Edmundson has succeeded him. Mrs. Edmundson was formerly employed in the Union Station ticket office as information clerk and assistant ticket agent.

Edward P. Klingenberg, Assistant Cashier, Polk Street Station, Chicago, recently underwent a minor operation. His co-workers presented him with a lounging robe.

Fred Bouchard, Ledger Clerk, Polk Street Station, has been home sick.

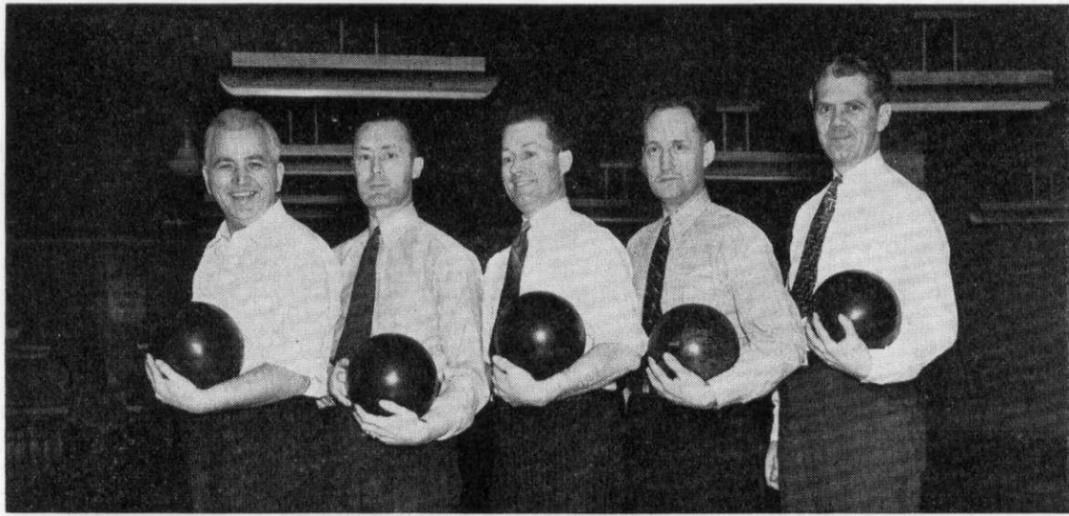
Sympathy is extended to Eddie McLaughlin, rate clerk in the General Passenger Agent's office, Chicago, on the death of his mother, December 26.

Members of the Railway Business Women's Association, Chicago, played Santa Claus last Christmas in true Good Fellow fashion. Armed with huge baskets of food, toys, and candy, purchased by the association through the Chicago Tribune Good Fellow Bureau, they made the day a real Christmas in the homes of ten needy Chicago families.

D. E. Monger has been appointed Special Inspector, Illinois Division, Mattoon, Ill., under supervision of E. J. Buckbee, Master Mechanic, vice W. H. Ruskaup, transferred to Indiana Division.

J. N. Phelps, Tender Truck Repairer, Mattoon, Ill., with 32 years' service, has been given a disability pension. He was presented with a substantial purse.

Leaders in Manhattan A.A. Bowling Tourney



I. H. B. Bowlers Have No Prizes

There is an eight-team League known as the Indiana Harbor Belt Shop League where pleasure is the only ambition. They have no sponsors, no prizes, and no support except their own. Bowling costs seventy cents and fifteen cents additional goes to a fund for a dinner at the close of the season where members and their wives, or one guest, gather together for a final good time before disbanding for the summer.

This League has a gallery of wives and friends and here you see bowlers

who are not all tensed up with that ambition to win prize money. They have time to kid, yell, or otherwise distract their competitive bowlers, so they may roll down the gutter, get a wide split, or a nice low score.

All is friendliness, the new bowler is most welcome; the lowly one can be proud of heart; he need not have the standard stance, run, perfect swing, nor "200" average. The win or lose is on the basis of over or under previous games' average.

New York Bowlers Led by Purchasing

The A.A. of Manhattan Bowling League completed the first half of its schedule January 17, with the following results:

The Purchasing Department No. 1 team took first place, Equipment Engineers second place, with the Passenger Traffic coming in for a close third.

In the "handicap" division, the leaders are Trunk Line Association; second and third positions are held by the Equipment Engineers, and the Purchasing Department No. 1 teams respectively.

The Equipment Engineers also hold claim to highest three-game team score and one-game team score. For the three-game record, they rolled 2,794, and 990 for the one-game record.

C. Case, Building & Loan Counselor, has the highest three-game score for individuals, with a 642 mark, while Mott Haven's R. Lindo grabbed high individual honors for one game with his 255 score.

Starting with the second half, the league will be divided into two groups of eight teams each, to form an "A" and "B" league. Each team will start from scratch in their efforts to win the Vanderbilt cup, but all teams will retain their current standing in the "handicap" division, for the "Y" cup.

Mrs. William Copeland, 74, wife of Retired Engineer William Copeland, died in her home in Mt. Carmel, Illinois, January 12.

Sympathy is extended to Frank E. Watkins, retired employe of Auditor Passenger Accounts Office, Detroit, on the death of his wife, Mrs. F. M. Watkins, in Florida on November 10.

