Two Snow Melting Machines to Combat Drifts in New York Central Yards, Buffalo and Chicago

Two giant snow removal machines, specially designed to scoop up deep snow from railroad track and melt it in a large steam-charged tank, have been acquired by the New York Central System for attacking heavy snowfalls, threatening to interfere with railroad operations.

One machine is located in the Chicago territory and the other at Buffalo. At each city they will be employed in the freight and passenger car yards, during and following heavy snow storms, to ensure the continuance operation of these yards in dispatching trains without delay. They will be employed whenever a snowfall reaches a depth equal to the top of the tracks, an average depth of 66 tons.

When in operation the machine is pushed by a powerful freight locomotive at speeds from two to six miles per hour, depending on the depth and density of the snow. Snow is first scooped up by the leader, which has a capacity of 30 cubic yards per minute. It is then carried onward on two continuous belt conveyors, to be dumped into a hopper on top of the steam melting tank.

The snow melting unit is a large double tank. One tank, of 4,500 gallon capacity, contains water which is brought to boiling temperature by steam at boiler pressure from the locomotive. In the other and larger tank, of 16,900 gallon capacity, the snow is dumped and melted.

At the beginning of a cycle of operation, boiling water is admitted from the smaller tank into the larger, to a depth of one foot. As the snow is then dumped in, steam jets are opened to melt the snow quickly into water. Fourth reducer units can be used to control the speed of the melting.

When both tanks are full the locomotive is backed to a convenient catch basin or ditch, where the larger tank is dumped. Water is retained in the smaller tank, and again brought to boiling temperature before a repetition of the cycle of operation.

The other snow melting machine, One man, seated in a cab on the leader, controls the steam jet and conveyors, which are driven by a 52-horsepower electric motor. Two operators control the steam jets from the top of the melting tank.

Both machines were designed and constructed by the Barber-Greene Company, Aurora, Illinois, in cooperation with the New York Central's department of Engineering and Maintenance.

Crossing Accident Prevention Drive on N.Y.C. to be Resumed This Month

By Chas. E. Hill
General Safety Agent

We inaugurated, on December 5, a program designed to prevent accidents at rail-highway crossings and also accidents to trespassers on railroad property. In fact, it related to accidents of all kinds where the railroads and the public are mutually concerned, although the program substantially relates in railroad-highway crossing problems.

We started this program at three locations simultaneously on the Big Four. The program provided for a joint inspection of the crossings by a representative of the Safety Department, in charge of Traffic Control, and a representative of the Police Department. In many instances we were also accompanied by a representative of the State Highway Department, in charge of Traffic Control.

The purpose of the program was somewhat hand-tooled due to severe weather and the flu epidemic in the schools, yet during a period of three weeks we spoke in 83 schools having a total attendance of 23,500. We appeared before nine service clubs, with an attendance of 424. We contacted 31 newspapers with a circulation of 177,774. (We have not attempted thus far to secure publicity through the city papers, those referred to being in the smaller towns and cities, which, incidentally, will reach more of the news drivers than the city papers might.)

Nearly all schools had a magazine or some sort of publication and we were enabled to have recent educational material incorporated in such magazines. Thus far we have already reached a large number of citizens.

The cooperation thus far received has been excellent. We expect to resume our program in the early part of February and continue it until it is completed. Through this program we expect to reach much more than several hundred thousand citizens and students. Through the medium of the press and otherwise we should indirectly reach several times those reached.

We also produced a pamphlet en­ titled "Why Gamble with Death? Look! Listen! Live!". This being distributed to service clubs, schools and other agencies. We will contact the program as shown.

W. T. Davis Now Assistant to G.M.

Effective January 1, W. T. Davis was appointed Assistant General Manager, at Cleveland, by J. J. Flively, Assistant General Manager.
Boys Waved Daily to Century Engineman

Jules Harris, Engineman of the Twentieth Century Limited on the Hudson Division, has two young friends who waved to him every morning on his westbound run last summer, when they were on vacation. Recently he received the following letter from their father, S. A. Herzog, a New York City lawyer.

"You may recall that at various times during this past summer the Century was greeted by a pair of boys standing on a large rock to the west of the tracks, just north of the tunnel between Ossawaua and Crugers. These boys are my two sons, Roland, just six, and Billy, who is twelve. I want you to know how much your greetings, by way of the horn, meant to them. Time and again, in the very midst of their dinner, one would give out a yell, 'The Century's due!' and off they would tear for the rock.

