

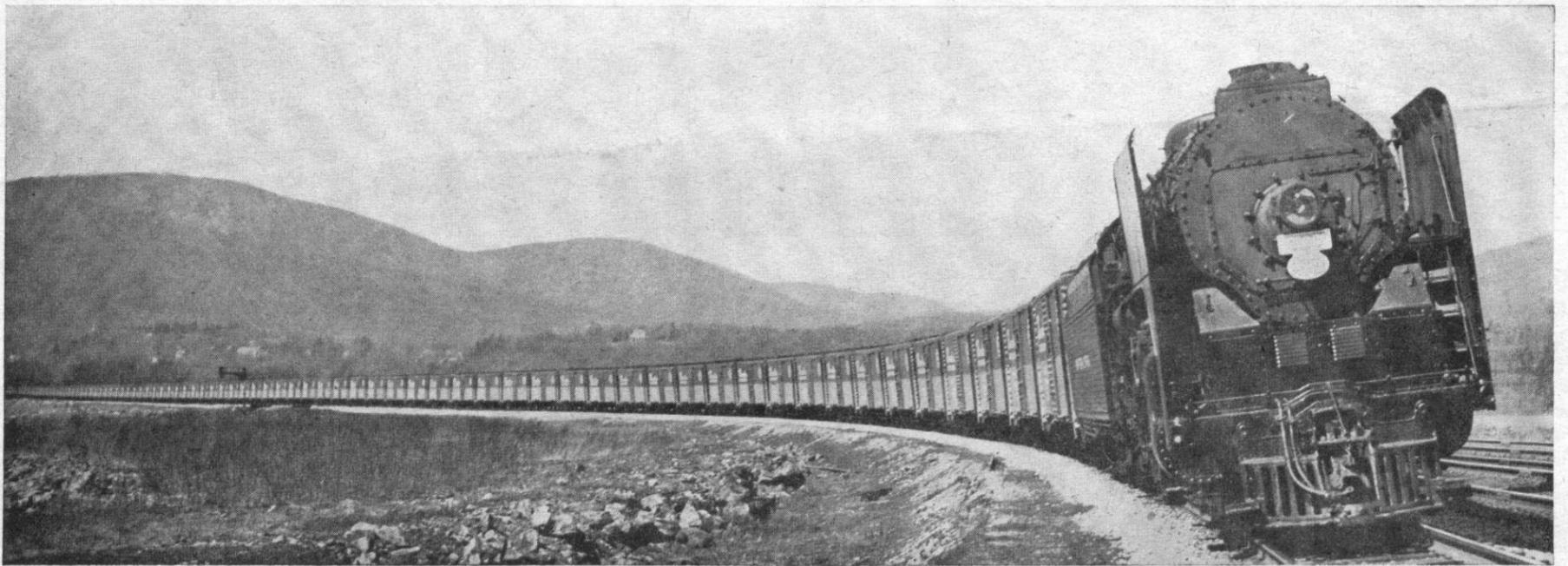


# CENTRAL HEADLIGHT

Vol. VII, No. 5

May, 1946

## First of New York Central's New High Speed Pacemaker Freights—65 Miles an Hour



### Pres. Metzman's Employee Report With This Issue

With each copy of this issue of the CENTRAL HEADLIGHT there is being distributed the President's Third Annual Report to the Men and Women of the New York Central.

In a review of the Company's operations in 1945, President Metzman points out that the Company faces a challenge from competitors which must be met by giving our patrons a constantly improving service. To help meet that challenge, millions are being spent for newer and finer locomotives and for 720 deluxe passenger cars, the largest number ever ordered by any railroad at one time. New freight cars and improved freight schedules will be available to shippers.

President Metzman points out, however, that to make this new equipment effective enthusiasm and co-operation on the part of the thousands of men and women whose livelihood depends on the Central's success is necessary.

Research to improve both motive power and other equipment continues, he reports, and plans are under way for the betterment of roadway and operating facilities, including new and improved signaling for more efficient, high speed operation. Radio communication, already successful in several operations, will probably be employed more extensively in the future. During the year, 406 new industrial plants, expected to produce traffic calling for the use of more than 200,000 cars, annually, have been established, are under construction or have selected sites along our lines.

The report, larger than previous ones and handsomely printed in two colors, includes a new double-page map of the System and has charts, pictograms and tables depicting the Company's operations for the year in graphic form. One shows that of the Company's total income of \$674,669,858, 62.1 cents of each dollar came from freight traffic, 25.1 cents from passenger traffic, 9.8 cents from other operations and 3 cents from investments.

From this same "income dollar," 48.8 cents were used to pay wages, including pensions. Executives, general officers and assistants got one-half cent of this, while all other employees received 48.3 cents. Fuel and other materials and supplies cost 22.2 cents, depreciation, or the wear and usage of facilities, was allotted \$2.7



At top the initial train of the Central's new fleet of overnight freights makes a test run along the Hudson. At bottom is one of the glamor freight cars, painted in vermilion and gray, with lettering in white. One thousand similar cars with high speed trucks, special brakes and rubber draft gears, to reduce shocks, are to be used in this new service, which began this month.

cents, other costs 5.2 cents, taxes 1.01 cent, interest, and rentals 6.5 cents and the remaining 3.6 cents was net income.

The Company's employees increased from 95,800 in 1936, to 124,400 in 1945. The average wage per employee rose from \$1826 in 1936 to \$2712 in 1945.

A three-dimensional bar chart in the report shows annual wages, net income and dividends for the last ten year period. It discloses the wide gulf between the total amount paid for wages in each of these years and amounts received by stockholders in dividends.

Only during the last four years of this period have the stockholders received any dividends. In 1945 wages paid totaled \$337,418,287, whereas dividends paid to stockholders amounted to \$9,671,091.

On the investment of \$2,200,000,000 in railway property used in transportation service, including cash, materials and supplies, the net railway operating return rate in 1945 was 2.3 per cent.

The last page of the report points out, in picture and text, that in addition to buying and maintaining their own properties and in 1944 alone paying taxes of \$1,849,195,157 for the support of schools, public health, public police and fire protection, the

railroads of the United States have to pay taxes to build and maintain airports and highways.

In airports, built by cities at taxpayers' expense, already a billion dollars has been spent and two billion dollars more are sought. The government has expended three hundred mil-

lion dollars for beacons, emergency

fields, radio beams, etc. Yet, all air lines pay only a nominal rental for the use of airports, while the taxpayer foots the bill.