R. B. Harmeson, Engineman, Mattoon, Ill., with 34 years' service, has retired. He will devote most of his time to taking care of a farm he owns.

Miss Marjorie Fitzgerald, daughter of Night Chief Train Dispatcher Joe Fitzgerald, of Mattoon, was married on November 1 to Robert Laughlin, recently of Mattoon but now in the Army.

J. T. Griffin, ("Tobe"), engine-man on the St. Louis Division, retired on October 31, after having completed more than 37 years' service with the company.

Mrs. F. R. Rafsnider, wife of Conductor Rafsnider of Mt. Carmel, Illinois, died November 3 after a brief illness. Mrs. Rafsnider was well known in church circles throughout Central and Southern Illinois.

Robert Malott, Maintenance of Way employe, of Mt. Carmel, Illinois, writes his father, Coal Dock Attendant Lucian Malott, that he has been sent to the Panama Canal Zone.

Ernest Thompson, Erie Division Telegrapher and Signaller, who retired recently after almost 50 years of service, was a guest of honor at a party in the trainmaster's office at Youngstown, January 3. He was presented with a gift. He plans to spend the Winter in Florida. He began his railroad career with the old Lake Shore & Michigan Southern.

News Notes from Everywhere

Jeremiah Mullen retired the first of the year as Station Master at Becket, Mass.

He had been with the Boston & Albany 42 years, starting as a telegraph operator in Becket Station, where he spent his whole working career. He had been Station Master since 1913.

The Niagara Falls Credit Union, completing its third successful year, declared a 6 per cent dividend. The Directors, under President Frank Jordan, urged the shareholders to accept their dividends in United States Defense Stamps or Bonds.

The response was gratifying.

Carl J. Hucabee, of the New York Central offices in Jacksonville, Florida, is editor of The Trafficclubman, a monthly magazine published by the Traffic Club of Jacksonville. This club, in 1941, had a monthly average attendance of 77.

Conductor "Heinie" Hertel had the honor of placing the first car of cinders and also the first car of machinery on the new track of the Grizzly Mfg. Company at Paulding, Ohio, December 12. This new Paulding concern, valued at \$350,000, is moving to Paulding from Los Angeles and will manufacture brake-lining.

Mr. and Mrs. Cliff Rieber, Depot Master of the Front Street Freight House, Cincinnati, are the proud parents of a son, William Arthur Rieber, who was born December 7, the day the Japs struck at Pearl Harbor.

Sympathy is extended to Fred D. Martin, of the Vice President and Comptroller's office, New York, on the recent death of his mother.

Carl H. Munck, Secretary to Vice President and Comptroller, New York, who has been on the sick list, has returned to his duties.

David H. Denney of Rutland, Ohio, retired Section Foreman, died at the home of his son at Mansfield, Ohio, Christmas day. Mr. Denney was born in Gallia County, Ohio, March 30, 1868, and retired March 31, 1938.

Lyman C. Henderson, employed in the District Station Accountant's office, Cleveland, retired December 31. He entered the service as a Rate Clerk at Columbus, Ohio, July 24, 1913.

The girls of the Car Demurrage and Switching Departments, Cleveland, were entertained December 11 at the home of Mrs. Bertha Bowers. Those present were the Mrs. Florence Williams, Clara Matlock, Leila Cisan, Misses Agnes Quinlan, Stella Rickman, Clementine Piroit and Peg Gibbs. A dinner and an entertaining evening were enjoyed by all.

R. Ford Smith, Corporal, U. S. Army, located at Camp Bowie, Texas, was home recently on a 15-day furlough. He formerly was Work Report Clerk at Jackson E. H.

Born October 10, to Mr. & Mrs. Thales B. Weeks of Ossining, N. Y., a seven-pound son, Howard B. Mr. Weeks is Stenographer-Clerk in the office of the Chief Claim Agent, New York.

Employees of the C. R. & I. Auditor's office "adopted a Yank for Christmas." A package was sent to Private John Stanton, serving at General Headquarters, Fort Bragg, N. C. John is maintaining in the army the same fine record he held while with the railroad.

Christmas in 1941 will long be remembered by C. E. Hinchman, Superintendent Car Service, and his employes, Gibson, Ind. A real old-fashioned Christmas Party was held at the Colonial Club, with a beautiful tree and surprise packages for all. A delicious turkey dinner with all the trimmings was enjoyed. Singing of Christmas Carols and dancing kept everyone entertained throughout the evening. Herbert Zimmerman was in charge of arrangements.

Do you have an income tax problem? If so, the person to see for the solution to all your questions is Bill Young in the AGFA's office at Cleveland. Rumor has it that the government will owe you money in the end, since he has become so expert in making out returns.

Hamilton Laing, formerly in the office of AGFA Douth, Cleveland, is serving with the armed forces. He recently became an aviation cadet and is now stationed at Maxwell Field, Alabama, where he is undergoing an extensive training course.

Frank Perry Bryan, age 80, father of Engineer R. L. Bryan, died at his home in Danville, Illinois, January 5.

Kneipple Heads Chicago Credit Union

The New York Central System Employes Western Division's Credit Union, Chicago, has arranged to sell Defense Stamps in denominations of 10, 25, and 50 cents, it was announced recently.