"I thought it might be of interest to you to know how much enjoyment you contributed to their summer. They were particularly impressed with your special greeting when they held the big sign up on September 15th and 16th."

The sign held up by the boys, when their summer vacation came to an end, read "Good By!"

W. M. Snow, Boston, Promoted to Colonel

Announcement has been made by the Army of the promotion of Lieut. Col. William M. Snow, Assistant General Freight Agent, Boston, to the rank of Colonel, effective January 23, 1945.

Mr. Snow, recently returned to the New York Central after three-and-a-half years in the Transportation Corps in England, France, and Belgium, and has been on terminal leave before reporting to inactive status.

He is the holder of a Bronze Star Medal, won in addition to bringing on a Garvath of the Order of Leopold in the Belgian government for his work in anwerp. He received an additional award from the American Legion for his performance in Antwerp for work done under "175 days of continuous enemy attacks by air and V-bombs."

Louis Krassman Back

Louis Krassman, until recently in the Army for 45 months, is now a 'Ticket Seller at Mt. Vernon, N. Y. He was in the Special Service Branch of the Army in Viera, Arizona, and Roswell, N. M., where he had a part in operating the Post Theater. During his absence, he made from memory a certificate and Badge by John A. Adelska, an Electronics Engineer, when they were on vacation."

Singers in Central Terminal, Buffalo, Whose These Office Employes

Front, left to right: Betty Sauter, Betty Crawford, Mary Henshaw, Clara Kubialc, Mary-Anne Jingo, Gordon Bradfield, Arlene Bradfield, June Getliff, Norma Kollnick, and Mary Blackstone. Directors: Miss Egan, Miss Littell, Miss Littell, Miss Littell, Miss Littell, Miss Littell, Miss Littell, Miss Littell, Miss Littell, Miss Littell.}

New Yorker Ends

Five Years in Navy; Saw Three Invasions

Edward Benson Headland of Bennington, Vt., son of Edward Head­

land, Assistant General Freight Agent, arrived home recently after five years in the Navy, two of them in the Pacific Theatre. He served on the mine layer Salvo afterward named the Slovakia, and participated in the invasions of Salvo, Palau, and Okinawa.

He joined the Naval Reserve in 1939, shortly after the declaration of war on Germany by Great Britain and France, and trained on the Gilli­

onic, afterward named the Stima­

is currently serving as Chief Surgeon

Dr. Coley Back as Chief Surgeon

G. O. Brown, General Claims At­

torney, last month announced the re­

turn from Military Service of Dr. Bradley L. Coley. Dr. Coley has re­

served his duties as Chief Surgeon at New York, where he served as Chief Surgeon during Dr. Coley's absence."

G. M. Brown Named Electronics Engineer

Mr. G. M. Brown, a seasonal Superin­

test, co-chaired the Legislative Rep­

sentative, effective January 1, of the Grand Central Terminal Employees Federal Credit Union, the assets of which have grown through the years from $51 to $110,000. Fellow Ticket Office employees and members of the Credit Union both awarded

 ticket gifts.
John E. Kolb, Examiner in the office of T. A. Ward, Assistant General Freight Claim Agent, Buffalo, last month ended 48 years of service.

Mr. Kolb started his railroad career in the Freight Claim Agent's office of the Big Four August 1, 1897 at Cin­cinnati, transferred with the office to Indianapolis, in June 1913, and with the complete merger of the Big Four and New York Central System went to Buffalo August 1, 1932.

A gift in Victory Bonds from his fellow workers was presented to him with a brief address by Mr. Ward. Mr. and Mrs. Kolb have returned to Harrison, Ohio, their birthplace.

J. P. Patterson

Now General Freight Traffic Manager

The promotion of J. P. Patterson to General Freight Traffic Manager, New York Central System, with head­quarters at New York, was announced at the year end by C. J. Bouter, Vice President, Freight Traffic.

Mr. Patterson has been in the New York Central's system since July 1, 1927, starting as a general clerk in the Ac­counting Department at Buffalo. He rose through the ranks, becom­ing successively, District Freight Agent at Toledo, Assistant Freight Traffic Manager and Freight Traffic Manager at Chicago; Assistant Freight Traffic Manager, New York and, more recently, Senior Assistant to Vice President, Freight Traffic, New York Central System.

