

# CENTRAL HEADLIGHT

Vol. I, No. 3

METROPOLITAN NEW YORK DISTRICT

MARCH, 1940

## Public Seems to Like New Museum in G. C. Terminal

### "Vestpocket" Display Off Bulletin Board Room Attracts Hundreds Daily—Early Commutation Ticket

An astonishing amount of interest has been displayed by the public in the exhibits shown in the small transportation museum which was opened in Grand Central Terminal last month. The museum is in a room adjacent to the bulletin board for incoming trains and is open from 8 a. m. to midnight, daily.

It is believed to be the first transportation museum in a large railroad terminal in the East and was sponsored by President F. E. Williamson of the New York Central and the Trustees of the New Haven Railroad.

The exhibits, wholly pictorial, while covering the entire range of the more than 100 years' history of the two railroads, are in some instances recent enough to be recognized by some of the visitors, as has been disclosed by their remarks. One man, for example, recognized a picture of a New Haven train in a blizzard, in which he himself had been caught. Still others remembered some of the early trains of 40 or 50 years ago that are shown.

A goodly number of the exhibits deal with early scenes in New York City and its environs. These include, for example, a picture of the first Grand Central Terminal, built in 1871, by Commodore Cornelius Vanderbilt on a scale large enough, he thought, to take care of New York City's railroad needs for 40 years. He was wrong, of course, as the Terminal had to be reconstructed twice before the erection of the present mammoth terminal. Three of New York's earliest stations, including its first, on Tryon Row, 1839; the Madison Square Garden Station, 1850, and the Chambers Street Station of 1851, also are shown.

Another exhibit which is likely to interest the thousands of commuters that use the terminal daily, is one of the first commutation tickets, dated May, 1852. Still another shows the development of New York Central passenger locomotives over 100 years, starting with the DeWitt Clinton, the first locomotive operated in the State of New York, in 1831.

The New Haven display includes, in addition to other historic locomotives and trains, several pictures of its famous "Ghost Train," which was painted white and put into operation between New York and Boston, in 1891.

## John J. Lynch Ends Forty Years' Service

More than 40 years of service for John J. Lynch, Agent for the New York Central at Oscawana, New York, ended on February 1, when he retired.

Mr. Lynch who is also postmaster at Oscawana, was born in Cold Spring, New York, March 15, 1865 and therefore, will be 75 years old this month. He first served as agent and postmaster at Storm King, New York, remaining there from 1897 until 1913, when he was transferred to Oscawana, continuing in that position thereafter. He makes his home at 56 Farrington Road, Croton. Amateur photography is his hobby.

William A. Humphrey, retired chief of New York Central Police, died January 1, at his home in Albany. He was 82 years old and was appointed Chief in 1889.

William Buhler, conductor, G.C.T., died February 8.

## N.Y.C.A.A. Bowling League Holds First Annual Mid-Season Party



At top, bowlers and guests at recent dinner in New York. At bottom, members of the committee: A. R. Craig, G. A. Worrell, J. D. Quinn, F. U. Wells and A. Steinbrecker.

## New York Central's Taxes in 1939 Seven Times its Net Income

THE word tax is derived from a Latin word meaning "To touch sharply." In 1939, the New York Central Railroad Company and its leased lines were "touched sharply" by the tax collectors, to the tune of \$31,735,690. This amount was more than seven times the company's net income for the year and required for its payment all the company's gross operating revenues for practically 35 days.

The Associated Railroads of New York last month announced that in 1938, the latest year for which figures are available, the steam railroads operating in New York State paid in taxes within the state \$36,410,013, in addition to \$4,074,544 paid for federal taxes, or a total of \$40,484,557.

These taxes were used in support of schools, highways, police and fire protection and other governmental

services. It is estimated that \$8,507,000 went to the support of public schools or enough to defray the annual public cost of educating 57,600 boys and girls.

In addition, in a single year, the steam railroads expended, in 488 cities and towns in the state, a total of \$68,543,905 for materials, supplies and fuel.

Both taxes and other expenditures, of course, came out of freight rates and passenger fares.

## Metzman, Riefel and Jellinghaus Promoted

R. D. Starbuck, Executive Vice-President, announced the following appointments, effective February 1:

F. F. Riefel to be Assistant Vice-President and General Manager, with headquarters in Cleveland and jurisdiction over the Erie, Cleveland, Toledo, Western and Ohio Central Divisions.

Gustav Metzman, to be Assistant Vice-President, with headquarters in La Salle Street Station, Chicago.

Carl L. Jellinghaus, to be Manager of Freight Transportation, with headquarters in New York.

Mr. Riefel, who has been with the company for 48 years, heretofore has been Assistant Vice President, in Chicago. Mr. Metzman, who has seen almost 20 years' service, heretofore has been Manager of Freight Transportation, New York. Mr. Jellinghaus, who has been with the company 25 years, has been Assistant to the President.

## Two New Trainmasters

Effective February 6, H. B. Tucker was appointed Trainmaster, River Division, with headquarters at Weehawken and C. B. Fleming was appointed Trainmaster, New York Terminal District, also with headquarters at Weehawken.

## Dunkirk Grade Crossings to Go; Cost \$3,000,000

Dunkirk, N. Y., on the main line of the Erie Division of the New York Central, with thirteen hazardous grade crossings of our tracks by city streets, is soon to have its grade crossings eliminated by elevating the company's tracks through the city, spanning important streets with structures.

Continued on Page 3

## N. Y. Central Net for 1939 Was \$4,509,236

The Company's twelve-month report, issued last month, showed that in 1939 the New York Central's net income after fixed charges was \$4,509,236, as compared with a deficit of \$20,154,357, in 1938.

Gross revenues for the year were \$341,086,708 and net railway operating income was \$37,303,427, an increase of \$21,720,951.

New York Central car loadings for the four weeks ended February 17 were 312,390, as compared with 282,153 for the same four weeks in 1939, an increase of 10.7 per cent.

## Depew Post Plans St. Patrick's Party

Chauncey M. Depew Post No. 1211 will hold its second annual St. Patrick's Party, March 16, at the Post rooms in the Melrose Central Building. Peter Wellenreiter of G.C.T. is chairman.