At the same time the Credit Union announced the names of officers and directors for the current year.

The new officers are: John B. Kneipple, President; Alton Atkinson, Vice-president; Walter F. Schnaak, Secretary and Warner A. Shutt, Treasurer.

Directors are: C. F. Keener, Englewood Yards; Frank L. Gricus, So. Water St. Freight House; Roy L. Tucker, Englewood Yards; Alton Atkinson, Englewood Yards; John B. C. Brown, Englewood Round House; Kneipple, La Salle St. Station; Orville Henry A. Roepka, Englewood Round House; Warner A. Shutt, Englewood Round House; James A. Spalding, Englewood Round House; George D. Schmidt, La Salle St. Station; W. W. Allaire, La Salle St. Station; Phillip West, M. C. Round House; Carl Watson, Englewood Yards; William Barry, Superintendent's Office, C.R. & I.R.R. and Walter F. Schnaak, La Salle Street Station.

Robert E. Justin, Vice-President and Comptroller's office, New York, reports the arrival of his first grandchild, recently,—a girl—to his daughter, Evelyn, who prior to her marriage was employed in the Accounting Department Typing Bureau at New York.

A. R. Taylor, Traveling Auditor, who hails from Bellefontaine, Ohio, has joined the fast-growing grandfather ranks of the Accounting Department. The new arrival in his son's home is a boy.

Sympathy is extended to Harry I. Clarke, of the Treasury Department, New York, on the recent death of his mother, who resided in Cincinnati.

William C. Wishart, former Accounting Vice President, who retired September 1, was a recent visitor. Mr. Wishart has been devoting the major part of his new-found leisure from business to the work on his "Punch Brook" farm at Millerton, N. Y. His healthy appearance argues well for the outdoors.

N.Y.C. Folk Help Sailors at Chicago

A contribution of \$30 to the United Service Organization in Chicago helped to brighten the Christmas of the 2,000 young sailors stationed at Navy Pier.

This money was the proceeds of the sale of tinfoil collected in the various offices in Chicago plus cash contributions of the boys and girls of the Passenger Traffic Department in Chicago.

Peter Hau, Tallyman in the Front Street Depot, Cincinnati, has retired. Mr. Hau is planning on raising chickens. He had been with the company since November 1, 1912.

The Local Office, Cincinnati, is rather proud of having three American flags.

Some Recent Shifts

Effective January 15, the following appointments and changes were made:

G. W. Sears is to be Trainmaster, with headquarters at Mattoon, Ill., vice F. E. Johnson, deceased.

J. A. Nichols will be Assistant Superintendent, with headquarters at Indianapolis, vice G. W. Sears.

F. F. McNamee will be Trainmaster with headquarters at Kankakee, Ill.; W. G. Chase will be Trainmaster, located at Petersburg, Ind., and T. G. Steinfield, Assistant Trainmaster with headquarters at Terre Haute.

H. F. Barnes, Indianapolis, has retired after forty-five years of service. He started in 1892, at Morgantown, Indiana. Mr. Barnes was Yard Foreman at the Indianapolis Terminal.

Friends of the former Miss Catherine Noonan of the Wage Bureau, Detroit, were surprised recently to learn of her marriage to William Ross, who is an NYC Brakeman.

\$100 Prize Goes to Schenectady; Empire Contest

From hundreds of recipes submitted in the recent Empire State Express Recipe Contest, which was conducted in Schenectady, Rochester, Syracuse and Cleveland by local newspapers, the judges in New York selected for the grand prize of \$100 a recipe entered by a Schenectady housewife.

The contest was conducted in connection with the placing in service of the two new streamlined stainless steel Budd built trains, of 16 cars each, which were built to celebrate the fiftieth anniversary of the New York Central's Empire State Express.

The grand prize recipe was selected by two judges, the famous "Oscar" of the Waldorf and B. J. Bohlender, Manager of the New York Central System's Dining Car Service. It was chosen from recipes which previously had been among those receiving one of the weekly prizes which were given in each city in which the two-week contest was conducted.

The winning recipe, which was for scalloped oysters in wine, was used in the four dining cars of the Empire State Express as a special dish for one week, beginning January 20. A slip, describing the entree and giving credit to the winner, was attached to the regular menus.

The lucky lady was Mrs. F. Cannastra, of 525 Pennsylvania Avenue, Schenectady. She was one of the winners in the weekly contests conducted by the Schenectady Gazette. She described her winning dish as "Light and nourishing and suitable for use when traveling."

The contest was successful in each of the four cities in which it was conducted, a flood of recipes being received.

The judges gave considerable time and study to the weekly prize winners' entries before making the final selection. They awarded honorable mention to two Rochester women, Mrs. Bertha Waisner of 10 Ave. C, and Miss Harriet L. Troan, 41 Sonora Parkway. Mrs. Waisner had a recipe for Prune Rice Pudding and Miss Troan for Lamb Chops, a la Courier.