L. D. Hoy's New Air Brake Engineer

Effective January 1, L. D. Hoy was appointed Air Brake Engineer, at New York, vice T. L. Burton, de­ceased, by E. L. Johnson, Assistant Chief Engineer, motive Power & Rolling Stock.

Mokes Lost Run

When Joseph H. Middelton, Pas­senger Conductor, made his last run recently, on the Newburgh local No. 77, he ended 40 year service. He had been a passenger conductor since 1926.

P. A. Spofford Gets Gift from Treasurer Howe

Philip J. Spofford, clerking, center, was honored at a dinner in the Hotel Biltmore, New York, upon his retirement as an accountant, Statistical Division, Treasury Department, after 49 years of service. It is shown receiving a gift, pre­sented by G. Howe, left, Treasurer, from officers and employees attending dinner from the Treasury, Accounting, Sec­retary, Purchasing and Engineering departments. Mr. Spofford first entered service as a seaman on the Harman Division. Subsequently he was employed in the departments of Maintenance of Way, Engineering, Operating Vice President and General Auditor before transferring to the Treasury Department on an accountant in 1925.

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Mr. Court was born in Cleveland in 1881 and went to work in 1900 as a car helper at the old Cleveland Station. The family moved to Galion and there he went to work in the Agent’s office. Later, however, he was transferred to the Office of the Engineer of Maintenance of Way, where he worked until 1909, when he left to take a job with a construction company in Virginia. This work was completed in 1910 and he returned to the Engineering Department of the B. & A. in 1911.

G. J. Court, Purchasing Department Commissary Buyer, Retires

Central Headlight

February, 1946

R. W. Retterer, 57, Dies in Indianapolis

Raymond W. Retterer, Superintend­
dent of the B. & A. in Indianapolis, died in that city July 14, 1946, at the age of 57. Mr. Retterer entered the service in 1904 as a clerical worker at the Indianapolis office and served in various capacities until 1925, when he was promoted to the position of assistant engineer in the division office. He was made Assistant Engineer in 1929, and assistant superintendent in 1930.

Mr. Retterer was a member of the opera club and the Italian Club of Indianapolis. He was married to Mrs. Zula Retterer, two sons, Ray William, of Cleveland and Richard E., of Indianapolis, both recently released from the service, and one grandson. His first wife, Miss Zula Wondley, died several years ago.

OFFICIAL CALL. Several members of the group in the System attended the funeral, among them were: E. T. Crissman, J. M. Long, J. D. Chesser, C. S. London, J. A. Saltzgaber, L. C. Geisel, H. O. Schaefer and George Bick.

Recent Deaths

Mason, George, 60, Coal Freight Agent at Chesterton, Ind., died March 24 after a short illness. Mr. Mason started in 1904 in the Coal Depart­ment, Big Four and served in various capacities until 1935, when he was transferred to the Coal Department, Big Four. In 1935 he became Coal Freight Agent at Chesterton.

Grisswald, Victor M., 78, retired clerk, Ticket Stock Room, Passenger Service Department, New York, N. Y. He retired in 1937, after 44 years service.

Gennings, L. G. Conductor on the 23 to Rochester, died at home in Indianapolis. He was with the company for 40 years and was a veteran of Spanish-American War.

Smith, Dr. Harry M., 56, Com­pany Surgeon at Canandaigua, N. Y., and President of Thompson Memorial Hospital throughout the years at the College of New York University and Bellevue Medical College.

Heider, Joseph—Passenger car in­spec­tor at St. Louis, died in the early 1920s.

Weinhardt, Michael—Manager of the engine department at Galion, died in 1936.

R. W. Retterer

The problem has been met with persistence and resourcefulness. For brev­

ity there were as many scrambled eggs and as much toast and coffee as you could eat or drink. For luncheon and dinner the railway foragers had dug up along the route a half-dozen hams and sufficient lettuce, fresh bread and canned peas to make an ample and delicious repast. C. The most expensive hostelry in New York we had found trouble in getting a microscopic piece of butter that went with it. Everything was payable for, and the railwaymen were prepared for the demands that must be met.

