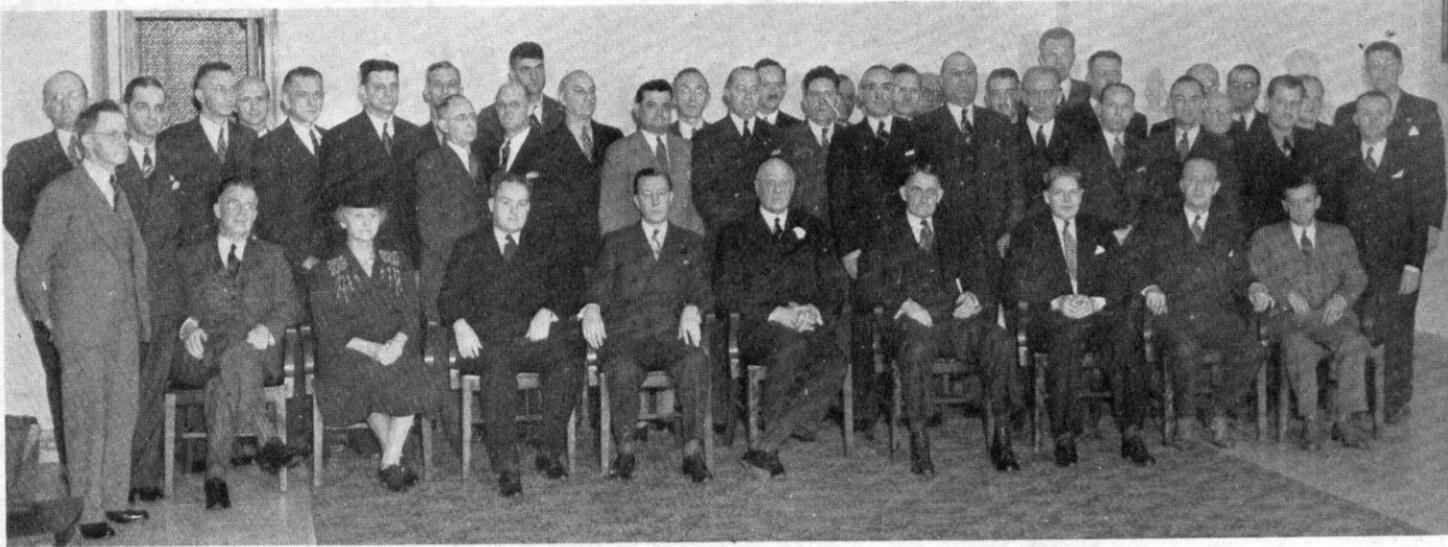


CENTRAL HEADLIGHT

Voll. III, No. 3

MARCH, 1942

President Williamson and Credit Union Officers Snapped at New York Meeting



Engines and Cars to Cost \$14,000,000

F. E. Williamson, President, New York Central, announced on February 16 that the Company had completed arrangements to purchase approximately \$14,000,000 of additional equipment required to carry the heavy volume of traffic resulting from the war emergency.

The equipment consists of 25 heavy freight locomotives, to be built by the Lima Locomotive Works, two Diesel-Electric passenger locomotives of 4000 horse-power from the Electro-Motive Division of General Motors Corporation, 30 Diesel switching locomotives, divided between that corporation, the American Locomotive Company and the Baldwin Locomotive Company, and 2,500 freight cars to be built by Despatch Shops, Inc.

Of the freight cars, 1,100 will be 55-ton box cars, 40' 6" in length and 10' high, 500 70-ton gondolas, 52' 6" in length, 100 70-ton gondolas, 65' 6" in length, 300 70-ton flat cars, 52' 6" in length, and 500 55-ton self-clearing hopper cars.

Mr. Williamson said that delivery of this equipment will begin in August of this year and will be in addition to the large amount of equipment for which orders were placed last year, much of which is now being currently delivered.

Cleveland Women Hear Congresswoman

The sixteenth annual dinner dance of the Cleveland Railway Business Women's Association took place in the Hotel Cleveland, February 7.

Congresswoman Frances Payne Bolton, the honor guest, spoke on "Before Pearl Harbor and After." Her speech dealt with the all-out war effort necessary on the part of our country and stressed the various ways in which individuals can aid.

More than 250 were in attendance, including numerous members of the New York Central official family, as well as representatives from Chicago, Detroit, Buffalo and the Twin Cities.

Members from the New York Central Freight Traffic Department include Hazel Benbow, Kathryn Benbow, Maude Mason and Ann Latimore of the Freight Traffic Manager's office; Bereniece Carpenter and Eleanor Freeh of the AGFA's office; Florence Fruehauf of the AGFA's office and Millie Nally of the Coal and Ore Department.

Hornett Now Heads Adirondack Chapter

Approximately 400 members and friends attended the annual dinner dance given by Adirondack Chapter, New York Central Veterans Association, in the Hotel Martin, Utica, January 31.

On behalf of the Chapter, Trainmaster W. McCarthy presented a pen and pencil set to J. Petrell, the retiring President and a bouquet of roses to Mrs. Hornett, wife of the President-elect.

Following are the officers for 1942: President, A. M. Hornett; Vice-President, R. G. Ruxton; Secretary-Treasurer, J. M. Haynes; Historian, R. Throckmorton.

Walter H. Lathrop, Yardmaster's Clerk, Root Street Yard, Chicago, died recently after an illness lasting a month. He will long be remembered for his activity as Secretary of the Chicago Chapter Square Club from 1924 to 1936. He also held the office of Secretary for the Clerks for 17 years.

Offerman New Veterans' Head in New York

H. A. Offerman, Trainmaster, became the new President of Metropolitan Chapter, New York Central Veterans Association, at the twentieth annual meeting and banquet, held at the Hotel Biltmore, January 22. Mr. Offerman succeeded E. W. Jordan, of President Williamson's office, who presided and who had completed two terms as President.

Other officers elected were H. A. Kisch, Vice President; E. W. Kinsley, Secretary-Treasurer; and A. E. Reeves and C. C. Fletcher, members of the Executive Committee for three year terms.

The event was attended by approximately 700 railroad officers and employes, many of whom were accompanied by members of their families, as well as a large number of retired members. Practically every branch of the service was represented, the largest delegations coming from the Maintenance of Way department with 163; the Engineering department, with 100; the Marine department with 50 and the Passenger Traffic department with 45. In attendance also were many new members of the association. Dancing followed the dinner.

The principal speaker was Martin J. Kennedy, Representative in Congress of the 18th New York District.

Congressman Kennedy said in part: "With our country at war, with the fate of the whole world hanging in the balance, with the mental outlook of our citizens somewhat obscured by the present international crisis, it is imperative that we Americans prepare for the tasks ahead.

"To guide us, we shall need men and women of real courage and sterling character. The railroad industry, employing, as it does, more than a million and a quarter of the finest type of loyal Americans, trained to implicitly follow orders, is one of the groups from which great things are expected in demonstrated ability and competent leadership. This includes every man and woman in your industry.

"The dictionary defines a leader as one who exerts special influence over a number of people. In order to exert such influence one must have energy. (Concluded on page eight)

F. B. Norris, Brakeman, Kankakee, recently received a letter of appreciation from E. W. Kemp, Trainmaster, when the latter learned that Norris was a one man fire-department.

Norris' alert action saved his caboose by extinguishing a fire in it.

Grade Crossing Accidents Hurt War Effort by Delays to Trains

By Charles E. Hill
General Safety Agent
New York Central System

IT IS the duty of every citizen of the United States to render every possible service toward the enhancement of our Defense Program. Any action upon our part — either through indifference, carelessness or thoughtlessness — that in any manner retards our Defense Program might well be placed in the category of *involuntary sabotage*.

There never was a time in the history of railroad operation when it was so essential that our man power be kept intact; that no act upon the part of employes or others be done that will result in delay to the movement of traffic on the rails which would serve to impede the progress of our national defense.

Collisions at rail-highway crossings between motor vehicles and trains upon all Class I Railroads in the United States result in a yearly average of 4,000 accidents, causing 1,875 deaths and 4,700 injuries to those riding in automobiles. Not infrequently these collisions cause derailments of trains — both passenger and freight — resulting in death and injury to railroad employes and passengers on the trains.

While the loss of life and property is serious, yet aside from this we are now confronted with a loss that during our present emergency stands out more glaringly than any other. We refer to *delays to trains* occasioned through such accidents. These trains may be transporting troops; they may be transporting defense material. A delay in these movements may be sufficient to seriously affect our ability to prosecute the war to a successful conclusion.

As a result of a recent study, we have developed the following:

There is a monthly average of 702 freight trains delayed — as a result of crossing accidents — a grand total of 460 hours.

There is a monthly average of 435 passenger trains delayed — as a result of crossing accidents — a grand total of 200 hours.

This represents a monthly average of delays to 1137 trains, a grand total of 660 hours, or an average daily delay to 38 trains, a total of 22 hours.

82% of these accidents occur at crossings having special protection — not only the standard warning sign advising the motorist that he is approaching a crossing, but also some special device such as flashing lights, gates or watchman. These warning measures that have been installed at crossings at an enormous expense to

the railroads — and in some instances to the public — are entirely ignored.

In one-third of these accidents the motorist drives his car into the side of the train, either passenger or freight,

(Concluded on page five)

Credit Union Men Greeted by President

When the officers of the twenty-six Credit Unions on the New York Central System attended their second general meeting in New York, January 24, President F. E. Williamson greeted them. Among those present, in addition to President Williamson, were L. W. Horning, Manager, Personnel, who acted as chairman of the meeting, C. W. Meyer, Assistant to President, and thirty-eight officers of the New York Central System Credit Unions.

A credit union is a cooperative (Concluded on page three)

Chicago Engineman Takes Wife on Last Run



Albert Johns, Engineman on the Twentieth Century Limited, is shown with Mrs. Johns just before beginning his final run from Chicago to Elkhart, January 31, after more than 41 years of continuous service. Mr. Johns, who was born at Watseka, Illinois, December 20, 1873, started employment with the New York Central as locomotive fireman December 19, 1900. He was promoted to engineman March 22, 1905. Mrs. Johns rode behind her husband as a passenger on his last run.

(Photo by Chicago Sun)

Central Headlight

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Volume 3

March, 1942

No. 3

Keep It Under Your Hat!

RAILROADS are the backbone of the nation's transportation system. Keeping the cars rolling — swiftly, efficiently and safely — is therefore the greatest contribution railroaders can make to the Victory effort.

But there is still another important way in which railroaders can be of service in the war and that is to see to it that information of value does not fall into the hands of the enemy.

Organizations of the government charged with the duty of uncovering the agents of countries at war with the United States, and putting a stop to their activities, have a tremendous task. Their personnel is limited. In the very nature of things, therefore, they must rely on the help and co-operation of patriotic citizens.

Recently, when an officer of the White House detail of the Secret Service, which guards the President of the United States and the members of his family, was asked why comparatively few men are assigned to the job, he pointed out that every loyal and patriotic citizen does part of the job.

Railroaders, of course, belong in the category of loyal and patriotic citizens. Certainly no railroader wants his thoughtlessness, or carelessness, to result in injury to his country. To this end, the following reminders may prove helpful:

First of all, the federal government does not want railroad employes to discuss, even with members of their own families, the movements of troops or war materials and supplies. This applies with special emphasis to the number of troops, names of units, and the origin and destination of the movement.

It does not want passenger train crews to point out to passengers the locations of plants working on war contracts, munition factories, cantonments, air fields; in fact, anything which could conceivably be considered a military objective.

It does not want railroaders to discuss, when off the job or otherwise, the train movements of the President of the United States or of any emissary of a nation associated in the war with the United States who may be in this country on business connected with the war.

It does not want train crews to discuss with passengers the presence on their trains of high navy or army officials and other key authorities charged with the prosecution of the war.

It does not want telegraphers and dispatchers to allow strangers to come even within the sound of their instruments, and it most certainly does not want them to pass along to outsiders any advance information about the movement of troop trains, etc., and trains bearing the President of the United States and other important officials of this government or of governments associated with the United States.