The recipe which won the grand prize was as follows:

SCALLOPED OYSTERS IN WINE

- For Four Portions
- Three dozen oysters (more if desired)
- Four tablespoons butter
- One teaspoon salt
- One cup bread crumbs
- One tablespoon parsley
- Two tablespoons celery
- One teaspoon paprika
- One cup cream (one-half pint)
- Three tablespoons white wine or sherry (optional)

Note: One and one-half cups of cream sauce can be used instead of cream or wine.

Clean oysters and place them in a layer in a buttered baking dish. Mix the bread crumbs and butter together with a fork. Then sprinkle the buttered crumbs, the celery and parsley (both finely chopped), the salt and paprika over the oysters. Add cream and wine, or cream sauce and sprinkle over all another layer of buttered bread crumbs. Bake in moderate oven, 400 degrees F., for about 20 minutes.

B. T. Lamborn Dies

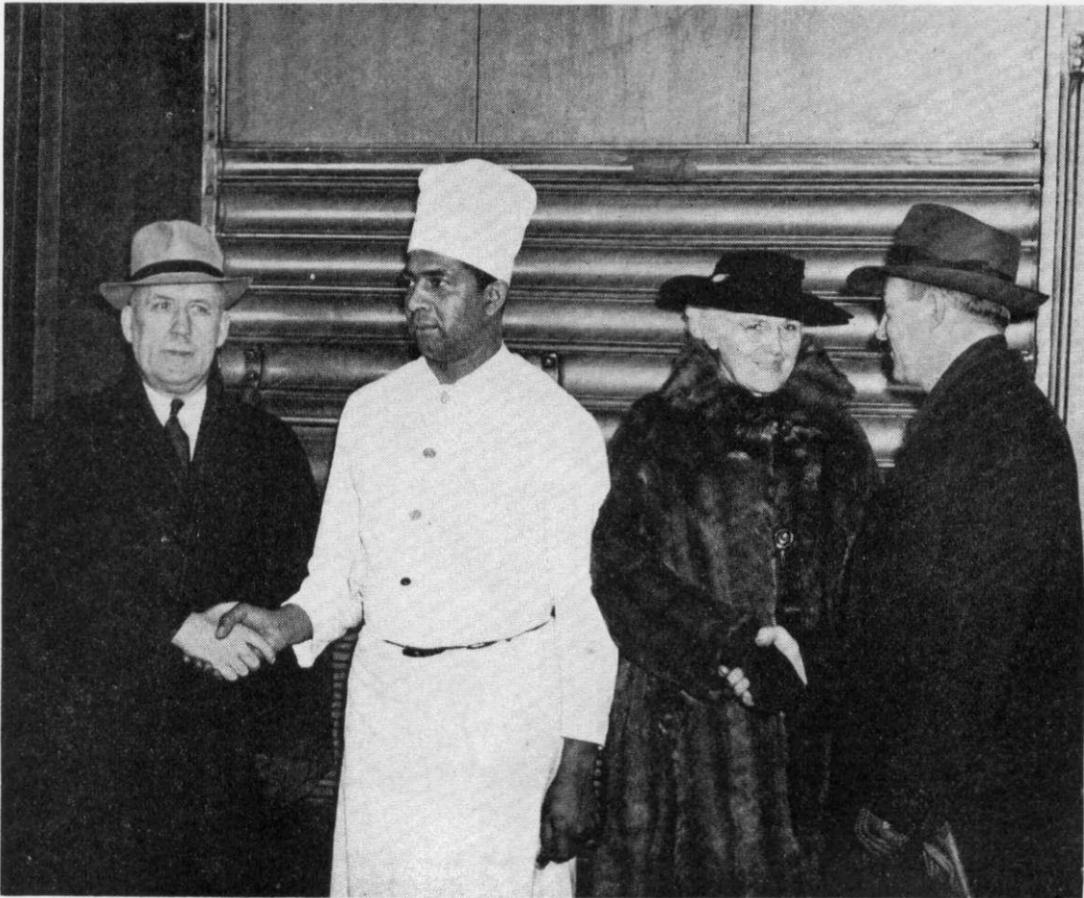
Bayard T. Lamborn, Assistant Chief Inspector, Structural Steel, New York, died January 8 at the Orange General Hospital, Orange, N. J., after a brief illness following a stroke.

Between 1901 and 1904, Mr. Lamborn served as a structural steel inspector for the New York Central, returning again in 1909 in the same capacity, and with the exception of the World War period when he was engaged in government work, had been employed continuously on structural steel work for the System.

He had direct charge at the steel fabricating plants of important structures such as the A. H. Smith Memorial Bridge, Niagara Arch, West Side Improvement and other projects during his service.

Mr. Lamborn was born on April 23, 1878, at Rehoboth, Delaware.

Gets Grand Prize in "Empire" Culinary Contest



Left to right: Joseph T. Shea, Schenectady Ticket Agent, New York Central; James Garrett, a chef of the Empire State Express; Mrs. Fred Cannastra of Schenectady, grand prize winner of the Empire State Express Recipe Contest; and Charles Fendrych, Jr., Division Passenger Agent, New York Central.

Rails Vital in War, Says J. Aronson

In a talk before the New York Central Public Relations Group, January 21, in New York, J. Aronson, Vice-President, Law, New York Central System, discussed the railroads in time of war.