As I understand it, the law or the regulations regulate that if a train is diverted to another line the route which has never previously traversed it lies through Buffalo, and hence for the reason that the Erie Railroad is a part of another company’s property, it lies through Buffalo, and hence for the reason that the Erie Railroad is a part of another company’s property, and the forager can go through towns which are not accus­

Gallon. From that time on he served the Company continuously until his retire­

nation. The groups of railway men we pass are the most interesting. They are entirely composed of railroad men, and seeing a Cleveland-bound New York Central train making its way, like a self-conscious out-of-town visitor, through the rood in the Erie where ob­

There are certainly the most efficient railway regulations require that when a train is diverted to another line the other does the actual operational work.

Moreover, the train is running on rails that belong to the Erie Railroad, although it is a New York Central passenger train. On one of these trains from New York to Cleveland was William F. McDermott of the Cleveland Plain Dealer. Below is a story which he wrote after finally arriving in his home town:

By WILLIAM F. McDERMOTT

It appears, was snowed in by a severe storm and had become impassable, certainty是否railway require that when a train is diverted to another line the other does the actual operational work.

Pleasant to Eat

I do not know how many hundreds of people are on the train and must remain there for at least a dozen hours after they were expected to leave. The railway is in the position of a host who asks many guests in for the week end and the invited insist on staying over for an extra day because of conditions beyond anybody’s control.

Lodging is no problem, but the guest must be fed and the harder was on the house that was eaten at the dinner the railway foragers had dug up along the route a half-dozen hams and sufficient lettuce, fresh bread and canned peas to make an ample and delicious repast.

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Buffalo Marine Receives Letter of Commendation

At the Philadelphia Navy Yard, Marine Private First Class Michael P. Budowski, Buffalo, N. Y., was recently awarded a Letter of Commendation signed by Major Gen. C. B. Cates, Commanding General, Fourth Marine Division. The excellent service while serving in action against the enemy on two Java from February 19 to March 2, 1945. This 19-year-old marine, a veteran of 10 months overseas duty with the Fourth Marine Division, enlisted in the Marine Corps January 1944. He served as a machine gun ammunition carrier in a rifle company on Iwo Jima.

He attended St. Louis High School and was employed by the New York Central Railroad as an oiler. His brother, John Budowski, is an ex-Marine.

Back from Overseas

Two brothers, Louis F., and Frederick E., have been in the service about 35 years. They are also pleased to see Charlie coming back in the mainlining work after service with the Royal Canadian Navy.

Is Yours?

Pop, there’s a limerick contest in the newspaper,” said the kid to his Dad. “I can win $100 if I guess the last words. Will you help me out?”

“Sure,” said the father, “Tell me the question.”

“The question is, ‘What in the world?’”

“Now, that’s a good question. I would answer ‘What in the world?’”

“Pop, there’s a limerick contest in the newspaper,” said the kid to his Dad. “I can win $100 if I guess the last words. Will you help me out?”

“Sure, kid. What in the world?”

“Now, that’s a good question. I would answer ‘What in the world?’”

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“How about ‘What in the world?’”

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Edward O. Schriner, Ticket Clerk at Anderson, Ind., for past 35 years, retired January 1, after 55 years of service with the railroad. He is the only employee in Anderson holding a Gold Pass for having completed fifty years in the employ of the New York Central. A number of friends gathered at General Passenger Club January 11, to honor Mr. Schriner. Mr. Schriner is shown in the picture receiving a remembrance from John C. Schriner, the local Agent. Others, left to right, are H. S. Kurnie, agent-operator; Ralph Arbuckle, telegrapher; Vere Schuler, yardmaster; C. K. Boney, signal maintainer; Richard Crozier, sergeant of police; Timothy Harrington, local business man; Charles B. Wolfe, ticket clerk; Frank McHale, caretaker; Pennsylvania R.R., and Robert O'Connor, sergeant of police.

Ohio Central Men Return

Herbert Gunson, West Mansfield; John H. Heinman, Edgwood; Raymond B. Good and Basil Good, Kenton; Dick Robinson, Kenton; and Richard Price of Sub-Division 21 recently returned from overseas service.

Columbus Man Back

Fred S. Wilson, for three years General Yardsmaster, Transportation Division at Columbus Army Service Forces Depot, one of the largest installations of its kind in existence, has returned to his former positions in Office of J. H. Spooner, Superintendent, Columbus.