It does not want railroad employes to mention to outsiders any activities, especially on piers, wharves and lighters at seaboard terminals, pertaining not only to the movement of troops but also to the movement of war materials and supplies which they may observe in the course of their work.

The wisdom of these "don'ts" will be readily apparent to all railroaders. For the duration of the war, therefore, let's—

KEEP 'EM ROLLING — BUT KEEP IT UNDER OUR HATS!

The Railroads in Stride

(From the Chicago Herald and American)

In at least one vital department of the war effort full efficiency is not a thing to look hopefully forward to but a thing accomplished.

That department is the RAILROADS.

While American industry in general strives tirelessly to get into its full productive stride, the railroads are IN stride.

From the beginning of the rearmament effort they have shouldered each new burden with no loss of efficiency, and now they have capped that prodigious achievement with a truly miraculous one.

In seven weeks after the Pearl Harbor attack they MOVED 600,000 TROOPS, with all their vast equipment, to new war positions often

thousands of miles away. And it was done with NO disruption of their normal freight and passenger services.

Obviously the railroads are in capable and devoted hands, from top to bottom. They will do THEIR share for the victory.

Vets Offer Services

Superintendent T. J. Hayes of the Ohio Division has received a number of letters from retired veterans offering their services if the war should cause any shortage of manpower on the railroad.

Superintendent Hayes has acknowledged their letter with appreciation, but has said that so far the situation is in hand.

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—In 1939, 1940 and 1941, the New York Central expended a total of \$54,100,000 in the purchase of new locomotives, freight cars and passenger cars.

2—The highest point on the Boston & Albany main line, 1453 feet, is at Washington, Mass., about 16 miles from Chester. Thereafter the line gradually descends to a height of 30 feet at Rensselaer, across the Hudson River from Albany.

3—The large statue of Commodore Cornelius Vanderbilt which now stands in a niche on the south side of Grand Central Terminal, at the head of the ramp from Park Avenue, was originally unveiled at the first St. John's Park Freight Station in lower New York, November 10, 1869.

4—Erastus Corning was the first President of the New York Central, which was formed in 1853 by the consolidation of nine railroads between Albany and Buffalo, a distance of approximately 300 miles.

5—Grand Central Terminal covers 48 acres northward from 42nd Street. It has 67 tracks, spreading fanwise from four main entrance tracks, on two levels.

In the Good Old Days

By Carl F. Graves

In this present age of sleek streamlined trains we are apt to forget the quaint, gaudy-colored rolling stock equipment of railroads of days gone by. Brightly hued, ornate in their decorations, the cars especially presented a never-to-be forgotten picture as they traversed their lines on their daily trips, in the days when railroads were new and competition was keen.

Nearly sixty years ago this month the Michigan Central Railroad purchased for its Canada Southern division two dining cars, which at the time, were the last word in elegance and efficiency. The following paragraphs, taken from the March 31, 1883 issue of the "American Railroad Journal," describes these cars in an interesting manner:

"Two handsome dining cars for the Canada Southern division of the Michigan Central Railroad are reported to have arrived in Canada from the shops at Wilmington, Delaware, where they were built. They are wider and longer than the ordinary coach, and ride much easier.

"The exterior is painted light yellow, and upon the upper edge are the words 'Michigan — C. S. Division — Central' in metal letters. The panel in the center of the cars bears their respective names, 'Detroit' and 'St. Thomas.'

The Railroads Deliver

(From the Chicago Tribune)

The disclosure at Washington that since Pearl Harbor some 600,000 troops have been moved with their equipment to new stations will hardly come as a surprise to suburbanites living along the railroads running west from Chicago. For some weeks now they have been hesitant about getting on the far side of the tracks, for fear of being blocked there for a half hour by a succession of freight trains.

The full details of this tremendous movement of men and materials probably cannot be disclosed for military reasons, but enough of the story has been released to show that the railroads of the country did a tremendous job and did it quickly and efficiently. The passenger traffic alone amounted to more than 10 days' normal travel on all the railroads in the country, and was handled without civilian passengers being more than faintly aware of it. Chicago, as the railroad center of the nation, can take pride in this achievement, since the major portion of the movement was necessarily directed from this city and a large part of the traffic passed thru here.

No better test could have been devised of the railroads' readiness to meet any war emergency and of their ability to cooperate closely with military authorities on short notice. If there is any disposition in Washington to repeat the blunder of the last war, when the government took over operation of the railroads and very nearly ruined them in the process, this accomplishment under private manage-

"The trucks are supplied with 42-inch hollow wheels, having steel tires. The interior is finished in light woods and decorated in a manner that gives the car an elegant, cozy and attractive appearance.

"The entrances and plate-glass windows are hung with rich curtains and the panel between each window is filled with a fine plate-glass mirror. The ceiling is ornamented with sketches, inclosed in simulated frames, of fowl and fruits. The tables, ten in number, are so constructed that they can be removed when not in use.

"The seats are similar to those in a sleeping coach in style and are upholstered in leather. The kitchen and serving rooms are located at one end of the car, and supplied with refrigerators and necessary utensils. At night the cars will be lighted from half a dozen brass chandeliers, having each two lamps. Supplies will be carried in lockers underneath the car, and the heating apparatus is of the Baker patent.

"The cars will probably go into service about the first of April. They have been turned over to Master Mechanic Robert Potts, of the Canada Southern, and are now stored at East Buffalo, together with ten new coaches for the division, which were delivered at the same time."

ment ought to be remembered. The railroads are being run now by the men who know best how to run them and to deliver to the country the greatest transportation effort of which they are capable.

Whistler's Father

To the Editor

Referring to the article "B. & A. Marks Centenary of Pioneer Route," in the January issue of the "Central Headlight," wherein reference is made to George W. Whistler, Chief Engineer of the B. & A.'s predecessor—"The Western Railroad":

George W. Whistler was the father of James Abbott McNeill Whistler, the noted artist. The world, in general, knows of the artist's mother through the famous painting "Whistler's Mother" but relatively few know of the distinguished career of his engineer-father.

A brief history of Major Whistler in which reference is made to his work in the location and construction of the present Boston & Albany line through the Berkshires is to be found in "Whistler's Report on the Gauge of the Petersburg and Moscow Railroad" in bulletin No. 49 of the Railway and Locomotive Historical Society. Several of Major Whistler's official papers of this period are deposited in the Baker Library at Harvard University.

Paul R. Brustman
Secretary, New York Chapter,
Railway and Locomotive Historical Society, Inc.

Bridge Club Is Host to Celebrities

During the present season, the N.Y.C.A.A. Bridge Club has had the pleasure of entertaining, as guest players, such celebrities in the bridge world as Charles Mintz, William Huske and Louis Fagon.

This, the members say, has been a real enjoyment and benefit to the Club in the expert analysis of the bidding and play. An effort will be made to have other personalities at the regular evening games in the future. Why not join the Club and play with these and our own top-notchers?

Rubber bridge is also played in the club. If any wish to get together a foursome for rubber bridge, they are invited to drop around any Friday evening at six. Every facility will be provided to make the evening both comfortable and enjoyable.

The annual open pair event for the Vanderbilt cup will take place in two sessions, Saturday afternoon and evening, May 2.

Call Miss Nickerson, Secretary, Extension 2559—Room 636, 466 Lexington Avenue, New York City, for further information.

Hughel Assistant Wire Chief Now

P. S. Hughel has been appointed Assistant Superintendent of Telegraph, with headquarters at Detroit, it has been announced by S. L. Van Aiken, Superintendent of Telegraph. The appointment was effective February 1.

Born in Leroy, Illinois, in 1898, Mr. Hughel entered the employ of the Big Four at Indianapolis as a draftsman in the Telegraph Department in May, 1919. The following year he was appointed Chief Clerk to the Superintendent of Telegraph of the Big Four at Indianapolis.

At the time of the consolidation of the Telegraph Departments on the New York Central Lines, November 1, 1931, he went to Detroit as Chief Clerk in the consolidated office and was employed up to the date of his promotion.

Mt. Carmel News

George H. Parker, Engineman, of Mt. Carmel, Illinois, has retired after thirty years of service on the Cairo Division.

Charles Walston, Hostler, of Mt. Carmel, retired February 13, with thirty-five years to his credit.

J. C. Brunner, Agent, of Mt. Carmel, is improving after a critical illness.

Harrold Barlett, former Fireman, a Private located at Kansas City, had a short visit with his parents, Engineman Dell Barlett and wife, at Mt. Carmel.

George B. Chase, pensioned yard brakeman, died in Hillsboro, Ill., February 4. Mr. Chase entered the service in 1913 as Yard Brakeman at Hillsboro and was promoted to Yard Conductor in 1917, working in this capacity until 1936, when he transferred to Yard Brakeman at East St. Louis.

Michael F. Guinnee, Telegrapher, Tower Hill, Ill., has retired. He entered the service in 1890, at Pana, Ill.

O. A. Spurgeon Dies

Friends of O. A. Spurgeon, Assistant Chief Clerk, Superintendent's Office, Chicago, were shocked to learn of his sudden death on January 23.

"Ollie" was the Transportation Department representative on the Chicago Editorial Board of the HEADLIGHT, which will miss the benefit of his knowledge of people and places gained during the 40 years of his service.

W. E. Cleveland, Statistical Clerk, of the same department, has been appointed to his place on the staff of the HEADLIGHT.

Camera Club Plans Dinner

The New York Central's Camera Club meeting, February 13, was highlighted by a talk and demonstration of retouching the negative and the print by J. Hein. With the aid of various colored chalks and an eraser, pictures were practically made over. Clouds appeared where there were none before, or the shape was changed to suit the mood.

On February 27 the Club had its monthly print competition, the first one under the new split group idea. Both "A" and "B" classes were well represented and it was the opinion of the guest critic, Sidney Smith, that the quality of the prints has improved considerably.

The second annual dinner of the camera club will be held on March 30 or 31. Members will be notified as soon as the final date is decided upon.

On March 13 the club will have its first "all out" picture taking night portraits of members by members. The lights will be supplied, so come on in and let the shutters click.

The program committee is trying to get Allen Fisher of "PM" to speak to the club on "Getting the Picture" for the meeting of March 27.

Big Four Women Elect

The Grand Chapter, Women's Auxiliary to Big Four Veterans' Association, held its 1942 meeting February 6, in the Hotel Warren, Indianapolis.

Annual reports were given, amendments to constitution and by-laws were passed, the annual election held and plans for the coming year outlined, with all representatives present except one, who reported ill.

The new officers are: President, Mrs. A. M. Gilbert, Cincinnati; 1st Vice President, Mrs. C. W. Purcell, Mattoon; 2nd Vice President, Mrs. J. W. Shank, Bellefontaine; 3rd Vice President, Mrs. M. B. Katon, Anderson; Secretary-Treasurer, Mrs. Chas. A. Baker, Anderson.

Krenz Gives Flag

To William Krenz, a German-born citizen, and a painter in the Bridge and Building Department at Detroit, is due a word of commendation.

Recently the reading room in the waiting room of the terminal at Detroit was converted into a lounge for service men under the supervision of the United Service Organizations.

Mr. Krenz, who had assisted in fixing up the room, bought a 44" by 66" flag on an 11' staff surmounted by a golden eagle, the flag and staff being supported on a floor standard, for this room. Modestly, he refused the honor of setting the flag in place. This was done by J. D. Fraser, Assistant Supervisor of Bridges and Buildings.

Lake Shore Vamps of Sixty Years Ago—No Bombs to Fight Then!



Taken in the days when being a smoke-eater was a social distinction is this picture of the old Lake Shore and Michigan Southern Fire Brigade, which flourished through the 80's and into the early 90's. It is reproduced through the courtesy of George Bruning, retired New York Central machinist, living in Elkhart, Indiana, where this picture was made some time in the 80's. The Brigade achieved great proficiency at exhibition runs

and drills, as well as in actual fire-fighting.