Mr. Aronson pointed out that the railroads, unlike so many other industries, occupy the unique status of being vital to the nation in war as in peace. It is true, he said, that the nature and direction of war-time traffic, passenger and freight, is different in war-time than in normal days and these violent shifts place a heavy burden on the carriers and their employes. It is a source of deep satisfaction, he said, that this challenge is being fully and splendidly met.

Mr. Aronson paid tribute to the fine spirit of self-discipline being exercised by the American Railroads, which has contributed so largely to the efficient manner in which the traffic demands of the country are being satisfied.

In this connection, he expressed high praise for the recent Presidential appointment of Joseph B. Eastman as Director of Defense Transportation. No man is better qualified for that important post, he added.

All in all, it may fairly be said that the American Railroads are "first in war and first in peace," he pointed out. May we also hope, said Mr. Aronson, that as an industry, by outstanding performance, we will also become "first in the hearts of our countrymen."

Martin S. Wilken, Ticket Agent at 3 West 47 Street, New York, died January 15 at his home in Pleasantville. Formerly stationed at Grand Central Terminal, he had been with the Central for 53 years.

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stritions which are not particularly galling.

"Contributions from individuals or organizations for the purchase of war equipment can be accepted, provided the offers are unrestricted and unconditional. Thus the donor of funds cannot specify that the money is to be devoted to the purchase of a definite piece of equipment, although it is perfectly permissible for him to request or suggest that it be so devoted.

"The War Department is preparing a news release explaining the matter

of gifts of money for war material, and this release will mention the plan which New York Central System employes have carried into effect."

Heads Kalamazoo Club

Fred H. Cusack, Division Freight Agent at Kalamazoo, was elected President of the Traffic Club of Kalamazoo at the annual election, recently. Mr. Cusack has served as Treasurer, Secretary and Vice President before his election to the presidency.

The Traffic Club of Kalamazoo, active since 1919, with a membership of over 300, is one of the outstanding Michigan Traffic Clubs. Mr. Cusack is well qualified to carry on the objectives of the club, including direction of relationships between shippers and carriers throughout southern Michigan.

S. H. Smith Retires

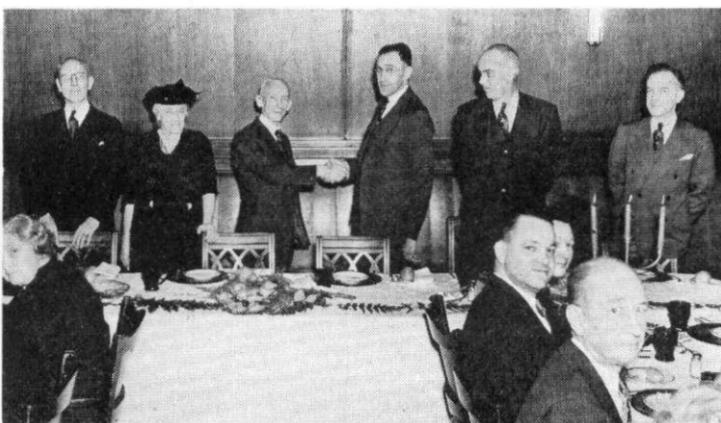
Samuel Hopper Smith voluntarily retired recently after fifty years of service.

Mr. Smith, who was born in White Plains, N. Y. on Aug. 9, 1874 and educated in the schools of that city, entered the service October 22, 1891, and held positions of Clerk, Head Clerk, Chief Clerk and was appointed Assistant Auditor September 1, 1935.

He was presented with a beautiful basket of flowers and a purse by his fellow employes of the office and wished the best of health to enable him to enjoy his retirement.

He and Mrs. Smith are wintering at Winter Park, Fla., after which they will return to either Detroit or Cincinnati to take up permanent residence.

Byington Retires at 70 After 50 Years' Service



M. E. Byington, retiring Cashier, Credit and Collection Bureau, 33rd Street Freight Office, New York City, is congratulated upon retirement by H. B. Tucker, Assistant Superintendent, New York Terminal District. Pictured above, left to right, are C. F. York, Freight Agent, Mrs. Byington, Mr. Byington, Mr. Tucker, P. V. Ferris, Assistant Freight Agent, and E. E. Pancost, Credit Officer, Treasurer's Department.

M. E. Byington, who retired December 31 as Cashier, Credit and Collection Bureau, 33rd Street Freight Office, New York City, was honored at a dinner at Cafe Loyale, New York, by more than 75 members of the Freight Department, January 3. Mr. Byington retired at the age of 70 after 50 years of service.

He began work August 8, 1891, as a Ticket Clerk in Ossining, shifting to the Freight Department in 1892 as Clerk at the 60th Street Freight Station. After serving as Chief

W. C. Bower, Vice-President, Purchases & Stores, New York Central System, has been appointed a member of the Railroad Industry Advisory Committee of the OPM, Washington.

Clerk at the Freight Office in Yonkers, Assistant Cashier at 33rd Street Station and Cashier at 60th Street Station, he was appointed Cashier in 1904 at the 33rd Street Station.

Mr. Byington was born November 25, 1871, at Cairo, N. Y., and now lives at 16 Bell Avenue, Ossining. He was presented with a purse and he announced that he expects to devote some time to travel with Mrs. Byington.