Beech Grovers Retire

John Dickerson, Tool Distancer in the Mill Room, Passenger Car Department, at Beech Grove, retired December 31, after 33 years service. Mr. Dickerson was 75 years old January 20. He started in as a Wood Man in Chicago December 12, 1912 and was changed to a tool dresser in 1935. Richard Herrfort, a cabinet maker, also retired December 31, after 32 years at Beech Grove.

Mr. Bodin started at Ashland in 1937.

After a spirited race the Wolverines, pictured above, captured first half honors with 24 games won and 10 games lost, in the P. & L. E. Duck Pin Bowling League at Pittsburgh. The Pacemakers were runners-up, with a record of 23 wins and 12 losses. The Wolverines who had high total for three games, a 1983, while the Pacemakers had high total for three games, a 1984.

P. & L. E. Wolverines First Half Champs in Pittsburgh Bowling League

Anderson Ticket Man Ends 55 Years of Service

Mr. Johnson started at Ashtabula in 1910. He retired December 15, at the age of 66. Mr. Stewart was presented with a purse by his fellow workers.

P. & L. E. Soldier Back from Pacific

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Death at the Grade Crossing

WITH the return of uninterrupted gasoline sales, grade crossing accidents throughout the country have shown a considerable and menacing increase.

As one of the pioneer leaders in organized Safety, the Central's Safety Department, under the leadership of the superintendent, so that no problem was concerned, required immediate and decisive action. Accordingly, in December, an accident prevention campaign was started to acquaint all employees in the fundamentals of preventing accidents at grade crossings.

With the hearty co-operation of the Division Superintendents and of local public agencies the Safety Department, for three weeks, until its efforts were halted temporarily by weather and epidemic influenza conditions, made a vigorous attack on the problem. It carried the message of Safety into 83 schools and into a number of service places, such as the Lions, Rotary and Kiwanis. Local newspapers helped to spread the humanitarian message and co-operation from every quarter was received.

It is expected that this month the campaign will be resumed on an even greater scale and continued until the entire New York Central territory is reached.

Grade crossing accidents present a serious problem to the railroads. Not only do they cause death and injuries to the public; every one also endangers skilled railroad men and not infrequently passengers. In addition, the accidents damage equipment and cause costly delays in the transportation of the public and its goods.

Crossing accidents on all railroads over the country average some five per cent; passenger casualties 62 per cent; grade crossing casualties 65 per cent; and trespasser casualties 50 per cent and continuing until the entire New York Central territory is protected.

In addition, these accidents damage equipment and cause costly delays in the transportation of the public and its goods. Crossing accidents on all railroads over the country average some five per cent; passenger casualties 62 per cent; grade crossing casualties 65 per cent; and trespasser casualties 50 per cent. Seventy-two percent of the accidents occur at crossings where the driver has an unobstructed view of the approaching train. An unwatched car driver turns his car into one side of the train, the all the way from the head end to the rear end.

The planned education, plus co-operation, the New York Central System, since 1923, has reduced employee casualties 74 percent; passenger casualties 90 percent; grade crossing casualties 65 percent and trespasser casualties 50 percent.

The grade crossing campaign now about to be resumed does the cooperation of every employee, as well as of the public in the localities involved.

The Roundhouse

By Jim Perkins

THE important place that the Rail­road "Y" holds in the estima­tion of the average man is indicated by the announcement that the new building will cost about $18,000, a new Rail­road "Y" will be built in each town which has 1000 employees in the freight yards at West Jefferson, New York City. This new building will be operated in a unit of the Grand Central branch, which opened its doors with its 70th anniversary.

S. O. Swanson was Battle Creek's recent celebration of the centen­nial of the arrival of the first Michigan train in that city that Kalama­zoos's has now got the fever.

The local Chamber of Commerce is busy planning schemes for a similar centennial celebration, early in May.

RAILROADS being a public facility and human being what it is, naturally are inevitably con­scious of the share of complaint. It is, in one way, a curious phenomenon that among the many kinds of trouble are those about which they are all about said about them and their work by numerous patrons. As at present, H. G. Quimby, General Passenger Agent, New York, recently received a discarded colored letter which read: "In the many 'ball sessions' I sit at while a soldier, your system was al­ways rated the best railroad this side of the Mississippi. The Army gave us a good opportunity to compare different railroad lines as they moved us around the country. Therefore I'd like to send the New York Central a sincere ' thanks you' from myself and my fellow soldiers for the clean, speedy transportation, the courte­some and helpfulness of the ticket agent, the friendly attitude of the clerks and cleaners, and the 'all military personnel fast' rate at your stations. "It's the little things like that which add up to the success of the Union and the National. A lot of people have made sacrifices and inconvenience that came our was dead."