Standing at attention in the derby hat is William H. Merritt, the Brigade's chief, who had attained the rank of captain in the Union Army during the Civil War. Behind him, with trumpet, stands John Alavy, and holding the tongue of the hose cart are Albert Reese and Edward McCormick. The boy mascot overtopping the group is Robert Dolan. Others in

the picture have been identified as Mr. Dunnington, Fred Melcher, Abe Masten, Hugh, Butch and James Hartford, John Beegle, J. Edward Calvert, Truman Loudenslager, Daniel Asbey, George Ludwig, William Hoover, William O'Brien, John Johnson, John McCormick, Tom Brophy, John Parson, Henry and John Cracknell, John Young, George Leitch, Charles Shurger, Ed Beaumont, Sol Shaffer, Walter Francis and Ed Condon.

Detroit Veteran Closes Career

Ambrose Behner, Assistant Superintendent Telegraph at Detroit, has retired after 30 years' service.

Born at New Chambersburg, Ohio, Mr. Behner started railroad service with the Lake Shore and Michigan Southern as Wire Chief in Cleveland in June, 1911. In May, 1916 he was appointed Telegraph and Telephone Engineer in the office of the Superintendent of Telegraph in Cleveland, and in August, 1928, was made Assistant Superintendent.

He was advanced to Superintendent of Telegraph in Cleveland in March, 1931, and in November of the same year was made Assistant Superintendent of Telegraph at Detroit.

A farewell party was held in the office of S. L. Van Akin, Superintendent Telegraph, Detroit, January 31.

Charles E. Williams, retired Train Dispatcher, observed his 93rd birthday, February 3, at his home in St. Thomas, Ont.

Anthony Grzeszak, Section Laborer, Grand Rapids, has retired at the age of 65 years. He came to the United States from Poland at the age 10, and entered railroad service August 16, 1922.

John H. Doherty, formerly Statistician in the Superintendent's office, Detroit, visited his former co-workers last month. Jack, who retired on account of ill health in April, 1941, lives in Indianapolis.

Of interest to their associates on the Canada Division was the recent installation of three New York Central Employees as the principal officers of Palmer Lodge A. F. and A. M. 372. The incumbents are Charles Warry, Police Department, Worshipful Master; Albert Wodle, Engineer, Senior Warden, and William Fenwick, Chief Clerk, Yard Office, Junior Warden.

The statement that the General Departmental Accountant's office employes possess, as a unit, rare qualifications for intelligence, ability, efficiency and alertness, is again confirmed when we report the responsible positions they are able to hold. The most recent instance is that of Robert Stackable, who has been offered a position as Instructor of Mathematics at the University of Detroit. Best wishes go with him.

In October, 1940, a handful of girls organized the "NYC Unit" of the American Red Cross, working out of the Detroit Terminal. Today this unit

(Concluded from page one)

movement organized under a state or federal law (and the supervision of a state or federal department) within a specific group of people, for the twofold purpose of (1) supplying the members of that group with a plan for systematic savings and (2), making it possible thereby for them to take care of their own credit problems at a reasonable rate.

In recognition of the need for a sound savings and loan plan for employes, the management of the company, through its Personnel Department, is encouraging the establishment of credit unions among groups of its employes who may desire to establish them.

Horning Heads N. Y. C. System "Y's"

L. W. Horning, Manager, Personnel, New York Central System, was elected President of the Federation of New York Central System Railroad YMCA's at the annual meeting of the Federation in the Grand Central Branch, February 13.

Also elected to serve for the coming year were J. H. Spooner, Federation Vice President, of Toledo; B. S. Voorhees, Federation Vice President, of New York, and B. S. Davies, Federation Secretary-Treasurer, of Newell, Pa.

At a luncheon talk Mr. Horning said that the important job of the YMCA lay in establishing and maintaining high standards of health and morale among the 131,000 New York Central employes.

Notes from the Chicago Police Desk

The Chief has been requested to reserve two stars for new arrivals. Patrolmen Gorman and Nelligan of the La Salle St. Station force have become daddies again. Both are boys.

Patrolman John Stauffer of the C. R. & I., announces an arrival also, a girl. Mrs. Stauffer is the former Margaret Matthews, who was the Chief's secretary.

All members of the police department have been warned not to talk to any one, either at work or at home, regarding movements of troops or war material. If they seem reluctant to give you information, remember they have orders not to do so.

If you find it necessary to make occasional trips through any of the yards, carry some means of identification with you. The patrolman on duty may not know you and you will be stopped.

Murray Promoted

R. D. Murray, formerly Traveling Accountant, has been appointed Assistant to General Auditor Disbursements at New York, succeeding H. G. Lochmuller, who retired December 31.

Mr. Murray began his railroad career with the Southern Railway System in 1909 and in 1920 became traveling accountant in the Accounting Department of the Big Four. In 1923 he was appointed Assistant Auditor of Disbursements of that road, advancing to Auditor of Disbursements in 1930 at Cincinnati. Due to consolidation, he moved to New York in 1932 as traveling accountant.

Chicago Girl Weds

Miss Grace E. Lau, Stenographer in the office of the Division Freight Agent, Chicago, was married, January 31, to R. H. Eifert.

C. P. Rahn, of the Freight Traffic Department, Chicago, was called to the colors, February 14. His co-workers presented him with a traveling bag.

New Indianapolis Officer Gets Gifts



J. A. Nichols, former Trainmaster on the Big Four at Kankakee, who recently was promoted to Assistant Superintendent of the Indiana Division with offices in Indianapolis, is shown above surrounded with gifts showered on him at the Big Four depot. Kankakee employes presented him with a set of golf clubs, bag, shoes, rain jacket and fitted travel bag. Among those shown in the photo are Perl Holder (left) who made the presentation and F. F. McNamee of Terre Haute, Nichols' successor at Kankakee.

East St. Louis Agent Thomas Honored



W. E. Thomas, who has been Freight Agent at East St. Louis, Illinois for about 27 years and a loyal employe of the Big Four and New York Central for 48 years, retired January 31. On January 30 his friends and fellow employes assembled in the main freight office in East St. Louis to present him and Mrs. Thomas with watches and other gifts. A nine piece Swiss Band, directed by Chief Yard Clerk Kamm, played. The picture above shows Chief Clerk William Goessman making the presentation. Others shown are Mrs. Thomas, Mrs. Milligan, and Superintendent H. F. Milligan.

New York Central Helps Feed Chicago's Millions

TO keep Chicago's dining tables supplied with fresh fruits and vegetables throughout the year, requires the produce from 45 states and several foreign countries.

The midwestern metropolis receives thousands of carloads of oranges, apples, lettuce, tomatoes, grapes, cabbages, grapefruit, cantaloupe, watermelons and many other fruits and vegetables — a total of 95 varieties. In their movement the New York Central System plays an important role.

Thirty years ago, the fresh produce industry was a small one, catering chiefly to hotel and restaurant trade and specialty stores. Today, fresh fruits and vegetables are commonplace the year around, thanks chiefly to advances made by the transportation industry.

Within the last ten years, Chicago has become the center of the fresh produce industry, and it is now the largest potato market in the world. Chicago people eat approximately 20,000 carloads of potatoes a year, most of which originate in the west and southwest, although during the early spring and summer months there are movements from Florida, Alabama, Virginia and the Carolinas via the Cincinnati and Evansville gateways and New York Central System, while in the early fall there are a few carloads from Indiana.

Others of the more important receipts of produce there, in annual amounts, are approximately 7,000 cars of oranges, 4,800 cars of apples, 4,700 cars of lettuce, 4,300 cars of grapefruit, 2,200 cars of cantaloupes, honeydews and melons, and 2,000 cars of watermelons. Many other varieties are received in smaller amounts. Pineapples, most of which are imported from Cuba, approximate 400 cars a year.

Last year about 4,500 cars of bananas were unloaded in Chicago. Central America yields the best bananas, but when not in season there, this fruit is imported from Mexico and the Honduras region.

Most of the bananas are unloaded at the Illinois Central South Water Street team track, where there are banana sheds and other special facilities for unloading this fruit. Under contract, these facilities are used jointly by the Illinois Central and the Big Four. Last year approximately 1,000 cars were handled over our lines.

No passenger receives more consideration than do perishable fruit or vegetables. All cars must move on schedules which must be kept, or railroads are held responsible for delays. Much of this produce moves in refrigerator cars, which since the construction of the first car have been constantly improved in an effort to deliver perishable products to the consumer in as nearly the same condition as when loaded.

Extensive icing facilities are maintained at strategic points, as well as heater service stations where portable heating devices are installed for protection against cold when necessitated by weather conditions. Nothing is left undone to deliver the goods unspoiled, undamaged and rich with healthful qualities.

Chicago has developed the world's greatest facilities for the reception, handling and marketing of produce. Located five miles from the center of Chicago's loop, at 27th street and South Ashland avenue, is the Chicago Produce Terminal, owned jointly by the Illinois Central and the Santa Fe railroads. This terminal is open for delivery to all lines operating in the Chicago district. Practically all of the fresh fruits and vegetables entering Chicago pass through this terminal. Last year, approximately 65,000 cars were handled through the terminal, which has a track capacity of 2,000 cars.

The city's great marketing center is the South Water market at 14th Place and Racine Avenue, which, although no longer located on old South Water Street, now Wacker Drive, still retains the old name. The present market, which opened on August 29, 1925, handles all but a small percentage of all produce, whether fruits or vegetables, which enter Chicago via various channels.

Almost every state in the union sends produce to this market. Hundreds of millions of dollars change hands in the transactions which take

place in the six buildings which constitute the "Street." There are 166 different units in these buildings, and in them more than 225 firms carry on a wholesale business. Here meet commission merchants, hotel and institutional supply men, cash and carry operators, brokers, shippers to out-of-town points, and receivers who deal in carload lots. On this busy street one finds scores of huge trucks, although still, here and there, a horse-drawn vehicle.

Team track opening hour during the summer months at all Chicago team tracks handling fruits and vegetables is 4:30 a.m. This means that railroads handling this produce must have their train schedules so arranged as to arrive in Chicago in sufficient time to protect this early morning placement. During the winter months the opening hour is a little later.

Many cars, arriving either at the Chicago Produce Terminal, or at individual railroad tracks where they are placed on hold or inspection tracks, have not finished their journey. Many, after inspection, are sold and reshipped to buyers in distant cities. Frequently, many cars are diverted several times before arriving at final destinations.

Many cars of fruits and vegetables from the western states, where most of this produce originates, are re-shipped to the east. In 1940, such movements over the New York Central totaled approximately 25,000 cars. California is the largest eastbound shipper, with a total of about 46,000 cars in 1940.

The Fruit Auction Sales is located in the Chicago Produce Terminal. About 75% of the citrus fruit and apples, as well as much of the deciduous fruit (cherries, grapes, pears and similar fruits), must go to the auction before finally arriving on your grocer's display rack. What goes on at the Chicago Auction is entirely intelligible to bidders and auctioneers, but a mysteriously complicated proceeding to the outsider.

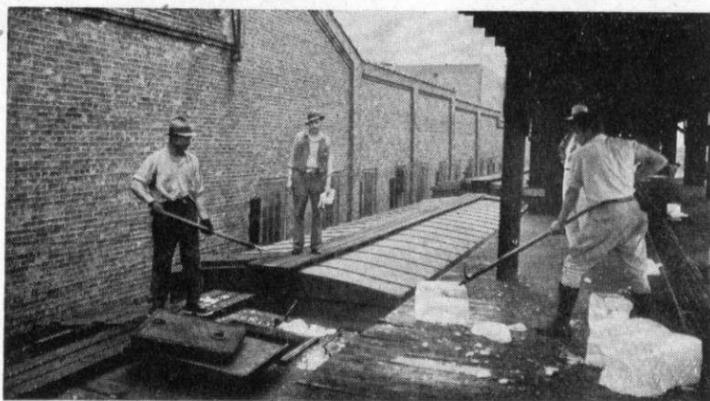
Fruits are unloaded on the floor of the auction house for inspection. Early in the morning skilled auctioneers begin rattling off a jargon that only the initiated can understand. Bids are made entirely by signal, and it takes an experienced auctioneer to catch their meaning.