Boats and barges, engaged in commerce on rivers, canals and inland waterways, pay practically nothing for

Nearly 200,000 Japanese troops were moved by rail to the southeastern port city of Pusan, for shipment to Japan; more than 1,000,000 repatriated Koreans, returning from forced labor in Japan and elsewhere, were carried on Korean railroads which for the first time in 35 years, were operating in a free land.

Major Hay entered the Army in 1943, at Pittsburgh. He served with railway units in the States before he went to Europe in August, 1944. During the battles in France and Germany, Maj. Hay received the Soldier's Medal for his work in placing the railroad yards at Soissons, an ammunition concentration point, in operation after a heavy air raid. Long, intensive work was required.

### Medal Sought for Youth Who Rescued Child

James R. Smay, 16, of Clearfield, Pa., who on March 13, rescued a girl toddler from in front of a New York Central train on the Pennsylvania Division, has been nominated for a Carnegie Medal.

He is the son of Raymond Smay, a locomotive fireman at Clearfield.

The boy, leaping off a passing school bus, threw Frances J. Painter, two years old, from the path of a freight train as she wandered down the tracks near her home. The locomotive missed hitting him by less than a foot, according to eye witnesses.

The train was Advance LS-7, enroute from Clearfield to Stoneboro.

The Associated Press carried a story of heroic rescue by the boy.

waterway maintenance, although the government has already spent more than two and one-half billion dollars to improve and maintain these waterways. Again the taxpayer pays the bill.

Intercity highways used as routes by huge commercial transport trucks, which pay only gasoline taxes and nominal license fees, have cost the American taxpayers more than twenty-five billion dollars.

These examples are cited to show that it is vital to the railroads and to the New York Central, in particular, that public spending on transportation facilities should be limited, or planned in such a way that railroads can compete on a fair footing.

### Ulrich Is Awarded Croix de Guerre

Walter K. Ulrich, formerly a sergeant, now back with the New York Central in the office of Vice President Brister, Freight Traffic Department, New York, was recently awarded the Croix de Guerre with Bronze Star. This award was made by General de Gaulle for work in connection with the handling of displaced persons (French Nationals) while he was with the Ninth Army.

Sergt. Ulrich was discharged from the Army on January 21, 1946 after service of over three years, two of which were spent overseas with the Military Government in Europe.

### Maj. W. W. Hay, P. & L. E. Engineer, Is Commended for Work in Korea

Major William W. Hay, 37, a former maintenance engineer for the Pittsburgh & Lake Erie Railroad, in Pittsburgh, who is now in Korea, has recently been awarded the Army Commendation Ribbon by Maj. Gen. Archer L. Lerch, Military Governor.

The non-operational equivalent of the Bronze Star Medal, the Commendation Ribbon was presented to Maj. Hay in recognition of meritorious service from September, 1945, to April, 1946. During those months, as Chief of Military Government's Engineering Section, Department of Transportation, Major Hay was charged with the all-important task of rehabilitating the badly neglected rail transport system in the U. S. Zone and of extending its services.

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### Walkill Agent's Son Awarded Silver Star

T/Sergt. Harry D. Keator, son of Harry A. Keator, Agent at Walkill, N. Y., recently was awarded the Silver Star for gallantry in action in France. On January 25, 1945, he frustrated a surprise action by the enemy by seizing a light machine gun and single-handedly engaging a fortified group of the enemy. He killed 12 Germans and forced others to flee. Enlisting in 1942, he served with the Third Infantry Division under General Patch. In 22 months overseas he fought at Anzia and in France. He holds the Purple Heart with Oak Leaf clusters, a Presidential Citation and the Croix de Guerre and has three battle stars on his European Theater of War ribbon.

### Some Veterans Recently Retired

Below is a list of New York Central Veterans recently retired together with their Departments, Location, and years and months of service:

Albaugh, Everett Z., Loco. Engr., Indiana Div.	45 7
Allen, Albert D., Machinist, W. Albany	51 0
Allen, Charles T., Clerk, Chicago	39 10
Angelo, Petro, Laborer, Mohawk Div.	16 11
Armstrong, Harry L., Teleg.-Lev'n, Detroit Div.	40 8
Bachman, Hartman, Car Inspector, Niles, Mich.	27 7
Bascom, Clarence A., Demurrage Clerk, W. Springfield, Mass.	49 5
Bonner, Clinton G., Chief Clerk, Chicago	29 2
Booth, Eugene, Truck, Utica	26 11
Bower, Charles E., Leadg. Electrician, Jackson	33 8
Brady, William, Loco. Engr., Hudson Div.	47 11
Brown, Abraham M., Elevator Oper., GCT	27 5
Brown, Jay C., Signalman, Westfield, N. Y.	42 10
Bruso, Albert J., Conductor, W. Springfield, Mass.	45 4
Bunting, Homer C., Mat'l Inspector, Collinwood	30 5
Burke, Frank, Janitor, Springfield, Mass.	21 1
Carlson, Walfrid W., Car Rep'r Hlpr., Chicago	16 9
Catalano, Joseph, Laborer, E. Syracuse	22 8
Chapman, John C., Conductor, Detroit Div.	39 0
Chiarello, Biagio, Machinist, W. Albany	24 6
Chivers, John W., Sect. Lab'r, Red House, W. Va.	29 0
Cicirelli, Luigi, Car Inspector, Weehawken	28 8
Cody, Samuel, Club Car Porter, New York	35 0
Coleman, George, Agent, Carmi, Ill.	41 2
Collard, John, Sect. Foreman, Essex, Ont.	39 6
Collier, James J., Loco. Engr., Westn Div.	43 4
Comins, Miss Helen E., Clerk, Boston	28 11
Congialosi, Salvator, Truck, Cleveland	22 10
Coppage, John W., Machinist, Norpaul, Ill.	23 5
Cordano, William D., Car Insp. & Rep'r, Cleveland	34 8
Crookes, William E., Clerk, Detroit	54 1
Dellea, Pietro, Tunnel Watch'n, State Line, Mass.	26 2
Doherty, William S., Eng. Hse. Fore'n, Sharonville	39 3
Donnelly, Chris J., Inspector, E. Syracuse	42 4
Donovan, Mrs. Gertrude, H. Clerk, Toledo	36 3
Eagan, James J., Yd. Car Oiler, Struthers	33 3
Eaton, Carl R., Signalman, Indianapolis	27 5
Edmiston, Chas. C., Loco. Engr., Penna. Div'n	47 3
Flowers, Frank, Sect. Lab'r, So. Bend	31 8
Flowers, Thomas W., Cross Watch'n, Kenton, O.	22 0
Foss, Ole B. A., Waiter-in-Charge, Boston	32 1
Fowler, Charles F., Teleg.-Lev'man-Clerk, W. Haverstraw	44 8
Fowler, Oliver A., Car Repairer, Linnale	36 8
Frost, William A., Teleg.-Clerk, Kenton, O.	31 6
Galbraith, James R., Fire Marshall, Pittsburgh	27 3
Garrison, Chas. G., Sect. Lab'r, O. C. Div'n	35 6
Getgen, Harry L., Boilermaker, W. Albany	30 3
Gibberman, Frank, Clerk, New York	34 0
Gould, Hiram, Laborer, Selkirk	20 7
Grainger, Joseph W., Conductor, Canada Div'n	40 0
Guernsey, Ralph E., Telegrapher, P&E Div'n	34 6
Hagerman, Leonard B., Car Rep'r Hlpr, Hobson, O.	27 8
Hamel, Oliver, Sect. Lab'r, Anderson	20 1
Hamm, Gustave W., Machinist Hlpr, Hobson, O.	27 8
Harrington, Geo. A., Fireman, St. Law. Div.	29 1
Hartzel, Robert E., Boilermaker, Avis	40 4
Hayes, Raymond E., Sect. Foreman, Indiana Div.	40 8
Hendren, Thomas J., Hostler, Beech Grove	33 7
Hood, Charles B., Machinist, Englewood	16 5
Hunter, Thomas, Sheet Metal Worker, W. Albany	47 3
Jaeger, Hugo H., General Foreman, E. Buffalo	43 2
Jenkins, Peter, Sect. Lab'r, Cleveland Div.	22 0
Kappis, Chas. W., Carman Helper, Battle Creek, Mich.	20 8
Kemp, Samuel E., Sect. Lab'r, Franklin, Ind.	43 1
Kennedy, Fred S., Frt. Carman, E. Buffalo	26 3
Kennedy, James G., Ass't Sig. Maint'r, River Div'n	35 8
Kimes, James C., Sect. Foreman, Erie Div'n	45 1
Klinglesmith, Sam'l O., Furnace Oper., Beech Grove	30 2
Knola, Julius J., Trip Valve Rep'r, W. Detroit	26 4
Koger, Joseph, Material Carrier, McKees Rocks	36 8
Kozma, Leon, Truck, Rome	20 6
Lacey, Edward S., Yardmaster, Susp. Bldg	29 8
Lambert, William Z., Pan Pumper, E. Palmyra	33 5
McAfee, Willard R., Chief Clerk, Pittsburgh	43 8
McDonald, Henry, Conductor, Illinois Div.	44 9
McHardy, Alexander, Eng. Watchman, Leamington, Ont.	22 9