At the recent meeting in Albany, Commander Grippo opened the meeting and turned the chair over to Vice-Commander Joe Boyle. Commander Francis Kilmartin of the William Fagan Post extended a word of welcome in offering the facilities of the Post rooms.

After the business session Comrade Joe Dunn arranged a fine program of entertainment.

## 50 Years of Service Completed; Andrews Receives Remembrance

On February 14 George E. Andrews, Stock Transfer Agent for the New York Central Railroad Company, attained the distinction of having been connected with the New York Central for fifty years. On behalf of his associates in the Treasury Department Mr. Andrews was presented with an appropriate gift by R. P. Ahrens, Treasurer.

## Eastern Rails to Exhibit Again, at 1940 World's Fair

### New "Railroads on Parade" Will Be Featured—4,000 Seats at 25c at Each of Four Shows Every Day

Official announcement has been made by the Eastern Presidents' Conference that the Eastern railroads will again exhibit at the 1940 World's Fair, which will open May 11.

Decision to continue at the Fair was made because of the success of the railroads' big exhibit, particularly during the latter months of the Fair. More than seven million persons visited the exhibit. Of these, about 1,400,000 saw the railroads' brilliant pageant, "Railroads on Parade."

The Pullman exhibition train was inspected by nearly 2,000,000 persons and the British train, the Coronation Scot, by 1,723,000.

The whole railroad exhibit, the largest on the Fair grounds, occupies seventeen and one-half acres and last year employed 550 persons. For 1940, the exhibit will follow the same general lines as last year and will occupy the same space.

"Railroads in Action," the world's largest model railroad, will again be shown. A new version of "Railroads on Parade," with new scenes and many improvements, will be presented four times daily on the world's largest stage. At every performance, 4,000 seats at 25 cents each will be available. A few reserved seats will be priced at 55 cents.

Admission to the Fair this year will be 50 cents, instead of 75 cents, and it is expected that a generally lower scale of prices will prevail throughout the Fair. Exhibits which will be continued will be improved and many new exhibits will be installed. Everything points to a bigger and better Fair at lower prices.

Traffic officials anticipate an even larger attendance than last year. Special low fares, including the circle tour fares are expected to stimulate rail travel considerably.

Traffic officers are asking railroad employes to call the enhanced attractions of the Fair this year to the attention of relatives, friends and acquaintances.

## Alternating Current for G. C. T. Buildings

The Mechanical and Electrical Engineer's office is at present busily engaged in designing and supervising the changeover of the electrical service in certain buildings in the Grand Central Terminal area from three wire 115/230 volt direct current to four wire, three phase, 60 cycle 208/120 volt alternating current.

The buildings and loads involved at present include lighting and appliance loads in the New York Central Building at 230 Park Avenue and in the General Office Building at 466 Lexington Avenue; also new air conditioning loads in the Hotel Waldorf Astoria. Certain loads at the Grand Central Palace are also being changed over to alternating current at this time as well as a section of the passenger platform lighting system in the terminal. The electric standby service for car air conditioning is also being transferred from Edison supply direct to the new alternating current supply.

The engineering work has almost been completed on this project and the physical work has been started. It is expected that all of the work authorized will be completed in 1940.

## Martin S. Cahill Dies

Martin S. Cahill, clerk in the office of S. W. Dill, Chief Claim Agent at New York, passed away at his home in New York City, February 13, after a short illness.

# Central Headlight

Published monthly for New York Central employes and their families in the New York Metropolitan district by the Department of Public Relations. Contributions are invited but no responsibility is assumed for their return. Editorial offices, Room 1528, 466 Lexington Avenue, New York City.

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Volume I

March, 1940

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## President Lincoln was a Railroad Man, Too!

Abraham Lincoln was a railroad man and was proud of it.

If you didn't know this before, you may now take pride in the knowledge that he was one of us.

Moreover, he came very close to becoming a New York Central man, one of the long line of devoted transportation men who for more than a century have successively passed their lives in the service of this company.

"Honest Abe," whose birthday the country celebrated so recently, was a railroad man long before he was a national figure. From old-time records the Association of American Railroads has dug up some little known facts about his connection with the rails. These show that Mr. Lincoln, as a state legislator in Illinois, supported and promoted measures for the building of railroads. It is notable that the last speech he made in Congress, as a representative, in 1850, was in support of a bill granting lands to the states to make railroads and canals.

After one term in Congress, Lincoln returned to Springfield, Illinois and resumed the practice of law. From that time on, until 1860, when he was elected president, he served on many occasions as attorney for several railroads, among them the Illinois Central, the Rock Island and the Alton. He was successful in winning most of his cases. One of these, a tax case for the Illinois Central, brought him \$5,000, the largest legal fee he ever received.

On February 27, 1860, Mr. Lincoln made a brilliant political address in Cooper Institute, New York City. Erastus Corning, who in 1853 had stepped from the presidency of the Utica & Schenectady Railroad into the first presidency, unsalaried, of the New York Central, was in the audience. In Lincoln's address he saw clear evidence of Lincoln being a great lawyer as well as a great statesman. So, early the next morning, he went down to the Astor House, where Mr. Lincoln was staying.

"Mr. Lincoln," he said, "I understand that in Illinois you win all your law suits."

Laughing a little, Mr. Lincoln answered, "Oh, no, Mr. Corning, that is not true, but I do make it a rule to refuse cases unless I am convinced the litigant's cause is just."

"Mr. Lincoln," came the inquiry, "will you entertain an offer from the New York Central Railroad to become its general counsel at \$10,000 a year?"

Mr. Lincoln refused the offer, saying he would not know what to do with so much money. With his political star steadily growing in brilliance, he again declined when the offer was made in writing, upon his return to Springfield. His decision changed the history of the United States. The New York Central lost a great lawyer, but the world gained an immortal.

Just a year later, Lincoln journeyed eastward over the Central to New York, on his way to his first inauguration in Washington. As President, Lincoln realized more than ever the supreme importance of railroads to the development and safety of the country. He advocated and signed the Act chartering the first trans-continental railroad and fixing the width of the track as 4 feet 8½ inches, which since then has been the standard gauge.