The auction proceeds very rapidly, and as many as 27 cars of fruit, each broken down into small lots, will be auctioned off in an hour on a busy day. Chicago boasts some of the best auctioneers in the country. Bidders representing the 225 wholesale fruit dealers of the city also are experts. They can judge quality almost by eye, or at least by smell. Some of them can tell the approximate percentage of spoilage in the carload simply by sticking their noses in the door of the car.

Most all of the railroads operating into Chicago have a team track assigned to handling perishable business. New York Central System's team inspection and hold tracks are located at 18th Street and South LaSalle Street, which is one and one-half miles from the South Water Market.

Many cars of apples from New York State, as well as some fruits and vegetables from Florida producing points are unloaded on this track. This track is equipped to furnish both icing and heater service. During the peak season an inspector from the Western Weighing and Inspection Bureau is stationed there regularly to inspect all cars of fruits and vegetables to determine the condition of this produce on arrival.

New York Central System Transportation Bureau, located in La Salle Street Station, is open to the public 24 hours a day, Sundays and holidays included. There instructions or orders are accepted for diversions, tracing, expediting, icing or heating service, or any instructions may be given to



Refrigerator cars being iced at Blue Island, near Chicago.

dispatch all cars, whether they be fruit or vegetable or any other class of freight. This bureau keeps the public informed at all times of the location of cars if this information is requested either by the consignor or the consignee.

Manifest reports are received by this

bureau by telegraph and telephone service, of cars of fruits and vegetables that have passed Buffalo, Cincinnati or Evansville Gateways. This information is promptly phoned to receivers so that they may know, at least 12 to 18 hours before the car arrives at Chicago, almost the exact hour the car will be placed for delivery.

Selling The New York Central

Early Spring Tours

IT is during the bleak months of early Spring that steam heat begins to wear on the nerves and many people find that they can take a brief vacation away from it all.

You can always count on the fact, however, that people are different. For example some people are dallying with thoughts of tropical sunshine while others are thinking of hieing themselves to spots where winter is even deadlier.

There are those who are weighing in the balance of indecision the warmed and golden strands of Florida against the call of mission bells from California. And there are those who ponder the beckoning thrill of snow-covered slopes at Lake Placid as against the grades of ski slopes in the Canadian Laurentians.

To be frank about it, we hope that New Englanders answer the call to California and mid-Westerners from northern states decide on Florida, or a trip to New York City, always via New York Central, of course. Winter sports enthusiasts can choose either Lake Placid or the Laurentians and we will carry them there with equal pleasure.

Serving the mid-west from Chicago to both coasts and central Florida we jointly operate the deluxe "Florida Sunbeam," an all-Pullman train. Excellent connections are established for this train for vacationers from St. Paul, Minneapolis, Milwaukee, Detroit, Toledo, Cleveland and Buffalo. Other popular year round trains, using the same route to Florida, are the "Royal Palm" and the "Ponce de Leon."

For people in the East, vacations and tours to California, Arizona and Mexico offer their perennial appeal with no curtailment or inconvenience in travel-by-rail comfort arising from the national war effort. Information on all available tours to warm and romantic spots throughout the great Southwest can be obtained by writing to A. L. Miller, Assistant General Passenger Agent, 466 Lexington Avenue, New York City.

An example of such tours is the twelve-day, all-expense tour for \$230 from New York City to Mexico City and return. This tour gives five full days in Mexico City and includes sightseeing trips to nearby places of historic interest. A three-day extension can be had for only \$27.

For winter sports enthusiasts, New York Central's fleet of snow trains is again in operation offering weekend trips to the best ski slopes in the nation. The snow areas served by these trains range from the Green Mountains in Vermont to the popular slopes at Grayling, Michigan. Tours for an extended period to Quebec or the Canadian Laurentians are available for those who want the feeling of going "abroad."

East, West, North and South the New York Central gives the best in courtesy, travel safety and comfort to the excursionist bound for any climate. Yes, we can all agree on that,

had his car parked adjacent to the station, he would offer to drive the group to their destination. His offer was, of course, eagerly accepted.

The patrons are still thanking him for his kind act, and after Mr. Stephens identified himself as an employe, they agreed that there was no end to the kind of service the New York Central provided.

Too Tall for Army, He Writes Roosevelt

One evening recently Passenger Car Foreman J. E. Munley, Chicago, had a call from his brother in Flint, Mich., asking him to meet a Wabash train arriving in Chicago at 8:30 that night and render assistance to his nephew, Norman, who had enlisted in the marines in such a hurry that he left home without so much as a toothbrush, to say nothing of money or extra clothes. Using a taxicab, Mr. Munley made the station just in time to be of material assistance. There Norman told his story.

Norman explained that he had tried to enlist in the Navy and in the Army, but was rejected because of his great height, six feet two and a half inches, and that he wrote a letter to President Roosevelt, appealing his case.

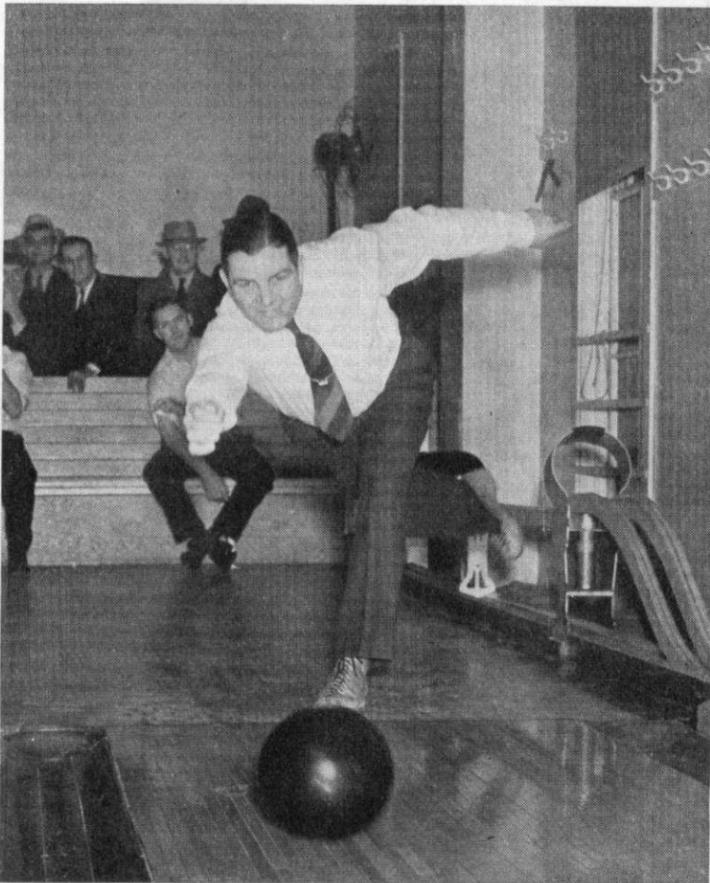
Subsequently he learned through the Flint newspaper that his acceptance into the United States Marine had been ordered, and a day or so later was instructed to report to Detroit for what he thought would be his second examination, expecting of course to return home to await further orders. However, when he arrived at Detroit, he was inducted into the service and ordered west on a train that afternoon.

There was not time even to grant his request to go home for money and advise his employers of his resignation. Hence the S.O.S. to Uncle John for assistance en route.

Bellefontaine Auxiliary Active

The Auxiliary at Bellefontaine, Ohio, has been having an unusually active season, reporting three meetings in December and regular meeting for January held on the 12th at the K. of C. Hall. There was a business session, after which cards were enjoyed and refreshments served. Mrs. Joe Ryan was the chairman. The officers for 1942 are: Mrs. Cullen Clinger, president; Mrs. George Himes, vice president; Mrs. W. H. Fortney, secretary; Mrs. M. T. Pribble, treasurer. Directors are Mesdames Max Sherer, R. F. Bidwell and Eugene Huelsman.

He Helps to "Keep 'Em Rolling"



R. E. Hughes of the Car Department in the Big Four Bowling League lays one on the alley. He has held second high average of 190.

Grade Crossing Accidents Hurt War Efforts by Delays to Trains

(Concluded from page one)

at any place all the way from the head end to the rear end.

Some typical crossing accidents involving train delays were:

Passenger Trains

1. A motorist in attempting to drive a 1934 car over a crossing in daylight ran off the travelled highway. While car was abandoned, it was struck by a train, blocking two main tracks. This resulted in delay to 3 trains (including one involved) a total of 3 hours and 44 minutes. It was also necessary to transfer the passengers in the train involved.

2. As a motorist was attempting to drive his 1939 car over crossing, it was struck by a train. 3 trains (including one involved in accident) were delayed a total of 1 hour and 55 minutes.

3. As a 1929 car was being driven over crossing it was struck by a train, which was delayed 2 hours and 59 minutes. Another train was delayed 51 minutes.

4. A 1929 sedan was driven onto crossing and struck by a train. This train was completely put out of commission and 96 passengers were transferred to another train at midnight. Two other trains were delayed a total of 2 hours and 4 minutes.

These four accidents caused delay to 10 modern passenger trains, a total of 12 hours and 33 minutes.

Freight Trains

1. Train struck 1937 sedan; automobile demolished; driver killed. Engine badly damaged and signal devices placed out of commission. Crossing protected by watchman who was at his post of duty but his stop signal was ignored. Four trains were delayed a total of 3 hours and 30 minutes.

2. A truck and trailer loaded with steel bars and wire was driven into side of train—20 cars from caboose, derailing 3 cars and placing 100 feet of track out of alignment. Required to detour two passenger trains, in addition to serious delay to freight train.

3. Automobile driven at rapid rate of speed got off highway onto main track and was struck by train. Auto badly damaged but no personal injury. Damage to locomotive. Train delayed 1 hour and 20 minutes. Crossing protected by flashlight signals which were properly functioning.

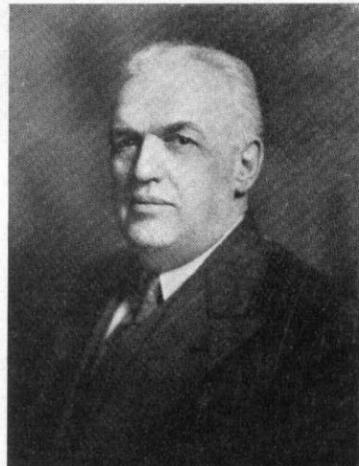
The railroads have accepted the added responsibilities that the war entails. They are meeting such obligations in full measure. They are doing a good job in maintaining their schedule in the transportation of passengers and freight. Their greatest deterrent in this regard is the thoughtless or reckless motorist who fails to take necessary precautions at grade crossings. While only about 5% of motorists are in this category—as revealed through a check made at a large number of grade crossings—yet they represent a large army of one and a half million drivers whose thoughtless or careless acts we are seeking to curb.

How Can the Public Aid? Here's How:

1. Approach all rail-highway crossings at grade with car under control prepared to stop if necessary.
2. Look and listen—if the view is obscured, use extra precautionary measures—know the way is clear before attempting to pass over the crossing.
3. Obey the traffic rules and caution others to do so.
4. Enlist the aid of public enforcement agencies in a campaign for safe driving on the highway and at grade crossings.
5. This can be augmented through periodic checks to see that the rules for safe driving are being adhered to.
6. Education is a valuable preventive measure. Therefore, all the publicity that can be given to this subject through civic bodies, schools (parochial and public), the press, etc., is desirable.
7. Civic organizations and other public agencies can render a valuable service to their Country by cooperating in any manner possible to the end that the aforesaid suggestions will

be made effective. Through this aid they will be instrumental in eliminating the hazards that not only result in loss of life and limb to their fellow men, but they will also be instrumental in the furtherance of our Defense Program.

Ends 53 Years' Work



Charles A. Harris

Charles A. Harris, Engineer Accountant, retired from active service January 31, after 53 years of continuous service with the New York Central.