He has been succeeded as Cashier by Raymond Shank, formerly Assistant Cashier.

Clarence C. Howard, Passenger Traffic Manager, Erie Railroad and at one time General Passenger Agent of the New York Central, died January 14, in Cleveland. He was 64.

Camera Club Has Competition in Color Shots

The New York A.A. Camera Club's meeting of January 9 was devoted entirely to color. A kodachrome competition brought out 76 slides, the majority of which were exceptionally good shots.

A. W. Heidtman was awarded first place, second went to A. D. Duffie and third was a tie between G. Ferris and A. W. Heidtman. The enthusiasm with which this color night was received makes it probable that it will be repeated in the near future.

On January 23 there was a regular club competition which brought out many fine prints. Henry C. Hartman was the guest critic.

A demonstration of retouching negatives and prints will be given at the meeting of February 13. Members are invited to bring negatives and prints for advice.

The print exhibit in Grand Central Terminal, east end of the north balcony, has just been changed.

The Camera Club meets on the second and fourth Friday of each month at 6 P.M. in room 1039, 466 Lexington Avenue. Visitors are welcome.

St. Thomas Notes

George D. Lang, Accountant in the Master Mechanic's office at St. Thomas has been elected Chairman of the Municipal Public Utilities Commission. The Supervision at St. Thomas noted an immediate improvement in the quality of electricity supplied and the drinking water appears fresher.

John H. Lazenby, Chief Clerk to the Master Mechanic at St. Thomas has been elected Chairman of the Continuation School Committee of the local Board of Education. Improvement has been noticed in the quality of the grammar used around the local offices.

Jerry Rolland, Blacksmith Foreman and prominent local sportsman, is rounding up a fast hockey team for entry into the local industrial league under the banner of the New York Central. He says that the only reason he is entering a team is so that Stan Gilbert of the Canadian Iron Foundry will not be last in the League. Jerry says he is giving up bowling so that he can devote his entire time to hockey but Jimmy Teetzle, Manager of the Bowling league says his scores would indicate that he gave it up some time ago.

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Manila scratch pads, of which almost 100 tons are used on the System, can be made to go twice as far if both sides of the paper are used in making notes. Also several brief notes could all be put on one page, rather than one note to a page. They should also be used to the last remaining page, rather than be thrown away when only a few remain.

Typewriter ribbons can yield twice as much service if the ribbons are reversed, from top to bottom, when one edge has become thoroughly worn. Carbon paper should be used as often as legibility permits.

Pencils appear to be the most easily lost item in the list of office supplies. Special care should be taken by each individual user of pencils not to mislay them. They should also be used well past their half length before being discarded.

Considerable savings of these items can be a specially important contribution to company economy and to the present national war effort by all office workers, Mr. Bower said. He added that this same spirit carried into the shops, yards and round houses of the New York Central System would be a healthy and correspondingly greater contribution to the company and to the national welfare at this critical period in America's destiny.

Francis Barretto, formerly Paymaster of the New York Central Railroad and recently President of the Railroad Employes Corporation of New York, died January 14. He was 62.

New Electric Interlocking Plant at Dunkirk Feature of Big Grade Separation Project There



ONE of the outstanding features of the large grade separation project at Dunkirk, N. Y., is the new electric interlocking plant, Tower "X." This new interlocking replaced two mechanical plants, one of which was old Tower "X," with 60 levers and the other, Tower "CA," with eight levers. These two interlocking plants were approximately 6500 feet apart and protected the ends of the fourth main track, there having been only three main tracks through the City of Dunkirk prior to the track elevation.

At the start of the work, the Signal Department was called upon to provide temporary towers and signaling for the protection of train movements over two detour tracks, located just south of the old main tracks. The switches in the detour tracks were protected with electric switch locks and complete signaling.

For the work on the new elevation, the old tower was demolished and as new rail and machinery were laid the Signal Department followed with its signal apparatus, including cables, switch machines and signals as fast as ground conditions permitted.

The new brick tower is unique in its construction. While there is nothing unusual about the first floor, the second or upper floor, is barely more than a tower in itself and uses up only about one third of the space of the ground floor. The lower floor, on the east end, has a signal maintainer's office and shop, with space for a motor car. The rest of this floor is taken up by a large, well-lighted relay and battery room. There is also a small sub-basement, containing the heating plant and coal bin.

With the advent of the "NX" ("NX" stands for "eNtrance eXit") type of control board, in place of the old lever type of interlocking machine, a large operating room is no longer necessary. The control machine is slightly over four feet long and requires only as much space as an ordinary office desk. The only other large piece of furniture in this room is the operator's telephone and telegraph desk. The operator sits between the "NX" control machine and desk and the complete operation of the interlocking is within arm's reach.

To move a train through the plant the operator turns a knob on the track of the control board over which the approaching train is moving and then presses a button on the track over which the train is to leave the interlocking. Various relays, as necessary, in the relay rack on the lower floor, acknowledge the knob turning and button pushing by moving the various switches and cross-overs to the required positions, clearing the proper signals and setting up the approach and route locking protection.