Witnesses say that he wrote part of his Gettysburg address in his "stateroom" on a special train on the way from Washington to Gettysburg.

The only private railroad car built for a President of the United States was constructed in the Military Car Shops, at Alexandria, Virginia, for Lincoln. It had two lounges, of unusual length, to accommodate his tall form. Though never used by him in his life time, this car conveyed his body and that of his son Willie from Washington to their final resting places.

With justifiable pride, every railroad man and woman of today can reflect that Lincoln's work as a railroad man laid in large part the foundations for his political career. If the martyred President took pride in his railroad connections, and it is certain that he did, the lesson for all of us seems clear.

## Business as Usual in the Law Department

CAN a railroad company lawfully sell aspirin in dining cars? Must it furnish ice in water coolers? Or toilets in commutation cars? May a ticket agent refuse to change a \$50 bill tendered in payment of a 20c fare? Which of two residents of Rio de Janeiro, Brazil, is the owner of ten shares of New York Central stock, the assignee of the shares or the endorsee of the certificates?

No, ladies and gentlemen, you are not listening in on "Information Please," but merely glancing over the morning mail of your Law Department.

No wonder lawyers are a queer lot. The most level-headed of railroad superintendents, if obliged to answer some of his own questions, might find himself reduced ultimately to the lamentable state of writing unintelligible jargon and shouting objections to evidence.

Law suits, too, are queer affairs. And why not? Anything predicated on the truth, the whole truth and nothing but the truth is bound, according to the old proverb, to be even stranger than fiction. For instance:

An inebriated gentleman having mistaken the Putnam Division for Route 100 while driving home from a Good Time in the wee small hours of the morning, and having fallen asleep at the wheel when wearied by the rough going, awakens to find himself ensconced on the boiler of No. 3458. He seeks compensation for the disturbance of his slumbers. A gentleman involved in a political discussion with a lady in a lounge car is aggrieved because he lost the argument when his fair opponent emphasized her position with a beer bottle.

A passenger sues because she fainted when shown the contents of a fellow

traveler's suit case. The fellow traveler happened to be a professional snake charmer moved by professional pride to display her stock in trade. A woman trips over the foot of a man extended rearward as he stoops to retrieve merchandise purveyed at an automatic vending machine on a station ramp. She sues whom? The owner of the foot? Guess again.

A man wants \$50,000 for having written a letter to our officials suggesting that the New York Central exhibit a miniature railroad at the World's Fair. So it goes.

What's this? A patron demands the price of a new set of false teeth because his old one was damaged when stepped on by a waiter in a dining car? Let's see. Was the railroad negligent in not anticipating that the passenger's teeth might drop out? Time out, please, while we consult the precedents and authorities on that one.

## The Roundhouse

By Sim Perkins

Beats all how the written word endures.

Just learned about a feller that wrote recently to George H. Daniels, the Central's famous oldtime General Passenger Agent, enclosing a coupon requesting him to send one of the "Four Track Series" for a two cent stamp.

Funny part of this is that Mr. Daniels has been dead for many, many years and the Four Track News has not been published for at least 30 years.

Mebbe the man's a slow reader!

During the recent storms the doves (some people call 'em pigeons) that live around Grand Central Terminal sought refuge in the baggage room motor arcade. There were scores of them. It got so some of the boys who work there couldn't whistle anything but *La Paloma*, the Mexican lovey-dovey song.

They were stumped, however, when a gorgeous blue jay temporarily joined the rafter guests. One bright fellow, however, solved the problem by whistling the *Memphis Blues* and then the darndest thing happened—all the

doves began to shag. Honest!

Well, they finally got that handsome new hard money store on the street floor of 466 Lexington Avenue open, late last month. Bright and shiny, with tasteful decorations and appointments, it was visited by practically everybody in the general office building. In fact, it is rumored that late on the opening day not a single dime could be located in anybody's purse or pockets in the building. Mr. Lamston had 'em all.

One of the popular spots was the lunch counter. Notable was the presence of the Law Department getting its morning stimulus of mocha.

Remember that oldtime song, *Melancholy Baby*, which most of us have sung over the years at corn huskings, barn dances and other social events? Just learned it was written 28 years ago by a New York Central gal, Miss Maybelle E. Watson, now the wife of John Bergman, a New York Central police lieutenant living in Elkhart.

Mrs. Bergman wrote the original words at the request of Ernie Burnett, a popular composer. Mebbe now that

you know this, it will sound even sweeter the next time you hear it.

Coming up the ramp in the Terminal the other day, I overheard a young married couple arguing pretty strong. Reminded me of the time when I was a kid and a bashful suitor came to call on my sister. He had on a stiff new suit—they used to make them out of thick cloth in those days—and wore one of the high, starched collars that at that time were the latest word in elegance and discomfort.

Well, they set and set, but he was sort of tongue-tied. After a while, in come Pa, who sniffed a bit and then said to him, trying to make him feel a little more at home:

"Well, John, I hear your sister Jane, is happily married."

"Yeah," he answered, "but she and her husband fight somethin' awful!"

"Oh!" said Pa. "Then they're scrapily married, I see."

## From Our Readers

To the Editor:

I would like to supplement the article in the CENTRAL HEADLIGHT for February, which states that "When applying for an annuity an employe is permitted to select optional plans for payment, such as, full payment to himself after retirement, partial payment to himself and the balance to his wife after his death, etc."

The provisions of the Railroad Retirement Act are not as broad with respect to survivor annuities as is indicated in the above mentioned article; in other words, if an applicant for an annuity cannot furnish the Retirement Board with proof of health satisfactory to that Board at the time he retires, he cannot elect to receive a survivor annuity. Section 4 of the Act states that an employe " \* \* \* may elect prior to 1/1/1938, or at least five years before the date on which his annuity begins to accrue, or upon furnishing proof of health satisfactory to the Board, to have the value of his annuity apply to the payment of a reduced annuity to him during life and an annuity after his death to his spouse \* \* \*."