On January 29 a luncheon was held at the Hotel Biltmore in honor of Mr. Harris, at which were present 53 guests, consisting of members and former members of the Engineering Department. Mrs. Harris also had a seat of honor.

Mr. Harris was presented with gifts, among which was an autograph album which had been signed by his many friends and associates.

Mr. Harris was born January 23, 1872, and entered the employ of the New York Central on March 1, 1889, as Messenger in the Freight Department at Lyons, N. Y. He held various positions in the Maintenance of Way Department from 1899 to 1905, at which time he became associated with the Engineering Department, being appointed Engineer Accountant on January 1, 1912.

He was active in the Metropolitan Chapter of the Veterans' Association, having served as President for two terms. He was also active in Y.M.C.A. work, serving as a member of the Branch Council.

Mr. and Mrs. Harris plan to spend some time in Florida.

Selkirk Man Dies

Selkirk Car Department reports: David Lynch died on February 5 at the Albany Hospital after a long illness. He was born in Albany on July 2, 1884, and entered the service on August 24, 1914, at West Albany, where he worked at various positions until November 22, 1924. He was then transferred to Selkirk as Inspector, which position he held until his illness caused him to take a leave of absence in December.

Sympathy is extended to Edward Stack, Inspector, on the recent death of his wife; and to Patrick Stack, Car Repairer, for the loss of his mother.

Sympathy is also extended to Ambrose Lynch, Foreman, upon recent death of his brother, David Lynch, former Inspector and Repairer at Selkirk.

Word has been heard from our first draftee, Frank Bonafide, who is with the Coast Artillery Anti-Air Corps.

John T. Mullin, Oiler at Selkirk, has been drafted and is now in the cavalry in Texas.

Prizes in the monthly contest of the Manhattan A. A. New York Central Camera Club, New York, for the month of January, were awarded as follows: First, Fred M. Connell; second, W. Stamm and third, R. T. Mosher.

Becomes Father of Nine Lb. Boy

Joe Bimonte, Section Foreman, Harlem and Electric Division, became the father of a boy weighing nine pounds, three ounces, on February 10. From the stories heard, the boy may be entered in the next Golden Gloves tournament. All his associates at Old Melrose Yard are certainly proud of "Papa Joe."

Switchmen 2 Lead Cleveland Bowlers

Switchmen No. 2 Team has taken the place of the Equipment Department at the head of the CUT-NYC Bowling League. First place is held, however, by the narrow margin of one game, the Police Department team having tied with the Equipment Department for second place.

The team that has shown the most surprising gain is the Car Department, this team being composed of all low average men who have started to take the measure of the top teams, aided of course by the handicap.

Equipment Department still maintains the lead in High Three Games and High One Game. Roy Fuhr is high man for three games with 650 and Pete Weisbarth holds sway for high single game with 254. George Novotny leads the individual average pack with 183.

Superintendent G. H. Jedele is now relegated to the side lines, on account of shoulder trouble. Assistant Superintendent E. J. Gibbons is still on the down-grade after a fine start.

Matron is Honored

Mrs. Mary Ellen Comer, for nearly 25 years matron at the La Salle Street Station, Chicago, and with a record of over thirty years total employment with the building, was the guest of honor at a testimonial luncheon tendered her by women employes in the building, January 31, the date of her retirement from active service.

The luncheon, held in the station restaurant, was attended by approximately 150 employes of the New York Central and Rock Island railroads.



Picture shows Mrs. Comer being congratulated by Miss Aileen Green, Secretary to Assistant Vice President, Chicago, who was chairman of the New York Central luncheon committee.

Mrs. Comer was presented with a miniature hatbox containing 61 silver dollars, and with 30 roses, one for each year of service.

Mrs. Comer, a lifelong resident of Chicago, is 72 years old. She started her employment in 1911 in the service of the building, and since 1918 has held the position of matron.

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.

Traffic Quotas Met by Many Offices

MONTHLY quotas for passenger ticket sales and freight carloadings are issued by the Traffic Department to the ticket offices and freight traffic territories in the New York Central System. These quotas are based on the present business index and the requirements of the company.

A summary of the past year's record of achievement follows: FREIGHT:—Carloadings on the System during 1941 exceeded those of 1940 by 21 per cent. In carloadings originated, the Boston Off Line territory exceeded its quota. Off Line agencies reaching or exceeding the 100 per cent mark were Houston, Denver, Portland, Los Angeles, Atlanta, New Haven, New Orleans, Seattle and Philadelphia.

PASSENGER:—Ticket sales in 1941 exceeded those of the previous year by 12 per cent. Offices exceeding their assigned quotas were Indianapolis, Detroit, Toledo, Cleveland, Rochester, Chicago and New York City. Buffalo and Syracuse attained 100 per cent quota ratings.

Post 999 Teaches Americanism



Ernest Rua receiving from Vice Commander J. H. Richmond, of Cleveland County Council, medal awarded by Post 999.

One of the major activities of New York Central Post No. 999 of the American Legion, is the teaching of Americanism. Part of the program includes the presentation of a gold medal to the outstanding first year student at Collinwood High School each semester. The student to receive this medal must excel in the following characteristics, in the order named—Courage, Honor, Scholarship, Leadership and Service.

The method for selecting the student to be the recipient of this medal is unique. There is no regular competition, but rather a system of open observation by two separate groups of teachers who, through the course of a semester, weigh the characteristics of all the students, eliminating the unlikely and finally selecting a small group of possibly ten. These are given exacting tests that will bring out the required characteristics, and at the close of each semester a winner is selected.

The presentation of Citizenship Medals was instituted in 1933 and sixteen medals have so far been awarded, seven to girls and nine to boys. In addition to the presentation of the medal, the student's name is engraved on a bronze plaque in the School.

The medal for the semester ending in January 1942, was presented to Ernest Rua, age 15. He is a member of the School Choir and Dramatic Club and writes for the school paper. In addition, he finds time to be captain of his home room basketball team, plays baseball and earns his spending money by serving a newspaper route.

Presentation of the medal was made by J. H. Richmond, District Engineer's Office, Cleveland, who is Vice Commander of Cuyahoga County Council, American Legion, and Americanism Chairman of Post No. 999.

Nine N.Y.C. Tugs Help to Battle Fire on "Normandie"

Nine New York Central tugs were among the first fire-fighting harbor craft in the port of New York to come to the aid of the stricken Lafayette, formerly the Normandie, when her upper decks were gutted with flames, February 9.

As soon as the alarm was given the Central tugs raced across the Hudson River from Pier 2 in Weehawken, directly opposite the French Line Pier, where the Lafayette was burning.

Besides pouring a constant stream of water into the burning superliner, the tugs also helped to shore up the vessel until ordered away by authorities when the Lafayette's list became too dangerous.

Eight Ashtabula Veterans Are Honored

Eight retired employes of the old Ashtabula Car Shop were guests of honor at a party given them by fellow workers and former workers in Linne Hall, Ashtabula.

Each guest of honor received a billfold with his name inscribed on it and containing a dollar bill.

An orchestra of car shop employes played and a quartet sang. P. W. Gray was toastmaster and E. H. Johnson, Shop Foreman and C. N. Kittle, Car Foreman, spoke.

The men honored were: A. G. Peterson, 43 years' service; Adolph Juhola, 20 years; Gus Niemi, 28 years; F. E. Sandquist, 32 years; Luigi Bernado, 22 years; Jacob Felt, 21 years; J. A. Rose, 39 years and J. P. Matson, 35 years.

Loses Her Brother

The office of the Auditor, C. R. & I.-I. H. B., Chicago, reports:

The employes express their sympathy to Miss Marie Prendergast, Secretary to Auditor, in the death of her brother, Joe; also to Ed Winkler, who lost his mother.

Private John J. Stanton, with the Regimental Headquarters at Fort Bragg, N. C., suffered an injury to his left eye. It is clearing up nicely.

William J. Boje is a newcomer in the office.

G. W. (Buzz) Fowler and his wife spent their vacation visiting relatives in Miami.

Cleveland Credit Union Grows Fast

At a recent meeting of the Board of Directors of the Nycoll Credit Union, Cleveland, Miss Genevieve Shasberger was elected Recording Secretary. Other officers are: R. L. Rankin, President; A. Sulak, Vice-President; E. G. Peterson, Treasurer, and W. Popovic, Secretary.

M. O. Jameson is Credit Committee Chairman and H. A. Lloyd is Audit Committee Chairman.

The Cleveland Credit Union doubled its membership and assets during 1941. The members voted a 4% dividend, with additional profits made during 1941 being used for the purchase of \$500 in Defense Bonds.

Two hundred and fifty members and friends enjoyed a program where the Credit Union progress was shown by charts and graphs. The "Bass Clef" Club, composed of eight male voices, sang and a talkie movie on loan sharks proved very interesting.

All employees in the Cleveland Division have the benefit of the Credit Union service at their disposal.

Railroad Girls Hear Traffic Man

The Railway Business Woman's Association of Chicago held its sixteenth annual dinner and dance in the Crystal Ballroom of the Shoreland Hotel, February 14. On the following afternoon, an "At Home" Tea for Chicago members and out-of-town guests was held in the Castilian Room of the same hotel.

W. R. Cox, Freight Traffic Manager of the Pennsylvania Railroad, was the guest speaker.

Miss Marie Moran, President of the Chicago Chapter, announced that the local group now has a total membership of 825. Miss Marie Johnson, Chairman of the Program Committee, was in charge of both the dinner and the tea. Miss Aileen Green, Secretary to Assistant Vice President, New York Central, Chicago, is chairman of the Press and Publicity Committee.

America's Famous Talking Dog, Snooky



This is "Snooky," a pretty Boston Bull Terrier, who is leading the canine world in the study and use of human speech. She is owned by A. A. Sedelmeyer, Switchtender in Collinwood Yard.

Canine friends of New York Central employees were again in the spotlight last month. This time it was "Snooky," five year old Boston Bull Terrier, owned by A. A. Sedelmeyer, Switchtender at Collinwood Yard, Cleveland.

"Snooky" achieved nation-wide fame in a dramatic appearance on Dave Elman's "Hobby Lobby" radio program over the CBS network as America's foremost talking dog. Coached by Mrs. Sedelmeyer and with only slight canine accent, "Snooky" distinctly said, "Mamma. I love Mamma! I love my Mamma!"

Mr. Sedelmeyer relates that "Snooky," a feminine dog, began to speak three years ago by saying "Mamma" when she begged Mrs. Sedelmeyer for food. She did this in imitation of the two Sedelmeyer children. Later Mr. Sedelmeyer taught "Snooky" to say, "I love my Mamma."

Mr. Sedelmeyer lives at 1737 Doan Avenue, East Cleveland. He first began work on the System in 1912, and has been steadily employed as a Switchtender since 1925. A son, Robert, is also a Switchtender in Collinwood Yard.

Ashtabula Notes

The following Ashtabula employees have been called for military service: Navy—C. J. Fitos, Anthony Succi, C. Lignetti, N. A. Bayusz and J. E. Maunus. Army—J. W. Vocca, D. M. Zullo, F. J. Kowalski, Ernest Sandela and J. B. Clint.

Andrew Candela, Laborer at Ashtabula Old Shop, has been pensioned.

F. A. Sanquist, Pensioned Car Repairer at Ashtabula Old Shop, died suddenly of a heart attack on January 15.

Allen Erickson, 67, Gang Foreman at Ashtabula Harbor, died February 2, of a heart attack at the home of his son-in-law and daughter, Dr. and Mrs. J. Topinka, Cleveland. Mr. Erickson was born February 17, 1874 in Nora, Sweden. He started to work for the New York Central June 15, 1899 at Ashtabula, Ohio, and had worked in a supervisory capacity since 1905.

P. A. Helm, Assistant Foreman at Ashtabula Old Shop, was promoted to Gang Foreman to succeed Mr. Erickson.

Kilburn Starts 51st Year of Service

Henry C. Kilburn, Advertising Manager, Chicago, began his 51st year of continuous service with the railroad February 15.