### Eight Returned Veterans in N. Y. Public Relations Group



Returning veterans show great interest in the Central's public relations program as is evidenced by the group above, eight of whom recently returned from the Armed Forces, bringing a fresh spirit of progressiveness and alertness to the discussions at hand. Standing is John J. Divney, Leader. Clockwise around the table, beginning with Mr. Divney, Office General Passenger Agent, are: Arthur L. Mann, Chief, Bureau of Industrial Service, New York State Education Department; Etta Hatcher, Ticket Seller; W. A. Reinbold, Teleg-Clerk; Walter K. Ulrich, File Clerk; T. J. Gorey, Steno-Clerk; Marian Cornell, Ticket Seller; Donald Case, Clerk; Otto Eisele, Office Manager; Leo Giovanni, Checker; Justin J. Visco, Checker; Vivian H. Adams, Stenographer; H. J. Kempel, Ticket Agent; John R. Dunn, Clerk; H. E. McShane, Stenographer; William G. Heid, Head Clerk; Josephine C. Freer, Clerk; John W. King, Jr. Clerk; Margaret Speirs, Typist; Dema Beattie, Clerk; Agnes M. Kelly, Typist and Raymond R. Kinally, Clerk.

### E. W. Kruppenbacher Feted on Recent Promotion



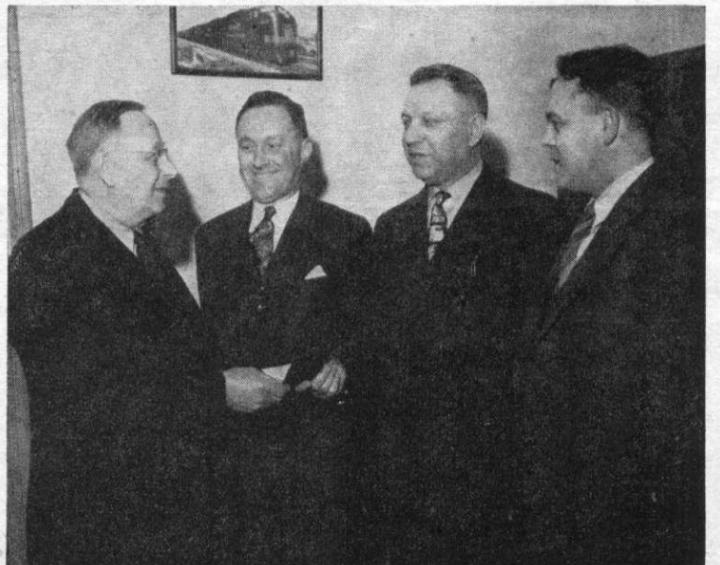
E. W. Kruppenbacher, center, appointed Mail and Express Traffic Agent at New York, recently was tendered a congratulatory party by his friends and associates in the Office of Auditor, A.S.A. & o/c C., in which he was Head Clerk, U.S. Mail Accounting. In center group, left to right, are J. Fitting, Chief Clerk, Auditor's Office; W. F. Brownell, Auditor; Mrs. Kruppenbacher, the former Dorothy A. Ruther, at one time secretary to W. Dallow, Assistant General Freight Agent; and Mr. Kruppenbacher.

### Back on Job



T/Sergt. Albert J. Hassett, Jr., son of A. J. Hassett, veteran General Foreman, Morgan Annex Post Office, West 30th Street, New York, recently received his discharge from the Army after 40 months' service. Hassett, Jr., before he went in the Army was a road brakeman, Hudson Division. He served in the 173d Engineers Combat Battalion in the invasion of Leyte and Okinawa and in the occupation of Korea. He went to the Pacific area in July, 1944 and took part in the initial assault on Leyte. His Asiatic-Pacific Ribbon bears three battle stars and an arrowhead for the Leyte assault.