Employes generally seem to take an interest in this particular feature and I thought you might wish to have the above statement explained.

J. G. Castle  
New York, Feb. 10, 1940.

## Asst. Supt. Williams Dies

Stewart H. Williams, Assistant Superintendent, West 72nd Street Yard, died February 21.

Mr. Williams who had been on a leave of absence since last September, entered the service as a brakeman at 65th Street in 1903. The next year he was promoted to conductor and two years later to yardmaster. In 1916, he was appointed general yardmaster and in 1924 was made trainmaster. He has been an assistant superintendent at West 72nd Street since March, 1934.

His home was at 7725 Shore Road, Bay Ridge. Interment was at Port Jervis.

## Hitesman Ends Work

Ulysses S. Hitesman, Assistant Supervisor Bridges & Buildings, Eastern Division, retired February 29, after almost 46 years' service. He started as a carpenter foreman in Indianapolis in 1894. In 1909, he was made general foreman and became assistant supervisor in 1923. He makes his home at 14 Boone Street, Yonkers, N. Y.

## What Somebody Wishes to Know—You May Peek, Too!

**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—One of the reasons that the New York Central, like other railroads, has been able to reduce its number of locomotives in service is the progress that has been made in increasing the power of the average locomotive. Since 1916, the average tractive power of New York Central locomotives has risen from 34,381 pounds to 47,691 pounds, in 1938, an increase of 39 percent.

2—More freight can be handled with fewer cars today, because of the increase made in the carrying capacity of the average freight car. In 1916, the average capacity of a New York Central freight car was 41.1 tons, while in 1939, it was 52 tons, an average increase of 27 percent.

3—The importance of railroad expenditures to the commercial and industrial life of the country is shown by the fact that in the 13 years from 1926 to 1938, inclusive, capital expenditures by the New York Central—only one out of 144 class I railroads, although one of the largest—amounted to \$530,237,528.

4—For transporting a ton of freight one mile, the New York Central's average revenue in 1938 was less than one cent, being .923 cents, a reduction of practically 23 percent below the average for 1921.

5—On January 1, the railroads and the Pullman Company had in operation 11,715 air-conditioned passenger cars. This number, an increase of 738 in a year, will be materially increased next Spring and Summer.

6—Class I railroads in 1939 had a net railway operating income of \$588,800,892, or a return of 2.26 percent on their property investment. Net railway operating income is what is left after deducting operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid. Despite this showing, 14 railroads failed to earn expenses and taxes last year. Five of these were in the East.

# The Work of the N.Y. Terminal District

Part 2 — St. John's Park Freight Terminal

WHEN the new St. John's Park Freight Terminal of the New York Central was dedicated June 28, 1934, New York City came within sight of the consummation of its West Side Improvement, often termed "the lifeline of New York." The completion of this gigantic undertaking is bringing about a new era for the industrial West Side.

The improvement necessitated the abandonment of the old St. John's Park Terminal, opened in 1868 on Hudson Street, between Laight and Beech Streets, and the construction of a new freight terminal at the southern terminus of the line at Spring Street.

Its unusual name—"St. John's Park"—is derived from the fact that the original station bearing this name was located on the site of the old St. John's Park, owned by St. John's Episcopal Church, an ancient landmark on the east side of Varick Street, which was demolished to make room for the construction of the West Side Subway. A bronze statue of Commodore Vanderbilt, formerly part of the huge bronze facade of the old Terminal, is now situated on the 42d Street ramp around the south side of Grand Central Terminal.

The Terminal handles inbound and outbound freight in both carload and less than carload quantities. Included are butter, eggs, cheese and dressed poultry. St. John's Park Terminal has been the principal delivery station for "dairy freight" in New York for more than half a century. Inbound freight arriving in bond is cleared expeditiously by the Customs Inspectors, who have offices in the building.

From the new Terminal trains are operated on a two-track elevated structure along a private right-of-way to Thirtieth Street Yard, crossing about 40 intersecting streets on overhead bridges.

### 500 Usually on Duty

The Agent, Harry A. Kisch, is assisted by P. V. Ferris and William F. Schmidt, assistant agents, William A. Kuhlmann, general foreman, and William A. Holla, chief clerk. The average day at the Terminal sees the employment of more than 500 men, with peak days demanding the services of 600.

The new St. John's Park Freight Terminal is one of the outstanding features of the Improvement. Ultimately, it is expected, the station will occupy four blocks between Spring, Clarkson, Washington and West Streets. The initial structure covers the northerly two-thirds of the plot extending from the south side of Charlton Street to Clarkson Street and is about 800 feet long. With its three stories and basement it has a gross floor area of 730,000 square feet and is served by eight tracks having a standing capacity of 150 cars. Eventually, a twelve-story structure, 1260 feet long, with a width varying from 190 to 282 feet, covering all four blocks, is proposed. The final building will have a gross floor area of 3,500,000 square feet and will be served by eight tracks with a standing capacity of 193 cars.

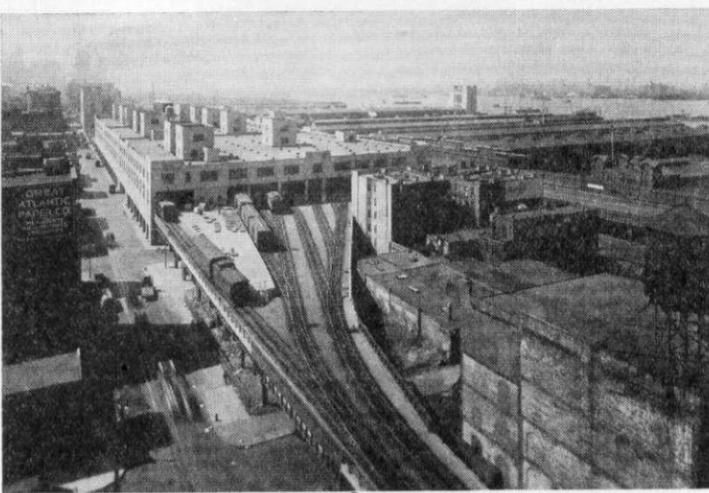
The first floor, at street level, is the freight house proper and has back-up space for 127 trucks inside the building; the entire floor, including these truck pockets, is enclosed by motor-operated steel doors along the building line.