Snow blindness, which is usually seen in the eyes, is one of the hazards of many winter sports, espe­cially skiing. The best preventive is a pair of snow goggles or dark glasses.

The letter is the only biped that can use a pair of skis. China and Fenghuang are the best, and forgotten time. This will be the first tournament held since 1942, when it was held in Westchester Rock, New York.

New Belleville

The building of a new building for the Kan­sas City, Missouri and Eastern and the East Yards, north of Belleville, recently was placed in operation. The building is the second railroad "Y" in the suburban circuit of the junction of the tracks and the Stock Yard mail. In charge of construction was C. E. Nichols, Supervisor of Bridges and Buildings, Belleville.

The building being of offices for F. B. Gill, Terminal Engineer; Edward Boykin, General Yardmaster; Charles L. Groves, Engineer; and Marvin Taylor, Chief Yard Clerk. The building itself is four stories, with a room for yardmasters and operators and a basement for the railroad employees. It is heated by an electric furnace and has fluorescent lights.

H. J. "Joe" Grady, a telegrapher at the 14th Engineer Battalion, was released on convalescence leave from the Transportation Corps, Army in 1918. This year many of the 14th who fought in World War I will be present.

Major F. H. Woollaby, on terminal leave from the Transportation Corps, will be transferred to the office as Research Assistant after three years of service. He was assigned to the port of Marseille.

F. H. Woollaby Back

June 16, 1896, and was a guest at a dinner January 15. He is a graduate of the 14th who fought in World War II, the United States Marine Corps does hereby gratefully extend this Special Commendation.

Letter of the Month

MINNEAPOLIS STAR JOURNAL AND TRIBUNE

Mr. B., 8. J. B., Bollander, Mgr. Staging Service, N. Y. C. R. R.

Your request that very few people take time out to manifest fine service and courteous treatment by people in the department, and that is the reason.

I recently made a round trip on the Mr. and have reason to be gratified, but also by your dining car steward.

You are invited to attend our annual banquet and Victory celebration on Friday, January 16.

V. W. T." Very truly,

Charles Kelty, Clerk to Yardmasters

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Chief Clerks Retire on Indiana Division

The Indiana Division lost two of its top-ranking men in the office of the Superintendent, by retirement, December 31.

Henry S. Purdy, Clerk, had completed 43 years of service, with headquarters at Chicago, honored S. J. Jackson, Manager, at a dinner, January 14, on the 8 Chicago, front row, to the left. R. A. Schrey, Chief Information Clerk, right, is in the center.

Several other clerks who are not shown, are: Marge Banks, Norma A. Bauch, Marion Bauch, Gladys Beasant, Carl Berggren, Gladys Craney, Mary Dilling, Rita Ekman, Shirley Fallon, A. M. Haupt, Marjorie Hill, Agnes D. Hoff, W. C. Humphrey, Frances Thielberg, Grace Tupes, Carolina Walk, Gael M. Way, Wiliette Wessel, Catherine Wiedman, Alfreda Willman, and June Willman. W. E. Brennan, Rock Island Lines, is the director.

Army occupational forces in Germany and who recently returned to the United States, is back in the office of the Foreign Freight Agent at Chicago after two and one half years' absence.

Ellie J. Thompson, former Technical Sergeant in the Army Transportation Corps, has returned to the Portland office as Chief Clerk, after 35 years service.

St. Louis Coach Yard Veterans Given Badges

For his work as chairman of the Interterritorial Military Committee, which banned 'Blue' soldiers from St. Louis, a letter was sent by Major H. R. Grunow, Chairman of the Trans-continental Passenger Association and the Western Military Department, to the 1 st Lieutenant, who was in the Army Transportation Corps and directed the greatest mass rail movements in history. He also evolved the plan for the establishment of government reservation bureaus in 47 key railroad cities to serve the soldiers, sailors and marines of the Armed Forces. Mr. Siddow served on the Board of Directors for the American Civilian Service in the Union Station in Chicago receiving the Certificate from Col. I. C. Sowder, chairman of the office staff at the West Transport Zone, for the past two years.

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