### West Albany Instructor Gets Gold Pass



Godfrey Cook, Jr., left, Instructor of Apprentice Mechanics at the West Albany Locomotive Shops was awarded a gold pass in recognition of his 50 years' service with the New York Central. Shown with the veteran are, left to right, John Eble, Chief Clerk, I. W. Martin, Superintendent of Shops, and K. D. Read, Assistant Superintendent.

McLaughlin, Pat'k H., Boilermaker Inspector, Elkhart	47 9
Macon, Michael C., Planing Mill Hlpr, McKees Rocks	19 5
Mahler, William C., Yard Foreman, Norpaul	29 5
Martin, Henry E., Clerk, Rochester	43 9
Mathews, Odd J., Sect. Foreman, St. Anne, Ill.	36 4
Medaglia, Antonio, Sect. Lab'r, Canastota	30 1
Merickel, Mrs. Bergha E., Clerk, Toledo	29 2
Meyers, Fred, Conductor, Toledo Div'n	43 3
Miller, David, Coal Dock Foreman, Stanley	20 10
Miller, Henry F., Eng. Hse. Foreman, E. St. Louis	39 1
Miller, Press G., Switchtender, W. Columbus	40 8
Moore, John, Loco. Engr., Detroit Div'n	40 3
Mounds, John R., Cross. Watch'n, Indianapolis	22 9
Mullane, Jeremiah A., Conductor, River Div'n	45 6
Myers, William L., Pass. Carman, Utica	33 5
Napieralski, Joseph, Laborer, E. Buffalo	28 9
Nelson, James H., Sect. Lab'r, O. C. Div'n	34 6
Nelson, Orphey E., Loco. Engr., I.H.B. Div'n	40 10
Newman, Walter H., Signal Supervsr, Buffalo	45 9
Nilsson, Ola, Piece Work Inspctr, McKees Rocks	39 8
Notrofonzo, Rocco, Sect. Lab'r, Avis	26 8
Nugent, Miss Helen P., Telegrapher, Utica	27 6
O'Brien, Lewis D., Machinist Eng. Insp'r, Kalamazoo	30 5
Pietrandrea, Archangelo, Sect. Lab'r, Mohawk Div'n	19 6
Plotmer, Willis, Brakeman, Cleve. Div'n	35 2
Podgorski, Floryan M., Sect. Lab'r, Westn Div'n	19 8
Popek, Frank J., Laborer, Gardenville	17 7
Power, Edgar P., Car Inspector, Watertown	39 9
Powers, James F., Loco. Engr., CR&I Div'n	42 10
Powers, John C., Loco. Engr., Syra. Div'n	44 4
Primeau, Roderick, Machinist, Malone	26 4
Przybylski, Anthony M., Blacksmith, E. Buffalo	23 5
Pupich, Matijo, Sect. Lab'r, P&LE Div'n	26 0
Ralston, Joseph C., Sect. Lab'r, Gaylord	29 10
Raymer, John, Loco. Engr., Penna. Div'n	43 0
Reynolds, Melvin W., Boilermkr Hlpr, Corning	23 6
Rogers, Peter P., Pipefitter Helper, Indianapolis	27 10
Rosser, Peter, Sect. Lab'r, College, Pa.	21 2
Roy, William J., Loco. Fireman, Albany Div.	35 6
Sanders, Leslie W., Car Inspector, Sharonville	22 8
Sangster David R., Asst. General Foreman, Chicago	35 6
Savoy, Israel, Laborer, Chatham	21 4
Schwengel, Henry W., Laborer, Urbana	25 8
Shaw, Woodward S., District Cl. Agt., Pittsburgh	36 11
Shea, John A., Machinist, Riverside, O.	31 3
Sherwood, Charles A., Genl. Foreman, Indianapolis, Ind.	39 10
Shobe, Daniel D., Loco. Engr., I.H.B. Div'n	37 1
Sibbett, William A., Conductor, Montrose, Ont.	41 5
Simmons, Charles H., Clerk, Chicago	42 3
Smith, Fred P., Clerk, Springfield	49 10
Smith, Norman, Loco. Engr., River Div'n	42 10
Starr, Henry E., Frt. Checker, G. Rapids	26 1
Stasek, Mark, Car Repairer, Linnale	39 10
Sussex, Adelle A. (Mrs.), Asst. Custodian, Detroit	32 1
Sutton, Frank A., Loco. Engr., Toledo Div'n	46 6
Terrell, James, Cross. Watch'n, Illinois Div.	22 6
Thierry, Arthur C., Trainmaster, Sandusky	34 1
Tinley, James P., Chief Clerk, Detroit Div.	45 11
Trudeau, Joseph A., Loco. Engr., Detroit Div.	43 2
Tyrrell, Clyde L., Agent, No. Girard	47 3
Underhill, Samuel, Sect. Foreman, Canada Div'n	26 11
Valentino, Giacomo, Truck, Syracuse	23 6
Vandelester, Abram, Sect. Lab'r, Buffalo Div'n	30 2
Walker, George H., Conductor, Detroit	25 5
Ward, Josiah E., Cross. Watch'n, Danville	32 6
Willfong, John M., Sect. Lab'r, Ogden, Ill.	20 0
Wilson, Robert, Laborer, Indianapolis	28 11
Woepner, Albert, Truck Repairer, Beech Grove	33 7
Young, Samuel R., Telegrapher, P&LE Div'n	36 1
Zabinski, Valentine A., Laborer, W. Albany	27 4

### N.Y.C. Champions, Albany Bowling League



For the second consecutive year the West Albany Locomotive Shop Bowling Team won the championship of the Albany Federal City League. Top row, left to right: Charley Snyder, Rudy Reisner, Charley Lembo, Julius Nowaski. Front row: Fred Deutchlander, and Joe Cosgrove, Captain.

**Public Relations Class Meets at Niagara Falls**



This elementary class is made up of employees at Niagara Falls and Suspension Bridge, N. Y. Left to right, front row: Frank D'Amico, Inspector Car Department; Rose Dolhune, Assistant Cashier Freight Station; John J. Maday, Record Clerk, Suspension Bridge; Emilie Landeen, Switchboard Operator, Niagara Falls; Mildred Mingay, Clerk, Niagara Falls Freight Office; James E. Brennan, Trainmaster and L. J. Ferrel, Freight Agent, Niagara Falls. Rear row: J. F. Cronin, City Freight Agent, Buffalo, Conference Leader; William Joy, Accountant, Niagara Falls Ticket Office; H. S. Bullock, Demurrage Clerk, Niagara Falls Freight; George Kew, Ticket Seller, Niagara Falls; J. L. Van Orman, Yardmaster, Suspension Bridge; J. E. Wilcox, General Yardmaster, Suspension Bridge; William A. Hauck, Traveling Conductor, New York City; Alfred Galley, Inspector Car Department, Suspension Bridge; H. D. Jamison, Yardmaster, Suspension Bridge; A. Muhlbauer, Assistant Foreman, Car Dept., Suspension Bridge; Walter Koske, Assistant Foreman, Car Dept., Suspension Bridge; George O. Cannon, Ticket Agent, Niagara Falls; Vincent Foran, Biller, Niagara Falls Freight; R. E. Johnson, General Car Foreman, Suspension Bridge.