### Two Refrigerator Rooms

The second floor is the track floor and has eight tracks in pits with concrete floor construction to facilitate track cleaning. The track platforms are built with recesses in the edge to permit the handling of container cars and two refrigerator rooms are provided on this floor for protection of any hold-over perishable freight.

Freight office facilities and record storage are provided on the third floor, together with facilities for servicing electric trucks. The roof of the building is designed as a future fourth floor and the columns have been built to carry nine additional stories.

Dr. Leon Bowman, 65, for 15 years, until his retirement, a New York Central surgeon, died suddenly February 11, of coronary thrombosis at a dinner party in his home in Baldwin, L. I.



New York Central's new St. John's Park Freight Terminal, downtown terminus of the only rail freight line entering Manhattan Island. Here the double tracks spread into eight. At the right is the Hudson River.

### Harmon Minstrels Have Capacity Crowd

Despite inclement weather, a capacity crowd attended the Harmon Aid Society's Minstrel and Dance, in the Croton Harmon High School, Wednesday evening, February 21. The cast was composed of employes of the Electric Equipment, Maintenance of Way and Motive Power Departments at Harmon.

Earl Morehouse as Interlocutor and Bill O'Brien, Lefty Lusk, Dick Elroy and Lon Harrington as End Men, kept the audience joyful. Solo and specialty numbers were by Charles Drake, Connie Byrnes, Frank Bronson, Milton Power, Jr., George Teece, Louis Monstrastello, Donald Donohue, the two Dots, "Derring & McCormick," Nick Geradi, Lyle Gaudineer, Tommy Livingston and the Harmon Aid Revelers, composed of John Burke, Louis Monstrastello, Bill O'Brien and Charles Drake.

A chorus of male voices included Frank Murnin, Robert Ward, Sr., Burt Pointer, Sr., Leo Lanahan, Frank Renz, Frank Shaw, George Smith, Ernest Anesi, Jr., Willet Ryder, Frank Rocco and Bill Marsden.

The show was under the direction of Jack Slattery, with Harold Focken at the piano.

### A Female Reunion

Twenty-three young women, present and former employes of the office of the General Auditor—Disbursements, met on January 27 for dinner at the Glass Hat, Belmont-Plaza hotel.

For many it was their first meeting in seven to fourteen years, and there were many exclamations of delight in renewing friendships and recounting the events of the intervening years.

At the dinner were the Misses Ida Webb, Amy Heather and Eleanor Mara of Utica, New York, who were transferred to the Utica Office seven years ago; Mesdames Myrtle Chatfield Wilcox, Irene Garand Wynn, May Ross Pelzner, Dorothy Wilson Lyle, Mary Connors Caffrey and Marion Keyes O'Donnell, all former associates who left the office to take up the duties of married life; Misses Amy Bell, Christine Borre, Catherine Walsh and Mrs. Pat Duggan Day, who are now employed elsewhere, Miss Genevieve Nolan, now in the Comptroller's office, and the present members of the office, the Misses Ceil Magnuson, Amelia Bishop, Maybelle Acker, Marie Linehan, Grace Meroth, Marie Matthews, Claire Flynn, Mabel McCauley and Nora Miller.

Concluded from page One

The improvement will complete the four track layout of the New York Central in the entire territory between Buffalo and Cleveland and involves complete new freight facilities, shop and yard buildings.

Bids for the work have been received and contract will be let shortly. The improvement will cost more than \$3,000,000.

This is another milestone in the efforts of the management of the New York Central to remove hazards both to patrons and the public.

Railroads began to carry letter mail about 1832, but extended it to paper mail about 1869.

### John D. Young Dies

John D. Young, Assistant Engineer, passed away some time ago at Plainfield, N. J. Mr. Young entered the service of The New York Central Railroad Company in the Engineering Department in October, 1906; he had previously been employed for seven years by the Central Railroad of New Jersey in charge of railroad construction.

From 1906 until 1922, Mr. Young worked on grade crossing elimination, four tracking and station improvement projects in the Electric Zone territory. Since 1922 he was employed in the preparation of valuation reports.

Mr. Young was born in Gladstone, N. J., and resided for the past twenty-five years at Plainfield, N. J., where the funeral services were held on January 3.

### George R. Messing Dies

Many railroad friends will regret to learn of the death of George R. Messing, of Ossining, N. Y., on Tuesday, February 6, 1940, in the Sibley Hospital, Washington, D. C., following a major operation.

Mr. Messing was employed at the time of his death by the Railroad Retirement Board, at Washington. Prior to his connection with the Retirement Board he had been employed in the office of S. W. Dill, Chief Claim Agent at New York.

### W. S. Rich to Rest

William Slack Rich, General Building Foreman, Maintenance of Way Department, Electric Division, retired

Thomas Behan, retired Assistant Supervisor of Track, died from injuries received in fighting a fire in the home of himself and his sister, in Great Valley, N. Y. In temperature of 12 degrees below zero fire started around their kitchen stove. Exposure and excitement were too much for Mr. Behan, who was 82.



Some of the girls in forthcoming Athletic Association musical show snapped at rehearsal. Front to rear: Dorothy Lines, Marion Thill, Marion Hassett, Margean Stumm, Jean Gallo, Stella Hart, Patricia McManamy, Loretha Walker, Betty Hassett, Gertrude Kirk, Eileen Coughlin, Anela Vait, Mildred McManamy, Ella Vait and Jane Gladding.

## Equipment Team Leads in Bowling

New York Central bowlers are still going merrily along in an endeavor to knock the splinters from the maples set up at the "Y" alleys and many a spirited contest results from 5:45 to 8 P.M. each week-day.

The Equipment Engineers and Purchasing No. 1 team continue in a deadlock, with the Passenger Traffic team just behind waiting to pick up the pieces of the team that falls from the top of the ladder. The home stretch is in sight and the Vanderbilt Cup is on the horizon, and boy, oh, boy, each team surely wants that cup!