Mr. Kilburn started his railroad career as Ticket Stock Clerk, February 15, 1892, with the Michigan Central in Chicago. He was made Advertising Clerk May 15, 1904, and advanced to his present position of Advertising Manager September 5, 1922.

Fifty roses, one for each year, decorated Mr. Kilburn's desk on the day he completed his half century of service.

Film is Shown to Pensioned Men

Members of the New York Central Pensioners' Association, meeting in La Salle Street Station February 10, were entertained with the first of a series of motion pictures which are planned as monthly affairs for these meetings. There was an exceptionally large number of pensioners present, many of them making their initial appearance at one of these meetings.

The picture exhibited at the last meeting was a Union Pacific film entitled "Moon Over Sun Valley." Other films of interest to railroad men will be exhibited at future meetings.

W. W. Dammann, retired Traveling Auditor, reports the arrival of a great-grandchild. Mr. Dammann, since his recent retirement, has taken up his permanent residence in Los Angeles.

Some Recent Retirements:

Moshier, Edward H., Assistant to General Superintendent, Passenger Transportation, N. Y., 52 years' service.

Fritz, Edward G., Engineman, Ohio Division, 50 years' service.

Nelson, William A., Yard Brake-man, Englewood, Ill., 33 years' service.

Locker, Henry, Engineman, Erie Division, 51 years' service.

Heier, John F., Engineman, Toledo, 42 years' service.

Johns, Albert, Engineman, Western Division, 41 years' service.

Schonbeck, Joseph, Shop Laborer, McKees Rocks, Pa., 39 years' service.

Williams, Charles H., Engineman, Pennsylvania Division, 49 years' service.

Gildenstern, Theodore, Crossingman, Kingston, N. Y., 15 years' service.

Laurimore, Alfred H. B., Assistant Foreman, M.W., Indianapolis, 40 years' service.

Anderson, Sander P., Car Inspector, Boston, 32 years' service.

Blohm, William C., Passenger Conductor, Erie Division, 40 years' service.

Crum, Harley D., Yard Conductor, Toledo, 31 years' service.

Dickerson, Earl, Agent, Addyston, O., 33 years' service.

Dignan, Miss Kathryn E., Clerk, Transportation Department, Ogdensburg, 43 years' service.

Downing, John, Yard Conductor, Suspension Bridge, N. Y., 28 years' service.

Dunn, John W., Motorman, M. P. Dept., W. Springfield, Mass., 35 years' service.

Dunn, Marion A., Yard Brakeman, Indianapolis, 32 years' service.

Gleason, William F., General Agent, Freight Traffic Dept., Erie, Pa., 53 years' service.

Hatfield, Joseph J., Clerk, Transportation Dept., Selina, O., 36 years' service.

Haller, John M., Track Laborer, Hagersville, Ont., 36 years' service.

Hau, Peter, Tallyman, Trans. Dept., Cincinnati, 29 years' service.

Hayes, Thomas, Crossing Watchman, Seneca Falls, N. Y., 23 years' service.

Hoard, Leslie B., Asst. Signalman, W. Detroit, 28 years' service.

Holdren, Samuel F., Machinist Helper, Bellefontaine, 16 years' service.

Hudgell, Clyde E., Telegraph Operator, Indiana Division, 40 years' service.

Ingerson, Asa G., Carpenter, St. Lawrence Division, 30 years' service.

King, Myron C., Engineman, Boston Division, 39 years' service.

Kirby, Daniel C., Car Inspector, Brightwood, Ind., 24 years' service.

Lieland, Benjamin H., Telegraph Operator, Indiana Division, 41 years' service.

Loucks, William A., Section Foreman, St. Thomas, Ont., 40 years' service.

Marsh, Charles F., Supervisor of Power Plant, Collinwood, 39 years' service.

McCracken, Frank M., Carpenter, Bridge Engr. Dept., Erie, Pa., 20 years' service.

McGraw, Patrick H., Road Brake-man, Hudson Division, 51 years' service.

Mihalko, John J., Shop Laborer, Dickerson Run, Pa., 22 years' service.

Mijo, Frank, Freight Car Repairer, McKees Rocks, Pa., 30 years' service.

Miller, William F., Gang Foreman, Rochester, N. Y., 39 years' service.

Mishler, Abraham, Trucker, Transportation Dept., Elkhart, 17 years' service.

Mylo, Francis J., Trucker, Transportation Dept., Watertown, N. Y., 32 years' service.

Nehas, Stephen, Section Laborer, Cleveland, O., 15 years' service.

Nokes, Hiram A., Section Foreman, Oxford, Mich., 28 years' service.

Piscziewez, Roman L., Machinist, Air Line Junction, 34 years' service.

Posnic, Joseph, Sheet Metal Worker Helper, Collinwood, 20 years' service.

Proctor, William J., Passenger Car Repairer, Exeter Street, Boston, 27 years' service.

Shea, Daniel J., Section Foreman, W. Springfield, Mass., 48 years' service.

Simpson, Charles H., Yard Conductor, Detroit, 33 years' service.

Snyder, Charles M., Section Laborer, Andover, O., 29 years' service.

Tablonske, John T., Asst. Signal Maintainer, Syracuse Division, 23 years' service.

Tanner, William O., Electrical Worker, W. Albany, 18 years' service.

Van Winkle, Ora, Engineman, Indiana Division, 50 years' service.

Waterman, William, Jr., Freight Agent, Springfield, Mass., 52 years' service.

Behner, Ambrose, Assistant Superintendent Telegraph, Detroit, 30 years' service.

DeShazor, Maurice E., Yard Conductor, Columbus, O., 21 years' service.

Gunckel, Clarence E., Carpenter, Indianapolis, I., 27 years' service.

Heuss, Charles W., Supervisor, B&B, M.W. Department, Indianapolis, I., 48 years' service.

Olson, Lars A., Car Repairer, Ashtabula Harbor, 29 years' service.

Robinson, Charles L., Scale Inspector, Cleveland, 41 years' service.

Rhoades, Gustave F., Engineman, NYC-IHB, 35 years' service.

Steyn, Charles, Police Lieutenant, Grand Central Terminal, N. Y., 31 years' service.

Sullivan, John F., Car Inspector Leader, Rensselaer, N. Y., 18 years' service.

Theisges, Theodore, Carpenter, M.P. Department, Chicago, 24 years' service.

Turner, Fred W., Material Router, Collinwood Locomotive Shop, 42 years' service.

Valentine, John A., Section Foreman, Dickerson Run, Pa., 51 years' service.

Wallace, Charles, Car Inspector, Riverside, Ohio, 22 years' service.

Ward, George O., Section Foreman, Pittsboro, Ind., 30 years' service.

Two Personnel Veterans Close Careers



Standing are W. S. Baker (left) and H. V. Burlock. Between them, seated, is L. W. Horning, Manager, Personnel, New York Central System. Others shown are office associates.

W. S. Baker and H. B. Burlock, both employed in the Office of Manager, Personnel, New York Central System, recently retired. Messrs. Baker and Burlock were the guests of Mr. Horning and their fellow workers in the Personnel Department at a testimonial dinner held at the G. C. Branch of the Railroad Y.M.C.A. Each was presented with a set of pipes and a tobacco pouch. Their wives received corsages of sweet peas and roses.

Messrs. Baker and Burlock both entered New York Central service in the Transportation Department but at the opposite ends of the Line East territory, and finished their railroad careers together in New York. During their extensive service, they witnessed many changing cycles in labor relations and working conditions.

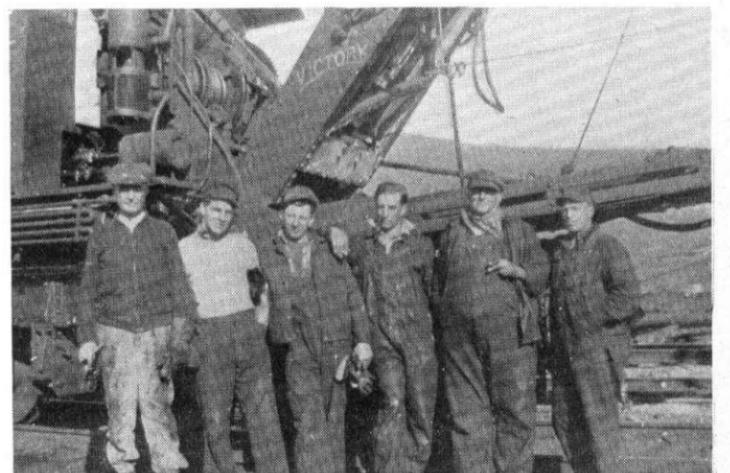
Mr. Baker was born in London, Ont., March 12, 1872. He entered New York Central service as stenographer in the Transportation Department at Suspension Bridge on May 15, 1893, and later was, successively, Chief Clerk to the Superintendent at Buffalo; Chief Clerk to the General Superintendent at Syracuse; Chief Clerk to the Assistant General Manager at Albany; Chief Clerk to the

General Manager at New York, and Chief Clerk to the Vice President at New York. In April 1924, he was assigned to special duties in the Personnel Department.

Mr. Burlock was born in Fort Wayne, Ind., November 3, 1869. He entered New York Central service in the Transportation Department August 8, 1890, as a switchman and brakeman in the West 65th Street Yards, New York City. A year later he entered the clerical ranks as car recorder in the same yards, and in February, 1902, became timekeeper in the Hudson Division Superintendent's office. On August 1, 1918, he was made traveling timekeeper in the former Wage Bureau, which bureau was later reorganized as the Personnel Department, in which department Mr. Burlock served as examiner until his retirement.

The Women's Auxiliary No. 2, Big Four Veterans, Springfield, Ohio, honored the golden wedding anniversary of Mr. and Mrs. George Combs, with a party at the Bancroft Hotel. About 200 employees and their families greeted Mr. and Mrs. Combs. Mrs. Combs was the first President.

"Victory" Crane and Some Kingston, N. Y., Men



Left to right: Cliff Hicks, Foreman; Don Murphy, Carpenter; Walter Setus, Foreman; "Buster" Van Vleiden, Carpenter; D. C. Wiley, Operator, and Neal Howser, Foreman. The scene is at Bridge No. 46, Iona Island, River Division.

Pete Benner Team of Beech Grove Shops



This team had a high single game of 1,188 and its three high games total 3,269. Left to right: E. Botzon, E. Chandler, G. Alexander, W. Hoff, R. L. Pierce and K. Boling.

Dunscomb Dies at 58; Mayor of Ossining

Howard Dunscomb, an employe of the Accounting Department at New York for forty-four years, died February 14, after a two weeks' illness.

Mr. Dunscomb, who was born in Ossining, July 15, 1883, entered the service of the Accounting Department in 1898 as a clerk in the Auditor Passenger Accounts' office. He transferred to other units of the Accounting Department on various dates, becoming, in succession, General Bookkeeper and Chief Clerk to the General Auditor. He transferred to the office of Auditor Station Accounts and Overcharge Claims in 1937, and was appointed Traveling Auditor, the last position held by him.

Mr. Dunscomb at the time of his death, was Mayor of Ossining, New York, an office to which he had been elected for several terms. He was a Director of the Ossining Savings Bank, President of the Masonic Hall Association, Treasurer of Westchester Lodge of Masons, and Treasurer of the Westchester County Village Officials Association.

Star Bowlers for Big Four in Indianapolis



This group of Big Four keglers are among the leading teams in the city-wide competition in Indianapolis. Bowling at a 970 clip, they should be heard from in the "A.B.C." They are, l. to r., W. M. English, M. O. Pierson, H. J. Stricklin, "Gib" Smith and "Bob" Hughes.

Sparks from Rolling Wheels

Employes at Collinwood Locomotive Shop made a creditable showing in the recent Red Cross War Fund Appeal, contributing approximately \$3,200. The Shop employes also gave \$2200 toward the purchase of a bomber.

Employes in the SS&MM Office, Collinwood, have developed a somewhat unique idea. A "Mite Box" is set up on payday for small contributions which are forwarded to a former office employe. Edward F. McGregor, who is now serving at Chanute Field, Illinois. Ed writes that he is mighty pleased with the remembrance.