**L. W. Greene Given Gifts at Albany Gathering**



The above group presented to L. W. Greene, retiring Assistant Engineer, Albany, a Zenith radio, a wrist watch and a fishing rod in appreciation of his 40 years of service. Mr. Greene was first employed at Watertown, June 12, 1905. Left to right, sitting: A. R. Jones, Division Engineer and L. W. Greene, Assistant Engineer. Standing: W. G. Devlin, Secretary to Superintendent; F. W. Young, Assistant Land & Tax Agent; C. E. McMahon, Chief Clerk to Superintendent, Hudson Division; J. A. Stapleton, Statistical Clerk; Miss C. T. Myers, Clerk, B. & B. Office; R. A. Yanz, Contract & Side Track Clerk; A. O. M. Krauch, Rodman; Miss M. E. Hogan, Clerk; R. C. Campman, Supervisor of Track; W. H. Becker, Transitman; Miss E. M. Rogers, Clerk; G. F. Gilbert, Clerk; Miss A. J. Rees, Clerk; A. H. VanSinderen, Rodman; Miss A. T. Jacobson, Clerk; C. M. Gregg, Assistant Division Engineer; Miss B. C. Rheiner, File Clerk; Miss H. V. Gast, Secretary; H. W. Aldridge, Chief Clerk; J. M. Conroy, Chief Clerk; Miss A. E. Leahy, Clerk; W. E. Russler, Transitman; J. W. Parker, Clerk; E. E. Fobes, Assistant Supervisor, Bridges & Buildings; J. J. Hayford, Clerk; W. P. Hofman, General Agent; R. A. Stewart, Chief Freight Agent.

**Two Mohawk Division Brakemen Soldiers**



Shown above are two of the sons of A. C. Suhr, a Brakeman on the Syracuse Division for 17 years. At right is Robert E. Suhr, a furloughed brakeman on the Syracuse Division, who wears the Purple Heart and five Battle Stars. He recently returned and is doing some fishing. Shown beside him is his brother Franklin, also a furloughed brakeman, who is still in Italy. Two other brothers who were in the Armed Services have now been discharged.

ing the best possible performance in the operation of locomotives. It has been said that his reputation as "Chief of the Commandos" dates back to the days when he served under "Teddy" Roosevelt in the Spanish-American war. He started his railroad career as a locomotive fireman in September, 1900. He was appointed Engineer in January, 1906, Road Foreman of Engines in February, 1922, and finally Supervisor of Fuel & Locomotive Performance in October, 1927. Guests were present from New York, Albany, Boston, Chicago, Syracuse, Erie and Cleveland, among them M. W. Hassett, Chairman of Division No. 2, National Railroad Adjustment Board; Superintendent Dwyer; Asst. Superintendents McGraw and Evans; Master Mechanics Wardwell and Downs and Superintendent of Fuel and Locomotive Performance A. A. Raymond.

**Girl Rolls 546**

Miss G. Collyer, employed in the office of the General Claims Attorney, New York, rolled 546 in the Ossining City Tournament to help her team, the "Jades," clinch the title of City Champs. Eleven teams participated. First prize was \$25.

**No Injury in Four Years to Men Working in Springfield, Mass., Yard**

At the Albany or Albany's Springfield (Mass.) Yard, there are employed 33 men in a 24-hour period who for more than four years have operated without an injury.

This Yard is situated on a steep grade, and all cars have to be ridden in, with brake clubs used to hold them under control and with brakes left on cars to hold them. In the winter months this operation can be hazardous.

Yardmaster W. R. Egan, in charge, asked how he accounts for the good record there, replied:

"The men here are safe-minded and cooperative; and I hope will always remain so. They are proud of their Safety record, and needless to say, I am also. Most railroad men have a sixth sense, which I would call Safety

sense. As most of these men are working where they have to be alert always to avoid being injured, they realize the value of Safety, which is their insurance that they will go home to their families after completing their day's work.

"It takes only a moment of carelessness to void this; then the workman reaps the result in either painful injuries or worse. They may think they are hedged in with Safety rules, which cover the majority of ways in which men have been injured in the past. But if they will realize that these Safety rules are for their benefit and are merely the difference between the wrong way and the proper way of operating, and avoid violating these rules, they will have gone a long way toward being safe-minded."

**Jerome in New Foreign Freight Post; New N. Y. Quarters**

A. E. Baylis, Foreign Freight Traffic Manager, on April 1, announced the appointment of J. B. Jerome as General Foreign Freight Agent, New York Central System, with headquarters in the Cunard Building, 25 Broadway, New York 4, N. Y.

Lewis H. Smith was appointed Export and Import Agent and John P. Brady was named as Assistant Export and Import Agent, with the same headquarters.

Frank J. Donovan was appointed Foreign Freight Agent and Neil R. McCormick was made Assistant Foreign Freight Agent, with the same office address.

Mr. Baylis also announced the appointment of L. P. Gauvin to the newly created post of Foreign Freight Traffic Representative at Montreal. Mr. Gauvin's office will be in the Dominion Square Building, Montreal, and will be under the supervision of J. B. Finucane.

The headquarters of the Foreign Freight Traffic in New York, which have long been in the Produce Exchange Building, lower Broadway, were moved, on April 15, across the street to larger quarters on the 12th floor at 25 Broadway. The Marine and Lighterage Departments also moved to the same floor.