The Passenger Traffic team has a slight lead for the Railroad Y.M.C.A. cup in the Handicap Division, with Purchasing No. 1 close behind, but this race is very close and many teams still have a good chance.

Several teams are looking forward to bowling in Albany in the American Railway Bowling Association Tournament, March 16.

All are cordially invited to come over to the "Y" on Tuesdays, Wednesdays or Thursdays at 5:45 P.M. and see the boys throw the old apple down the lanes.

The Railroad "Y" announces it has engaged Jimmy Smith to appear Wednesday, March 6, at 8 P.M. for exhibition bowling.

at the end of February after 41 years' service.

Mr. Rich started with the railroad in 1898 as a carpenter's helper in Grand Central Terminal. He was made foreman in 1904 and general foreman, Electric Division, in 1907 and general building foreman in 1910. He makes his home at 32 Bronxville Road, Bronxville, New York.

### E. W. Jordan Now President's Secretary

Effective February 1, Eugene W. Jordan, Chief Clerk to Superintendent, New York Terminal District, was appointed Secretary to President F. E. Williamson. Mr. Jordan has been in the company's service for 38 years.

### T. T. Scully Dies at 70

Thomas T. Scully, retired Electrical Inspector, formerly in the office of the Mechanical & Electrical Engineer, died February 12 at the age of 70. Mr. Scully retired on July 31, 1937, after 31 years of continuous service in the Engineering Department.

### Passenger Bowlers

The standing of the bowling league of the Passenger Traffic Department, as of February 19, was:

	Won	Lost
Raters .....	127	24
Millers .....	126	25
Travelers .....	126	25
General Office .....	124	27

A member of the Purchasing Department visited Jesse Robinson, a retired worker of the Purchasing Department. Mr. Robinson is feeling well. One of his hobbies is sightseeing with binoculars presented to him by the Department.

## N. Y. C. Building "Ops" Keep Bowling as They Wait for Baseball

The lads in the New York Central Building are beginning to talk baseball, a sure sign that spring isn't far off. Meanwhile they are confining their athletic activities chiefly to bowling, a sort of compromise.

It seems that Fred Zeittel used to be quite a kegler when the "Y" was at 50th Street and Park Avenue. At any rate, Fred tried his hand at the game the other night but didn't fare so well, Fred says that the change in climate has a lot to do with it, but Bill Gallagher says that Fred needs a bit of tuning up. How about it, Fred?

"More power to your elbow," shouted Matt O'Toole, as Harold Klaus roared down to the foul line like the Twentieth Century, during a friendly game the other evening. It seems that every time Harold "goes all out" after a shot, Matt has to help him to his pins again.

Jim Lee entertained his brother, Tom, from Montreal by taking him to see the Thomas Davis Irish Players, who were performing at the Master Institute on Riverside Drive. Tom visits the city often and uses the Central exclusively.

Joe Gavin is back on the job again after a serious illness. He says "you can't keep a good man down."

Steve Seekircher went up to Lake Placid to show the folks up there how to be a good skate. A good place to try it out, Steve, but how about the competition?

Jim Johnstone is the proud father of a baby girl, born February 17.

Deepest sympathy is extended to Steve Smith on the death of his wife, who died after a protracted illness on February 16.

The standing of teams in the Elevators "Ops" bowling league is as follows: Team 3—won 25; lost 20. Team 1—won 25; lost 20. Team 2—won 22; lost 23. Team 4—won 17; lost 28.

Team 3 is composed of L. Caron, H. Klaus and P. Gibney.

Team 1 is made up of J. Slamon, G. Utz and C. J. Flood.

## "All Points West" Show March 29

A musical revue, "All Points West," followed by a dance, which will be produced by the New York Central Athletic Association of Manhattan at the Hotel Commodore, Friday evening, March 29, promises to be one of the most popular features ever offered by the Association.

The revue, with a cast consisting of approximately 35 of our most talented people, will include dances by a group of chorus girls, specialty dances, comedy skits and good songs by men and women ensembles and by individual singers. After the show, there will be dancing to the music of a good dance band.

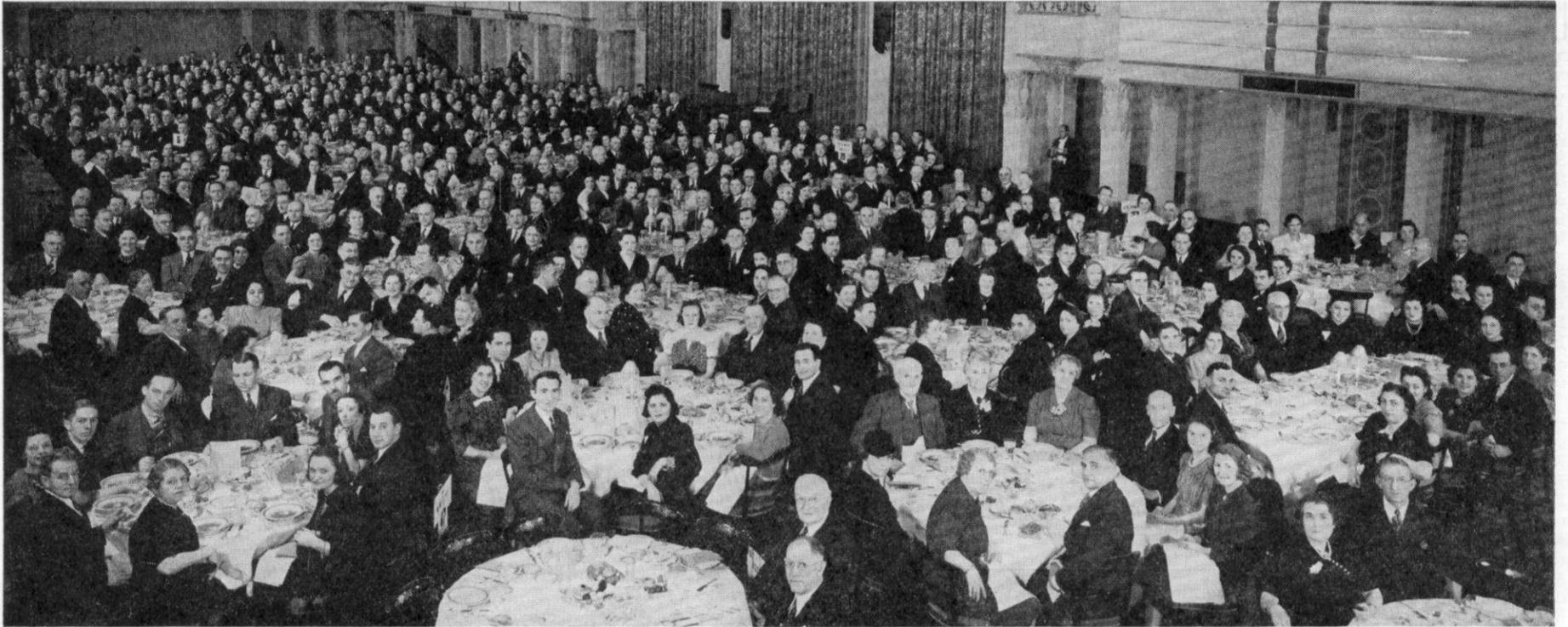
Tickets will soon be in the hands of departmental representatives and the committee urges every one to get their tickets early, as from present indications they will be in demand.