On the control board the miniature switches snap into position corresponding to the position of the switches in the tracks and when the route has been set up through the plant for the train movement and the proper signal has cleared, a green light glows in the knob that the operator first turned, advising him that the signal is clear. Indication lights on the control board check the progress of the train through the interlocking.

The circuits for this interlocking were designed in the office of J. J. Corcoran, Signal Engineer, Cleveland, by Assistant Engineer Claude F.

Brooks, under the supervision of Assistant Signal Engineer, H. D. Abernethy.

The construction was under the direction of Chief Signal Inspector, C. D. Cronk, assisted by Assistant Signal Supervisor, E. A. Hesslink, and Signal Foreman, William N. Hunt.

K. Mott-Smith is Luncheon Guest; He Goes to Sante Fe

In recognition of thirteen years' service in the Law Department, Kenneth O. Mott-Smith, an Assistant General Attorney, was given a testimonial luncheon by his associates at the Park Lane Hotel, New York, December 29. Effective January 1, Mr. Mott-Smith became the General Attorney at New York City for the Atchison, Topeka & Santa Fe Railway.

During the last war, Mr. Mott-Smith was enrolled at an officers' training school until the armistice. Thereafter, he was graduated from Harvard College and Harvard Law School and was employed by a downtown law firm until he joined the New York Central Law Department, March 1, 1928. He was appointed an Assistant General Attorney in 1939.

In March, 1932, Mr. Mott-Smith married Miss Content Miner, of Providence, R. I. They have three daughters and reside at 98 Greenridge Avenue, White Plains, N. Y.

Mrs. Mott-Smith was a guest at the luncheon. Jacob Aronson, Vice President, Law, was toastmaster. Others attending were Crosby J. Beakes, General Counsel, Clive C. Handy, General Attorney, and Frederick L. Wheeler, Principal Assistant General Attorney, as well as practically all the members of Mr. Handy's staff. Also from the Law Department were Thomas P. Healy, General Solicitor, and Harold H. McLean, Commerce Counsel. Everyone present wished success to Mr. Mott-Smith in his new position.

Gerald E. Dwyer has been appointed an Assistant General Attorney, while Clyde Brown, Jr., and C. Raymond Hulsart, Jr., were designated as Assistants to the General Attorney.

Mohawk Veterans Pull Last Throttle

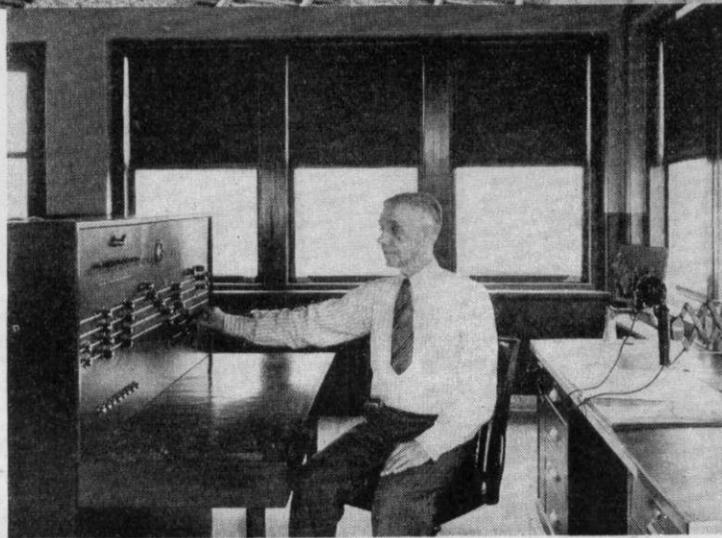
Two well known enginemen of the Mohawk Division retired the first of the year. They were John S. Holbert, Engineman of the Empire State Express and Herman Clark, Engineman of the Commodore Vanderbilt.

Mr. Holbert, who has been an engineman since 1899, started with the Central in 1892 as a fireman.

Mr. Clark, who likewise has been an engineman for almost 43 years, had 50 years service with the Central.

Mr. Holbert's two sons, John J. and Charles, are also New York Central employees.

Frank Long, day clerk of BO office, took a trip to Canada a short time ago.



At top, general view of Tower "X," which replaced two mechanical plants. Above, view of Operator Ralph C. Garnow manipulating the control machine.

G.C.T. Passenger Traffic Shows Gain

More railroad passengers passed through Grand Central Terminal last year than in any year since 1930, J. H. Hustis, Jr., Manager of the Terminal, reported last month.

The total was 41,386,229, against 39,805,952 in 1940, an increase of 1,580,277. In 1930, the total was 45,173,027.

Of last year's total, 22,164,476 were New York Central passengers and 19,221,753 were New Haven Railroad passengers. Suburban passengers for the two roads totaled 26,087,842, with the New York Central handling 17,657,813 and the New Haven 8,430,029. Through passengers totaled 15,298,387.

Both roads showed gains over 1940 in both through and suburban passenger traffic.

Ends 50 Years' Work

Edward G. Thorne made his last run at the end of the year on the Empire State Express. He retired after 50 years of service. Mrs. Thorne

was a passenger on the train that day and greeted him with a kiss as he got off the locomotive at Buffalo. Engineman Thorne plans to raise flowers on a farm he owns in Springfield, N. Y.