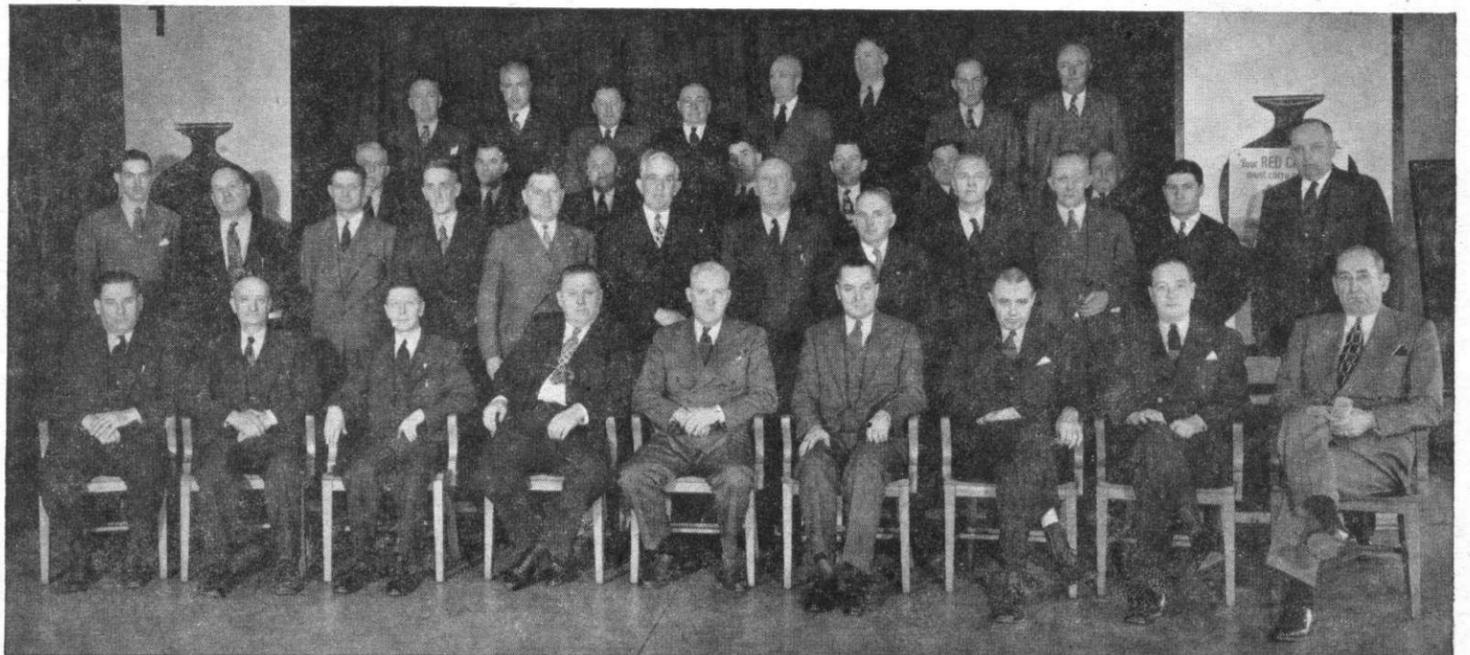
**"Commando" Boyle Honored in Buffalo**

"Commando" Percy J. Boyle, Supervisor of Fuel & Locomotive Performance, Lines East, was the guest of honor at an "Award of the Month" dinner-dance, held at the Hotel Stabler, Buffalo, N. Y. to mark his retirement after 45 years of service.

His friends termed him "Commando Boyle" during the early days of the

war, because of his keen perception and judgment in handling not only fuel conservation items, but in obtain-

**Buffalo Division Safety Committee One of the Most Active in Its Field**



Bottom row, left to right: F. B. Wilcox, Division Engineer; W. H. Newman, Signal Supervisor; F. J. Lazarus, Agent, Black Rock; F. J. Cramer, General Yardmaster, East Buffalo; M. R. Dwyer, Superintendent; D. E. Mumford, Asst. Genl. Safety Agent; A. A. Johnson, Div. Genl. Car Foreman; J. P. Dowey, Supt. Dining Service and R. H. McGraw, Asst. Supt.

Second row, left to right: E. H. Wiley, Claim Agent; G. Caley, Term. Foreman, Gardenville; F. L. Hoffman, Asst. Master Mechanic; H. H. Jaeger, Genl. Foreman, Car Shop; L. J. Conway, Rules and Vision Examiner; H. H. Varley, Agent, N. Tonawanda; J. E. Wilcox, Genl. Yardmaster, Suspension Bridge; W. C. Ahr, Genl. Foreman, Car Dept.; S. S. Greene, Genl. Foreman Stores Dept.; L. Babcock, Trainmaster; A. Rockwitz, Clerk, Baggage Department and W. J. Davis, Capt. of Police.

Third row, left to right: E. Abriel, Terminal Foreman, E. Buffalo; L. W. Clegg, Agent, Carroll St.; L. J. Ferrel, Agent, Niagara Falls; M. W. Tompkins, Genl. Yardmaster, Black Rock; I. A. Olp, Trainmaster, Black Rock; M. T. Buerger, Genl. Yardmaster, Gardenville and H. D. Reinhardt, Supt. Stock Yards.

Top row, left to right: J. E. Guilfoyle, Trainmaster; J. F. Nash, Trainmaster, Gardenville; A. W. Zink, Stationmaster, Central Terminal; F. J. Hamscher, Terminal Foreman, Suspension Bridge Enginehouse; H. D. Johnston, Trainmaster; J. E. Brennan, Trainmaster; W. C. Kendall, Chief Road Foreman of Engines and L. J. Shiels, Assistant General Manager's Office.

**Ahlborn Gets Citation for Friendly Service**

Edward R. Ahlborn, Passenger Representative of the staff of G. F. Stanton, Assistant General Passenger Agent, has received a citation for "friendly service to the welfare of many thousands of midshipmen in training at the United States Naval Reserve Midshipmen's School."

The citation was issued to Ahlborn, a New York Central career railroader, by Commodore John K. Richards of the Navy in recognition of his cooperation with the School in connection with transportation matters.

**Seven Detroit Brothers Served Uncle Sam**



The Basola boys of Detroit impart valuable knowledge gained from a total of 196 months of service in Uncle Sam's Army to brother Paul, who is just entering. All the boys enlisted and participated in a total of 15 major battles.

Left to right are: Michael, John, Andrew (seated), Stephen, George, Paul and Joe. Five of the seven brothers, Michael, Andrew, Stephen, George and Paul, before entering the Army were employed by the New York Central at Detroit in the Mail and Baggage room. Co-workers of the Basola brothers feel this is a record, and would like to know whether it can be topped anywhere on the New York Central System. If interested, write to them direct, in Detroit.

**Detroit Engineering Veterans Now Home**

The Engineering Department at Detroit announces the following are back from the Armed Forces:

Capt. William H. Goold, Assistant Engineer, Detroit, has returned to duty after serving with the 743rd Railway Battalion in the European Theatre; the major portion of the time being in the Port of Antwerp maintaining the railroads. Two battle stars were awarded his Company.