Tickets, entitling the holder to a seat at the revue and admission to the dance will cost: General admission, \$1; reserved seats, \$1.25; box seats, \$1.50.

"At the present time," the committee says, "we can still use a few more people in the dance and chorus numbers and also additional principals. If anyone has talent, come down to rehearsals on the second floor of the 466 Lexington Avenue Building on Tuesday and Thursday nights at 6 p.m., and we will find a place for you."

Thomas E. O'Brien, Brakeman, Hudson Division, retired recently, after 45 years' service. His home is at 18 Thompson Street, Poughkeepsie.

Scene As 700 Veterans of Metropolitan Chapter Met for 18th Annual Banquet in Hotel Commodore



## Camera Club Members Plan Busy Month; Three Meetings Scheduled

New Darkroom Expected to Be Ready for Service by March 15—Movie Section Is at Work

February was an interesting and profitable month for the New York Central Camera Club members. Two fine meetings, each crammed full of useful information, were held. Then the snow arrived to give the long looked for opportunity to make some of those elusive "winter shots."

As promised, on February 9, Mr. Barndegge spoke on "Movie-Titles" and demonstrated a home-made titling device which literally spoke for itself. It is a clever gadget which makes plain and fancy set-ups without any trouble and lends a professional touch.

At the meeting on the 23rd "Minicams" were given the center of the stage in an interesting and detailed talk by Mr. Brooks of E. Leitz, Inc.

March will bring forth three meetings. A special will be held March 1, when David Hyde and C. E. Black will exhibit a collection of kodachrome transparencies and discuss the technical data involved in the making of these and similar shots.

On March 8, Mr. Sintznich will lecture on "Modeling in Portraiture" and on March 22 "Exposure Meters" will be given the spot light.

The darkroom is finally taking shape. Sinks have been installed and the carpenters are at work on the partitions and work benches. All the gadgets for fitting out a first class darkroom have been purchased and the members expect to be able to have it in operation by March 15.

The "movie" section of the Club has been busy taking shots of the N.Y.C. A.A. Amateur Show in the making. A 400-foot reel is the ultimate goal. Handling lights and a movie camera indoors and making titles will be great experience to the men interested in the "movie" end.

An invitation to attend any or all of the Club meetings is again extended to those interested.

Room 1013, 466 Lexington Avenue, is the place and 6 P.M. is the time.

### Surgeons to Meet Here

At a recent executive committee meeting of the Association of Surgeons of the New York Central System, it was decided that the 1940 meeting of the Association would be held at the Hotel Biltmore, New York City, September 17, 18 and 19, inclusive, were the dates selected tentatively.

As an aid to passengers using the Harmon station of the New York Central, two letter boxes have been installed there. One is located on the northbound platform, the other on the southbound platform, permitting passengers to mail letters while "running" for the trains.

## 700 Veterans and Guests at Banquet; Jordan is New Head

Approximately 700 members and guests attended the eighteenth annual meeting and banquet of Metropolitan Chapter, New York Central Veterans' Association, February 1, in the Hotel Commodore.

Everybody present seemed to enjoy themselves hugely and the dinner was held to be one of the best given by the organization. The chief speaker was James Lee Ellenwood, State Secretary of the Young Men's Christian Associations of New York State. The talk by Mr. Ellenwood, a talented speaker, was well received.

At a short business meeting, the following officers were elected for 1940: E. W. Jordan, President; Joseph Retta, Vice President; E. W. Kinsley, Secretary and Treasurer; J. J. Bodellos and L. E. Henry, Executive Committee, three years; H. A. Kisch, Executive Committee, two years.

## Purchasing Folk Hold Merry Party; Sixty-three Present

Upon the invitation of W. C. Bower, Vice-President, Purchases and Stores, the employees of the Purchasing Department gathered at a Departmental Party held on Thursday, February 15 at the Railroad Y.M.C.A.

A delightful turkey dinner was served to sixty-three workers. During the various courses dancing was enjoyed to the music of a lively orchestra. Vocal selections were rendered by T. Owens, J. Cartier and C. Bechtold and several quartets.

One of the highlights was the "Pennies from Heaven" song rendered by Tom Templeman, which actually brought down a shower of pennies.

Another specialty was a French song given by C. S. White, General Purchasing Agent, which had all the brunettes interested.

Singing was enjoyed by all under the direction of the Master of Ceremonies, Jim Geraci.

Bowling, table tennis, pool and billiards were actively engaged in by many until 11 P.M.

The party was pronounced highly successful and other parties are expected to be held. Many thanks were given to the General Committee, A. J. Ryan and W. E. Mead, assisted by J. Geraci, Ruth Kiley, T. Owens, M. V. Croft, J. Hartlaub, Helen Geraci, R. Schneider, D. Kilmer and F. Shallenberg.