Killed Near Camp

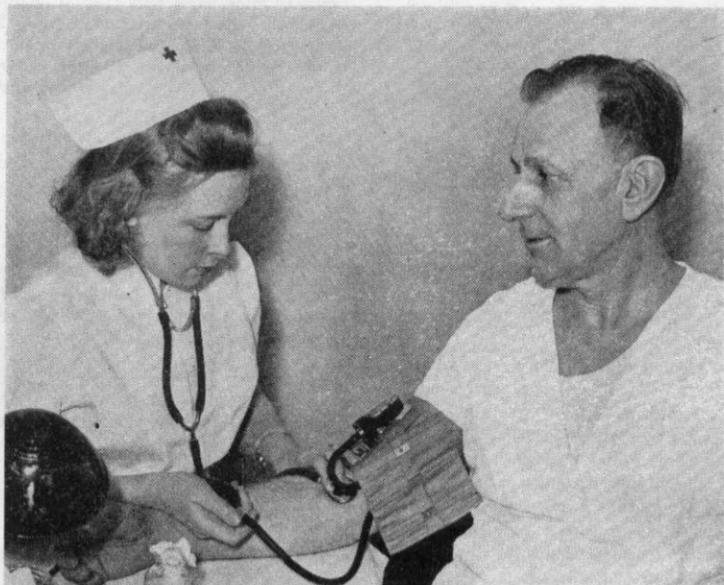
Word has been received that Lyle H. DeVault, former bill clerk at the Battle Creek freight office, was killed in an automobile crash December 24, near March Field, Cal., where he was stationed.

DeVault entered the armed service in May, 1941, and after preliminary training at Fort Leonard Wood, Mo., was transferred to the Army Air Corps and sent to March Field.

The companion with whom he was riding was also killed. Burial was at Amana, Iowa, his former home.

Early in January the stork left a double gift in the shape of two baby girls at the Public Relations Department, New York. One went to F. G. Beach, Supervisor of Motion Picture Bureau, and the other to B. A. Warren, Clerk, whose wife was formerly employed in the Passenger Traffic Department.

Twentieth Century Engineman Donates Blood for Red Cross



W. T. Cross is shown as Nurse Alice Owens takes his blood pressure before the doctors took some of his blood for use in Red Cross work.

Four Line East Police Officers Win Promotions

The following appointments and promotions were made effective in the Police Department recently:

Charles E. Bennett, Captain of Police, New York Terminal and River Division, was promoted to the rank of Inspector of Police, with jurisdiction over Line East territory.

Peter T. Hogan, Captain of Police, Grand Central Terminal and Harlem-Electric-Putnam Divisions, was promoted to the rank of Inspector of Police, with jurisdiction over Line East territory.

John J. Phelan in the office of the Chief of Police, was appointed Detective-Lieutenant in charge of the Headquarters Squad, with jurisdiction over Line East territory.

All the above men will be assigned out of the office of the Chief of Police at New York City.

William V. O'Neill, formerly in charge of Headquarters Squad, Chief of Police's Office, was appointed to the Captaincy vacated by the promotion of Mr. Hogan, and will have jurisdiction over Grand Central Terminal and Harlem-Electric-Putnam Division territory, with headquarters at Grand Central Terminal.

Castle is Now Aide to Horning

L. W. Horning, Manager, Personnel, New York Central System, on January 1, announced the appointment, effective at once, of John G. Castle as Assistant to Manager Personnel. Mr. Castle was heretofore Secretary, Board of Pensions.

Mr. Horning also announced the appointment of Frederick P. Fleuchaus as Secretary, Board of Pensions and of Ira L. Austin as Assistant Secretary.

W. H. Wood, Superintendent of the Mohawk & Hudson Divisions, New York Central, announced the appointment of R. D. Henry as Chief Train Dispatcher, with headquarters at Albany. Mr. Henry succeeds Mr. C. A. Hoffman who has just retired after 44 years of service.

A Bouquet for Claim Agent Costin

Occasionally a Claim Agent gets a bouquet. The following is taken from Chub De Wolfe's column in the Toledo "Blade" of January 13:

"The life of a claim agent must be an interesting calling. There are many of them in Toledo. Their business is to do the best they can for their employers, placate applicants for redress, and if possible settle the whole thing on friendly terms without recourse to courts, and the added expenses that may mount therein.

"Happened to be able to listen in the other day when a claim agent for a big railway company was going through the routine. He is E. G. Costin, Wyckliffe Drive, for more than 30 years with the New York Central Company.

"His was such a perfect exhibition of friendliness, tact, good judgment and honesty that, though his superiors may never hear of it, he gets a mental orchid here for his sagacity. The boy from Wichita made good."

Build Hudson Model

A great deal of attention in Charleston, W. Va. has been attracted by a scale model of a New York Central Hudson type passenger locomotive, which has been exhibited in the lobby of the United Fuel Gas Company's offices there.

The locomotive, which is numbered 5272, one of the early Hudsons, was built by W. J. and J. C. Daddysman of Charleston. Its construction took their spare time for eight years.

W. J. Daddysman is Instructor in Manual Training at the Stonewall Jackson High School, Charleston.

The model is about six feet long and weighs several hundred pounds.