First Lieut. Charles T. Popma, furloughed Instrumentman, Jackson, Mich., has entered the U. of M., to finish a course in Civil Engineering under G.I. bill of rights. He served with a Survey section of the Field Artillery in the 9th Army in France, Belgium and Germany. He was in three major battles and was awarded the Bronze Star.

Lieut. (j.g.) Eugene J. Popma, former Signal Department employe at Jackson, has entered the University of Detroit under the G.I. bill of rights. He was a Naval Aviator in VB-92, and served at Saipan and on the Carrier *Lexington*.

Sergeant Robert V. Friedman has resumed duty as Draftsman-in-Chief, Detroit after serving with the 47th Medical Depot, First and 15th Army in France and Germany. He was in two major engagements.

Staff Sergt. William H. Pheatt has resumed duty as Clerk in Division Engineer Evans' office at Detroit after three years in the Army, in Alaska and the States. He has one battle star.

Capt. Stanley K. Winchester has resumed duty as Clerk in Division Engineer's office, after five years in the Quartermaster, and Army Air Corps, from Hawaiian Islands to Japan, flying fighter planes. Two battle stars adorn his ribbon.

**Windsor Pair Feted**

More than 100 employes and others attended an elaborate farewell party in Windsor, Ont., recently, to honor two recently retired machinists, Andrew Duncan and Ernest Lovell. Dancing and music followed a buffet luncheon.

J. W. Bridgeman, Machinist, presided and presented the two veterans with purses and Mrs. Lovell with a bouquet. Pins and certificates were presented by George F. Bunclark, Terminal Foreman.

Among those present were, William Kelly, Road Foreman of Engines and Arthur Wilkinson, retired Car Foreman.

Mr. Duncan was born in Dundee, Scotland and had been in the service of the Michigan Central since 1914.

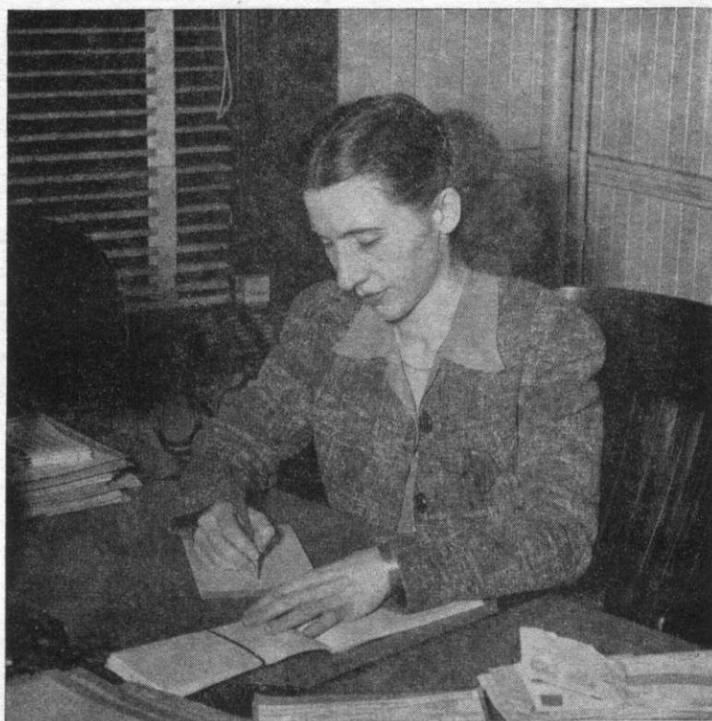
Mr. Lovell was born in Windsor and had been in service since 1907. When younger he was well known as a singer and tap dancer.

**Veterans' Dinner Held at Columbus**

Thirty-one employes retired during the past year, and their wives, were guests at the 19th annual dinner dance of the Ohio Central Athletic Association, held recently at the Seneca Hotel, Columbus, Ohio.

J. H. Spooner, Superintendent, the first President of the Association, was toastmaster. Four hundred were present.

**Collinwood Girl Also an Operatic Soprano**



Miss Genevieve Shasberger, Stenographer-Clerk in the office of Superintendent of Shops and Master Mechanic, who sings with Cafarelli Opera Company and directs a Cleveland Church choir.

OPERA, the piano and organ make up a large share of life for Miss Genevieve Shasberger when she is not otherwise occupied as stenographer-clerk in the office of the Superintendent of Shops and Master Mechanic, Collinwood, Ohio.

A dramatic soprano, Miss Shasberger is a member of the Cafarelli Opera Company, a group of from forty to fifty Cleveland men and women, directed by Carmella Cafarelli, formerly with the Metropolitan Opera and now harpist with the Cleveland Symphony.

Miss Shasberger has studied for more than ten years, and, together with her group, has sung a number of times with the San Carlos Opera

Company. The Cafarelli company also has presented its own productions, such as *Martha*, in which she sang second lead, and *Mignon*, working with nationally known singers and directors. Two or three of those who have appeared in the Cafarelli productions are Creators of the Metropolitan, Elvira Helal of the Chicago Opera Company, and Patrick Henry.

Miss Shasberger also is a pianist of accomplishment and has played as accompanist to Mobley Lusharuya and Anna Kaskas, both of the Metropolitan. She also is organist and choir director at the Nottingham Congregational Church, one of the better known churches of Cleveland.

**Champion Bond Seller Commended**

John J. Rogers, retired employe of the Auditor Passenger Accounts Office, Detroit, recently received from the Treasury Department a letter of thanks and commendation for selling a total of \$100,000 in War Bonds and Stamps.

Mr. Rogers, who retired June 1, 1944, after almost 56 years of service, is believed to be the New York Central's champion individual bond seller. Still in good health, he is making his home these days in Albany, N. Y.

appointed General Agent, Passenger Department, Detroit, succeeding T. E. Nerland, promoted to Assistant General Passenger Agent, Chicago.

**Goes to New Post**

Vincent A. Celebrezze, payroll clerk in the office of Auditor Freight Accounts, Detroit, has a new position as Traveling Auditor, with headquarters at Watertown, N. Y. At a farewell gathering, he was presented with a traveling bag by W. J. Daeschner on behalf of his fellow workers.

**E. T. Scheper Back**

Edwin T. Scheper, recently released by the U. S. Navy with rank of Lieutenant, has resumed his former position as Payroll Clerk in the office of Auditor Freight Accounts, Detroit.