## Sparks from Rolling Wheels

Vincent Kelly, 17, while fixing a tire on his car on Route 6 in New Jersey, was struck by a passing car and killed. He was on his way to his home at Little Ferry, N. J. Vincent was the son of Harry Kelly, an Arrival Clerk at 33rd Street Station. The sympathy of the employes at the Station is extended to Mr. and Mrs. Kelly.

Just to show that employes are on the job: On the afternoon of January 20, Conductor T. Kelly and crew noticed that a barge, owned by McCormick & Co., at the dock at Port Morris, was listing badly and that a man and woman on the barge were trying to get off before it capsized. Conductor Kelly immediately notified the city police. However, despite Conductor Kelly's prompt action, the barge capsized, drowning both persons, before police arrived.

William L. Kemmy, Foreman West-bound Dock at 60th Street, died February 6 after a week's illness. Mr. Kemmy, a veteran of thirty-four years service with the New York Central, is survived by his wife. His home was at 222 Seaman Avenue.

"Smiling Marty" O'Brien, Elevator Starter in 466 Lexington Ave. Building, and Miss Margaret Lynch, formerly employed in the office of the Auditor of Passenger Accounts, will be married in St. Mary's Church, Croton, N. Y., on Sunday, March 31. After a honeymoon trip, destination unknown, the happy couple will reside in Croton. Congratulations!

A welcome is extended to V. J. Graham, C. T. Hagan, H. V. Glynn and M. P. Smith, recently transferred from Boston to the Accounting Department in New York.

George E. V. Osborne, formerly of the Accounting Department, writes about the Osbornes' latest venture. They have "picked up" forty-eight acres of land about thirty miles from their home in Cincinnati and propose to maintain a hunting and fishing lodge on the premises. Mr. Osborne was active in different railroad groups while in New York and still has many friends here who recall his likeable personality.

Colonel Hiram W. Taylor retired recently from the service of the Company after being connected with the Treasury Department for 47 years. He has been appointed, by Major General W. N. Haskell, Commander of the New York National Guard, to the position of Superintendent of Camp Smith, National Guard Camp at Peekskill.

Colonel Taylor was for many years in charge of the Pay Car on various divisions of the New York Central, Lines East.

Robert Thorn, Passenger Representative, Passenger Traffic Department, has been elected second vice-president of the New York City Association of Passenger and Ticket Agents. "Bob" succeeds J. Newman, Passenger Agent, Southern Pacific Lines, now first vice-president.

William H. Barton, Assistant Engineer, Engineering Department, has acquired a mid-summer tan in spite of the near-zero weather. Accompanied by Mrs. Barton, he took a week's cruise to Havana. Incidentally, he loaded up with Corona Belvederes.

R. J. Brexel, stenographer in Trainmaster's office at Mott Haven Yard for 15 years, has transferred to position of Special Movements Clerk in Superintendent Brodhead's office, Grand Central Terminal.

Favorable comment has been heard among employes about the experimental two-tone green coloring of light-weight equipment on trains 47 and 48.

Sympathy has been extended to Raymond Shanks, who lost his father. Mr. Shanks is a cashier at 33rd Street Station.

Jack Witaskin, checker at 33rd Street Station, recently lost his mother.

Hugh Bradshaw, Fan Operator, Grand Central Terminal Service Department, retired February 29, after 26 years' service. He started in 1914 as a fireman. He makes his home at 43 Mitchell Place, White Plains.

William F. Mason, Foreman in the Car Department at West 33d Street Yard, retired February 28, after almost 37 years' service. He began as a clerk in 1903 in the Car Department at Buffalo and was made foreman in 1931. Previously he had been general car foreman at Oswego.

All the ski business handled at the Terminal has made the Parcel Room boys, including Manager John Brennan, very Finn-war conscious. Doorman Ed Olsen has been noticed loitering about with papers in his hand—enlistment papers?

The Red Cap force at Grand Central Terminal extends its sympathy to one of their members, John A. Holt, who suffered the loss of his son, a well-known New York City police officer, who was killed in the line of duty.

## 20 Color Squads to Drill at Big Legion Post Ball

The blare of trumpets, the roll of drums, the melody of the fife and bugle, strains of martial music, and the military spectacle of the precision flag drills of twenty Legion color squads will feature the military ball and massing of colors of Commodore Vanderbilt Post 1158 and its Ladies' Auxiliary.

These will be held on Friday evening, April 5, in the grand ball room of Hotel Roosevelt.

Invitations to attend with colors have been accepted by numerous Manhattan Legion Posts, and advice is at hand that the P. & L. E. RR Post No. 557 from Pittsburgh and N. Y. C. RR Post No. 999 from Cleveland also are bringing their colors and a large delegation of veterans and wives.

Bob Cronin and his orchestra have been engaged to furnish music. An exceptionally good entertainment by noted talent is to be presented.

Tickets at \$1 each may be obtained from Commander J. T. Darby, Harmon Shops, or the chairman of the dance committee, E. S. Ferris, Room 715, 466 Lexington Avenue. A few boxes accommodating six persons may also be obtained at \$10 each. Dress is informal.

All the proceeds will be used for "Welfare Work."

James T. Brady, Assistant Maintainer, Signal Department, River Division, retired February 1, after almost 34 years' service. Mr. Brady started in April, 1906, as a helper and rose to foreman in 1910 and to general signal foreman in 1920. He makes his home at 152 North Miller Street, Newburgh.

Thomas Noon, Telegraph-Operator at Signal Station A in Grand Central Terminal, enjoyed a well-earned vacation and rest in Miami. We understand he was able to utilize his favorite bathing suit, of antique vintage, with no chance of drowning whatever; the bib is cork-lined!

Felix Connolly, Third Rail Patrolman in the Electric Division Power Department, has been retired, after 31 years' service. His home is at 89 Park Avenue, Tuckahoe, N. Y.

Charles H. Knop passed away January 8. He was employed at Harmon Freight Shop as watchman and will be missed by all his co-workers. He entered the service February 2, 1929, as watchman.

Rad Bascome of the Public Relations Department became the father of a seven-pound daughter on Monday, February 19. Her name will be Virginia Hyde.