It might be that the idea could be used in other offices on the System where furloughed employes are now serving in the armed forces.

Mr. Edward J. Morressey and Miss Catherine Glenn, both of Ludlow, Kentucky, were married January 24 in St. James Church, that city. Mr. Morressey is a Yard Clerk at Riverside, Cincinnati.

Chris Praeger, Trucker at the Marshall Avenue Freight House, Cincinnati, has retired. He entered the service May 29, 1933.

William H. Erhardt, Jr., Cincinnati, has enlisted in the Army Air Corps. He is stationed at Selfridge Field, Michigan.

Tommy O'Connor, son of AGFA O'Connor at Cleveland, recently volunteered to serve in the armed forces of the United States. After a brief period of training he was assigned to the Signal Corps of the Army, and is now stationed at an air base on the Eastern Coast.

Shades of Old Erin! Leo Dorsey in the office of AGFA O'Connor at Cleveland vows that he will carry a copy of the new Consolidated Freight Classification with him in the St. Patrick's Day parade. The latest edition of this publication, to become effective March 17, bound in emerald green, is a real delight to all Irishmen, not only because of the date but also because of the appropriate color of the binding.

Miss Verna Coleman is receiving congratulations since it has become known she is engaged to marry Franklin A. Swint of Hammond. The news came as a surprise to her co-workers.

Mrs. Lucille Hallgren, formerly of the office of W. L. Houghton, Assistant Superintendent of Equipment, Chicago, entertained her former co-workers at dinner at her home in Hammond, Ind., January 30, in honor of Mrs. Alice Laity, A. A. R. Clerk in that office, who had completed 25 years of service with the New York Central-Indiana Harbor Belt roads.

Due to death and retirements in the Superintendent's Office, Chicago, the following promotions have been announced. Charles Winsor has been appointed Assistant Chief Clerk, Lloyd W. Miles, Car Distributor, Western Division, and Frank J. Ondrak, Chief Timekeeper.

Pensioned Mail Messenger Fred Parker and Mrs. Parker held open house at their home, February 14, for their many friends around Chicago

on the occasion of their 50th wedding anniversary.

"It's a girl!" read the bands on the cigars handed out recently by Henry Martucci, Clerk at Polk Street, Chicago. Congratulations, "Hank!"

Mervin Thompson is recuperating from an appendectomy at the Loretto Hospital.

W. J. Holtmann, Passenger Representative, Kansas City, Mo., was elected Secretary-Treasurer of the Kansas City Passenger Agents' Association at the Association's annual dinner, February 2.

Van Dunfee, former Stenographer-clerk in the Passenger Department, San Francisco, is now Yeoman, Second Class, in the Navy. He was first of his department to enlist. His successor is Stanley Bruce, who has held a similar position in the Freight Department, San Francisco.

Val Ruppione, Passenger Representative, San Francisco, is the father of a boy, born December 29.

A. L. MacKenzie, General Agent, Passenger Department, San Francisco, has been appointed District Air Raid Warden for the Peninsula District, south of that city.

The following employes of the Departmental Accounting Office, Utica, have entered the armed forces of the United States: Carl Wales, J. R. Murphy, R. J. Drummond, Jr., and J. H. Connors.

R. W. Rowles and E. H. Oberlander of Bucyrus, Ohio, and their wives are passing two months' vacation in Florida.

C. D. Giff, Passenger Brakeman, Erie Division, died recently from a heart attack at his home in Toledo. He was 66 years old. His wife survives him.

A. L. Prentice, Manager, Scrap and Reclamation, Cleveland, was commended recently in an editorial in the Cleveland Plain Dealer for his services as head of the Mayor's Scrap Reclamation Committee of that city.

James Conville, retired Plumber Foreman, Weehawken Terminal, died at his home, 325 - 41st Street, North Bergen, N. J. He retired, on account of disability, August 1, 1941.

R. D. Turner, retired Engineman, died at his home in Oberlin, O.

Henry F. Landwehr, 66, retired Yardmaster, died in Toledo.

Rudolph J. Montsko, Clerk in office of the Accountant, Engineering Department at New York, distinguished himself on February 2 by winning the Men's Senior Novice one-half mile event at the Silver Skates Derby held by the News Welfare Association at Madison Square Garden. "Rudy's" time was 1:40.8 and he was awarded a pair of engraved silver skates.

Among the Accounting Department selectees recently called, were Bill Farrell and John Flood, of the Vice-

Masonic Funeral for C. B. Stokes

With flowers surrounding the casket, silently testifying to the esteem of a host of friends, a Masonic funeral service for Charles William Stokes was held January 13, at 7:30 o'clock at Danville, Illinois, by the Olive Branch Lodge, No. 38, G. Haven Stephens, Most Worshipful Past Grand Master of the Grand Lodge of Illinois, was Worshipful Master and Walter R. Matthews, R.W. Past Master of Olive Branch Lodge was Chaplain.

Athelstan Commandery No. 45 Knights Templar, of which Engineman Stokes had been the color bearer, sent an escort of 12 Sir Knights, under the direction of Commander Edward Walter Liggett.

Six Masons and Six B. of L. E. Enginemen acted as pall bearers.

President and Comptroller's office. Both were feted and presented with gifts by their associates.

Sympathy is extended the family of Charles Lucas, formerly Depot Master of the Central Avenue Freight House, Cincinnati, who had for five years been connected with the United Fruit Auction. Mr. Lucas died on January 14.

Walter A. Yuskalls, Draftsman, West Springfield Locomotive Shops, has been elected "Conductor" of the Springfield Division No. 263 of the Order of Benefit Association of Railway Employes.

John Sullivan, Machinist at the West Springfield Engine House is Secretary-Treasurer.

Through the donation of employes, a new flag pole has been erected at Mt. Carmel, Ill. and a new flag purchased. It is located at the passenger station grounds. A large flag also flies at the Shop grounds.

Challengers for Buffalo's Bowling Crown



Making its bid for supremacy in Buffalo's Bowling League is Korthal's Grill team, whose members are (l. to r.) William Horn, Ray Biersbach, Harry Hines, Jacob Denne and Captain Frank Horn. Howard Biersbach is not in picture.

As competition in the New York Central Bowling League of Buffalo enters its last throes. Korthal's Grill maintains a precarious lead, threatened by Burnham's West Shore and Signal Supervisor's teams.

High single game in the League has been made by Czardybon's 265

F. S. Van Tassel Dies

Fred S. Van Tassel, retired employe of the Freight Transportation Department, died recently at his home in Tarrytown. He was 76 years old and had been in ill health for some time, although he continued active until shortly before his death. His wife and a son survive.

Mr. Van Tassel retired about 10 years ago. He had been prominent in church and civic affairs in Tarrytown.

Leslie Clark, Indiana Harbor Belt Carpenter Foreman, died suddenly in his home at 1809 North 23rd street, Melrose Park, Illinois. He is survived by his wife and children. Mr. Clark entered the service December 12, 1923, as a carpenter in the I.H.B. Bridge and Building Department at Calumet City, and on September 11, 1926, was promoted to Carpenter Foreman at Nor-paul.

Michigan Central Deaths

William H. Maltz, retired Car Department Foreman, died recently at his home in Detroit. He was born in Detroit, October 12, 1855, entering the service of the Michigan Central Railroad, April 2, 1872. He had 53 years' service.

James Barry, retired Carpenter for the Michigan Central, died recently, at the age of 87. Mr. Barry, who retired on pension August 29, 1924, started working for the railroad in April, 1866.

Fred Kerr, born at Whitby, Ontario, February 2, 1863, died suddenly following a heart attack, while in his home, 1075 Dragoon Avenue, Detroit, at the age of 78. Mr. Kerr entered the service of the Michigan Central Railroad as a Car Department Trucksmith on September 16, 1884 and retired as Assistant General Car Foreman, Detroit, with a service record of 48 years.

Charles Burgess, Retired Car Foreman at Kalamazoo, died at the age of 76 and was buried with Masonic honors in Grand Prairie Cemetery in Kalamazoo.

Nick Krzywonos, employed as Blacksmith at West Detroit Car Shops, died at his home, 6461 Otis Street, Detroit.

William H. Distin retired Master Painter for the Michigan Central, died at the age of 87 years. Mr. Distin,

who retired May 31, 1924, was appointed Foreman of the Passenger Paint Department at West Detroit Car Shops on April 1, 1873.

Dr. John G. Frost, Local Surgeon at Englewood, Chicago, died on January 2. Dr. Ray S. Westline has been appointed as his successor.

A Traffic Tip

To the Editor: What do women talk about when they are knitting, sewing or making surgical bandages for the Red Cross or Bundles for Britain or Blue Jackets or America? If you think they don't talk, have another guess. You husbands of these very vigorous ladies had better give them something interesting to talk about and you railroad men whose ladies are industriously working for the defense program, take a tip from this true story and give them an earful every night, so they can spill it the next day.

The writer's wife is one of these indefatigable workers who can also talk while she works, and presumably has been telling of the wonders and comforts of the New York Central to her "girl" friends while at Red Cross Headquarters in my home town. She probably gurgled so much that her hearers were sure there was no other railroad going west but the New York Central.

One of her listeners is a Motor Corps Lieutenant of the Red Cross. On her way to New York the other day, this Motor Corps Officer spied a soldier who looked as if he was lost. She asked him if he wanted a lift and he was glad to accept.

He was on leave and wanted to get home to Wisconsin and asked the driver which was the best way to go. She answered immediately that the "only" way to get there was via the New York Central and confirmed her statement by asking a traffic cop "Isn't the New York Central the only way to go to Wisconsin" and he answered "Sure, it's the only way I know." She took the soldier to Grand Central Terminal, thereby completing a traffic tip that started in the sewing room of the Red Cross.

Harry Goldberg
Assistant Engineer,
Electric Power Dept.

Big Four Agency Changes

Effective February 1, the following agency changes were made:

W. E. Thomas, agent at East St. Louis, retired.

J. G. Murphy, transferred from Columbus, Ohio to East St. Louis.

V. F. Lowe, from Springfield, Ohio to Columbus, Ohio.

B. W. Taintor, from Middletown, Ohio to Springfield, Ohio.

M. B. Jackson, from Cairo, Ill. to Middletown, Ohio.

R. A. Fennimore from Marion, Ind. to Cairo, Ill.

G. C. Miller from Delaware, Ohio to Marion, Ind.

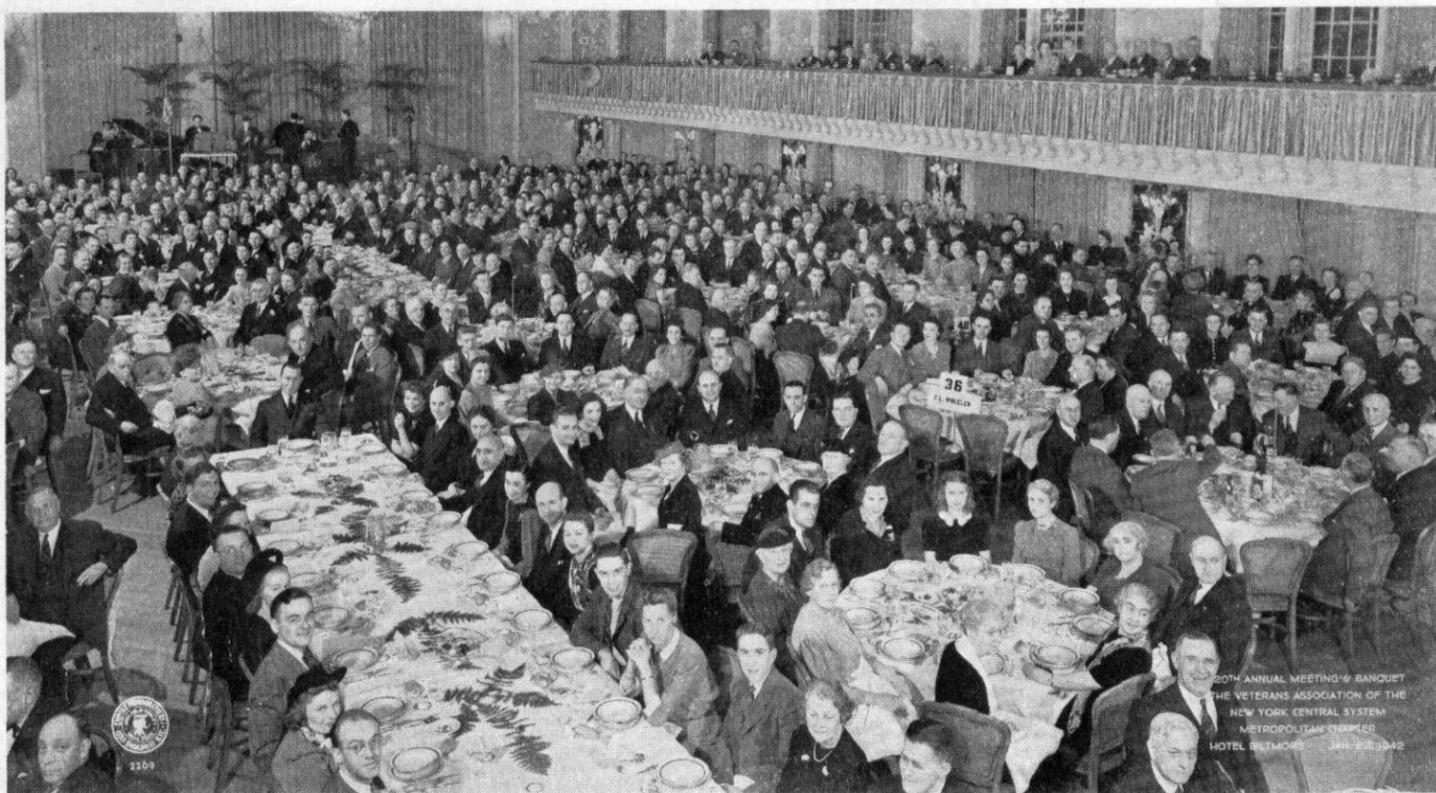
T. F. Boldman, Cashier at Springfield, Ohio to Agent at Delaware, Ohio.

Russell Corkum, Stenographer, New England Agent's Office, Boston, enlisted in the army and commenced active duty February 3.

The average tractive power of locomotives has increased almost forty per cent in the past twenty years.

Class I railroads installed 80,502 new freight cars in service in 1941, the largest number for any year since 1929.

Scene at 20th Annual Meeting of Metropolitan Chapter, Veterans' Association, in the Hotel Biltmore



(Concluded from page One)
intelligence, character, tact, humor, system and organization.

"The reasons why we must develop leadership are obvious but the problem of discovering the right type of leader is not quite so simple. We find these qualities among men and women who, by the very nature of their work, must acquire these traits: 1. Calmness; 2. courage; 3. tolerance; 4. truth; 5. service; 6. faith; 7. character.

"Because of the high character of those engaged in the railroad industry, our country depends upon you to preserve the high noble traditions of our land."

Mattoon Women Veteraneses Dine

Milligan Chapter No. 1 of the Big Four Veteraneses held its annual installation banquet and welcoming service for new members recently at the First Baptist church, Mattoon, Illinois. The dinner was served by members of the Circle No. 3 of the church, with Mrs. E. L. Matherly and Mrs. Frank Keilback in charge.

The tables were arranged in the form of a V-for-Victory and Veteraneses. Railroad flags and lighted lanterns were used as decorations.

Mrs. R. O. Shouse, accompanied at the piano by Miss Lillian Keilback, led group songs. Following the dinner a brief program consisting of a "quiz" and "Know Your Slogans" was conducted by Mrs. Shouse and Mrs. I. C. Helton.

Mrs. C. W. Purcell, retiring president of the chapter, installed the following new officers: President, Mrs. Vern Roberts; vice-president, Mrs. R. O. Shouse; secretary-treasurer, Mrs. J. Harley Caton; first director, Mrs. L. E. Warren; second director, Mrs. T. F. Hyde, and third director, Mrs. J. A. Junken.

Mrs. Purcell also introduced the following organization and railroad officials who spoke briefly: E. W. McVicker, Assistant Superintendent of the Big Four's Illinois division; F. J. Roytek, Grand Representative of Veterans' Association, and Louis Poliquin, President of the Veterans' Association of Mattoon.

West Albany News

Frank Roesch, Passenger Carman, with 50 years service at West Albany Car Shop, retired recently.

George Honikel, Passenger Carman with 52 years service in the Wood Mill at West Albany Car Shop, has retired.

Henry L. Wilson, Machinist at West Albany Car Shop, died January 13, after a short illness. He entered the service in 1898.

Frank Umshide, Passenger Carman at West Albany Car Shop, died suddenly. He entered the service in 1916.

Sympathy is extended to Mrs. Adeline Fitzgerald, Mechanical Device Operator, Superintendent of Shops Office, West Albany Car Shop, on the sudden death of her husband.

Shifted to Anderson

E. M. Roberts, Engineer, B. & B. Department, Mt. Carmel, has been transferred to Anderson, Indiana, and has moved to that city.

Lewis Moss of Anderson, Indiana was transferred to Mt. Carmel.

A farewell party was given Mr. Roberts New Year's Eve at the home of W. G. Crowe, Claim Agent, and a traveling bag was presented to Mr. Roberts.

Soldiers Eat Cake of Business Women

Members of the armed forces of the United States stationed in and about Chicago enjoyed a rare treat January 31, which day was set aside as "Cake Day" at the Service Men's Center by the Railway Business Women's Association of Chicago.

Scores of cakes, plain and fancy, home-made and otherwise, were delivered to the Center's headquarters, 174 West Washington Street, Chicago, early that day, and there was cake galore for all comers.

The Chicago chapter of the Railway Business Women's Association comprises approximately 800 members.

Unparalleled Troop Movement Shows Railway Efficiency

By David Lawrence

Washington, Jan. 23.—Now it can be told. A high Government official has released the information that 600,000 troops were moved within the boundaries of the United States in the sixteen days before Christmas. But to accomplish that movement, a feat unparalleled in the nation's history must be credited to the railroads of America, their executives and their workers.

Nearly all the railroads, involving more than 200,000 miles of track, were used. Seventy-five per cent of the soldiers actually had sleeping accommodations and the remainder traveled in day coaches, so not a single company had to be moved in freight cars, as was the case in the first world war.

This whole troop movement, which embraced travel from nearly every section of the country, was achieved with the loss of only one man—a

30,000 Women are Railroad Workers

Well over 30,000 women are now employed by North American railroads, according to a survey to be published in the April *Railroad Magazine*, and this number grows rapidly as more men go into military service and defense jobs.

The New York Central employs about 4000 women; the Canadian Pacific, 2500; the Southern Pacific, 2200; the Canadian National, 2000; the Pennsylvania, 1300; the Missouri Pacific, 1000; and so on down the line to the Susquehanna & New York, which has but one woman on its payroll (Marion Rehtel), secretary to the president.

Most of these are, of course, stenographers, bookkeepers, station or ticket agents, Pullman maids, and wielders of dust-pans and mops in trains and depots.

However, the wide variety of positions in the railroad industry which are open to women surprised even James W. Holden, who conducted the *Railroad Magazine* survey. Mr. Holden mentions two women who have served as locomotive engineers, one locomotive firewoman, and one brakewoman. Some women are crossing guards, some are street-car motorwomen and conductors. One is a hewer to ties and one a railway horticulturist.

There are two dozen railroad lawyers of the fair sex, more than a dozen have been presidents or vice presidents of steam railroads. One woman runs an overhead railway crane. There are many female doctors and nurses in railroad hospitals. Also one chairman of the board, innumerable telegraph operators, and the widely-publicized stewardess-nurses and hostesses on trains and even some trolley-cars.

Negro cook who was killed in a collision.

For eighteen months the War Department and the railroads have been studying this very contingency—what should be done if orders were suddenly issued for mobilization. Mistakes made in the last war had been surveyed for nearly twenty years. There were in the last few months opportunities to move large contingents of troops for maneuvers, but the troop movement just before Christmas was the biggest thing ever attempted on American soil. And it went off with a smoothness that seemed like a routine rehearsal of a long-laid plan.

The colossal job is difficult to describe. It was a mammoth task in planning and administration. The Association of American Railroads, acting for all the railroads, sent out orders and worked on a twenty-four-hour basis, pooling locomotives and cars and fitting in here and there special trains irrespective of whether the load was enough for a train. It was important to move the troops and get them to their destination, and the wires of the railroads were so crowded that at times all forms of communication from telephone to relayed messages through various channels were utilized.

The odd part of it was that the public hardly noticed the movement because delays to civilian traffic were the exception rather than the rule. The American people co-operated. Travel just before Christmas was held down to a minimum. The railroads asked their own employes and families to refrain from using their passes. Here and there regular trains had to be put on sidings but on the whole little time was lost.

What makes the performance of the American railroads even more remarkable is that along with the troops

traveled freight cars, which bore their supplies and equipment. The soldiers went fully equipped—ready for action. To carry this equipment—tanks, guns and ammunition—was a tremendous transportation job in itself. But it was done.

How was such a large number fed? The army carried its own food kitchens which were set up in baggage or freight cars. It took an immense amount of planning, but everything went off without a hitch. The troops were moved—some 600,000 of them—and they arrived at appointed places on a schedule that would have amazed Herr Hitler. For it is doubtful whether he has ever moved so many troops so fast as America did just before Christmas.

To the locomotive engineers, the trainmen, the conductors, the brakemen, the dispatchers and the hundreds of thousands of maintenance men who worked long hours and with a spirit of co-operation that was typical of their efficiency—for they have always been in the forefront of American labor—there is a tribute due, and it will doubtless be forthcoming from official quarters.

There was no confusion, no lost trains—every moment in the day the authorities could keep track of every contingent—and the important thing was that the orders issued immediately after Pearl Harbor were carried out.

Just where the troops were dispatched or what has happened since in the way of additional movements are still military secrets. The railroads get half fare for the troops and it probably cost them a great deal of passenger revenue, but when the Government called, every thought except the military purpose was subordinated. It was a masterful achievement.

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Farewell Dinner for N.Y.C. Ensigns

A farewell dinner was given recently at the Old Plantation Inn, Teaneck, N. J., to Robert F. Ackerman, 308 Rutland Road, and Warren R. Grove of Lambert Road, West Englewood, N. J., by 16 fellow members of the Wednesday Bowling Club, Weehawken, N. J.

Both young men were employed as civil engineers, and were scheduled to depart for service in the Navy as Ensigns.

F. Holloway, Assistant Division Engineer, presented each of the boys with a pen and pencil set. After the dinner bowling was resumed at Teaneck.

Likes Reserve Work

Miss Anne C. Rohde of the Office of Chief of Police, Line East, a member of the American Women's Hospitals Reserve Corps, of Queens, Long Island, is enthusiastic concerning this organization.

The Corps was organized during the First World War under the sponsorship of the American Women's Medical Association, and performed invaluable service during that conflict, afterwards continuing the service in the rehabilitation of social and health welfare.

Members of the Corps receive training for emergency service either in peace or war, and are thoroughly schooled in First Aid, military drill and discipline, rifery, motor mechanics, ambulance technique, canteen work and nursing.

Carl E. Wallquist, Clerk, General Freight Office, Boston, was called to active duty, under the Selective Training & Service Act, on February 4. Mr. Wallquist is the third young man in the General Freight Office, Boston, now in active service with the army or navy.

New York Veterans of World War No. 1 Hold Dinner Dance



Members of the Commodore Vanderbilt Post 1158, American Legion, held a dinner-dance in New York City February 11, attended by their wives and friends. Among the honored guests were Newfoundland War Veterans. Post members in the photo, left to right, are Past Commander J. Darby, Legionnaires T. Finneran, J. Lyons, A. Feld and E. Lindemann.