**Peterson Now General Agent at Detroit**

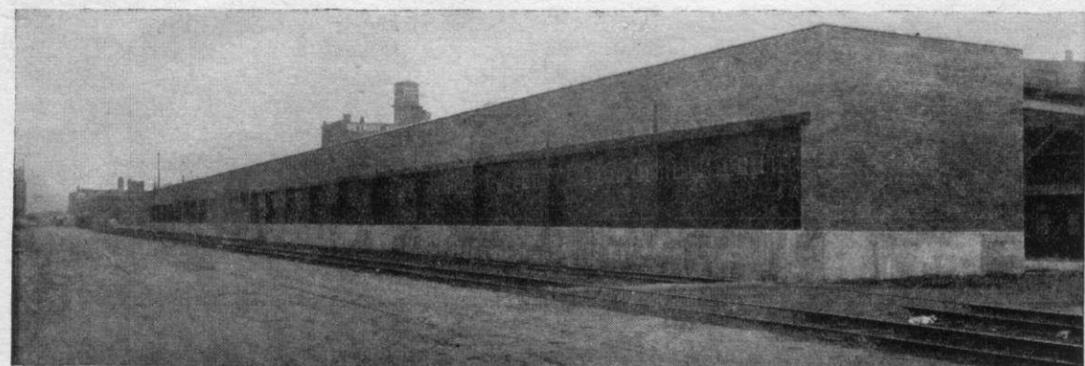
Effective April 1, C. H. Peterson, Terminal Ticket Agent, Detroit, was

**Detroit Conductor Plans to Fish and Hunt**



Curtis A. Lillie retires after 38 years' service. Mr. Lillie is an expert fisherman and hunter, and expects to spend a great deal of his time in pursuit of the bass and deer. Picture shows Superintendent R. F. DeForest presenting Certificate of Service and Retirement Button. Left to right are Stationmaster Seabrook, Mr. Lillie, Superintendent DeForest and Trainmaster Bratt.

**N. Y. Central's New Meat Dock Completed at Detroit**



Construction has been completed on the New York Central's new Meat Transfer Dock on Jefferson Avenue, Detroit. The dock is 500 feet long and 22 feet wide, of modern steel and brick construction. Due to its central location it is expected the new transfer dock will develop into the major meat distributing point in Detroit. The building is equipped throughout with meat rails, and has three refrigerated rooms.

**Mercury Brakemen Retire on Same Day at 65**



George E. Merritt and George Rieber, Passenger Brakemen on the Mercury since that Chicago-Detroit service was placed in operation in November, 1939, with 45 and 41 years of continuous service, respectively, retired March 31. Both men had been passenger brakemen throughout their entire railroad careers, both are 65 and both make their homes in Detroit. Mr. Merritt entered the service of the Central on March 12, 1901 and Mr. Rieber in September 25, 1904. Assistant Superintendent B. D. Maltby Chicago, was on hand at the Central Station to give Mr. Merritt (left above) and Mr. Rieber, right, a send off on their last run between Chicago and Detroit, March 30. Both veterans are hale and hearty.

**Cleveland Division Committee, an Outstanding Safety Workers' Group**



Aviation Machinist Mate 3c William G. Paul, who served with the Naval Air Station, Corpus Christi, Texas.

Corporal Raymond G. Kinsinger of an Engineer Boat Maintenance Company, who saw service in New Guinea, New Britain and the Philippines. He wears three Bronze Stars and an Arrowhead.

Private First Class Elmer M. Nichols, Jr. of the Medical Detachment of the 16th Cavalry, who was absent because he was celebrating his third wedding anniversary. He was a Sergeant Technician and wears two battle Stars for service in the Rhineland and Central Europe.

**Parents Present as 50-Year Vet Retires**

The Mad River Chapter of the Big Four Veterans' Association, Springfield, Ohio, sponsored a dinner recently in honor of Fred P. Smith, a clerk in the local freight station and long the secretary of the Chapter. About 125 were present. The dinner was served by the Ladies' Auxiliary.

Mr. Smith was born in 1879 and had rounded out fifty years of service at Springfield. He started as a messenger at seventeen.

A feature of the occasion was the presence of Mr. Smith's father and mother. His wife also was there.

A number of guests were by officials and associates in appreciation of the long service of the guest of honor. Flowers were presented to the Smiths.

**Birthday Party For P. & L. E. Veteran**



T. W. Lane, Chief Clerk in the Auditor Disbursements' Office at Pittsburgh, was guest of honor at a testimonial luncheon held in the Pittsburgh Terminal Restaurant on his 70th birthday.

Starting as a Chainman in the Engineering Department in 1899, he advanced to Engineering Accountant. After serving in that Department for 34 years he became affiliated with the Accounting Department in 1933, and has retired after 47 years of faithful service.

More than 100 employees of the Accounting and Engineering Departments attended the luncheon, at which he was presented with a traveling case and a purse.

**Cleveland Veteran A Man of Hobbies**

Homer C. Bunting, 61, Material Inspector, Equipment Engineering Department, Cleveland district, who recently retired, after 30 years' service, has several hobbies to occupy his new-found leisure. He likes to paint and has made more than 200 landscapes and still life subjects, most of which have been presented to friends. He also builds sail boats for use on Lake Erie and works on hammered copper.

On his retirement, recently, he was presented with a gold watch by H. L. Hamilton, Assistant Engineer, Material Inspection, at a dinner given in his honor by fellow employees and friends. Present from out of town were L. S. Gardner, R. V. Brinkworth, E. P. Bernfeld and J. E. Carr, from Buffalo, and J. A. Schlarb and A. T. Carr, from Pittsburgh.

**Emmanuel New P. & E. General Manager; Davis Ends 53 Years**



Karl F. Emmanuel



William Davis

TWO hundred associates and friends assembled at a dinner at the Lincoln Hotel, Indianapolis, March 29, to honor William Davis, who retired as General Manager of the Peoria & Eastern Railway on March 30. Brief addresses were given by Dwight A. Fawcett, Assistant General Manager, C. E. Hill, General Safety Agent and L. S. Rose, Mr. Davis's immediate predecessor, who retired seven years ago.

Gifts of luggage for Mr. and Mrs. Davis were presented by E. H. Janke, Auditor of the P. & E.

Mr. Davis, who completed a railroad career of more than fifty-three years was also honored at the general Safety meeting at Urbana, Ill., March 21. He was presented a bronze plaque for his zealous leadership in Safety.

A native of Newport, Kentucky, Mr. Davis entered the employ of the Big Four at Cincinnati, December 29, 1892, as a messenger. He soon advanced to a clerkship and progressed to chief clerk to the assistant general manager and in 1913 to assistant chief clerk to the general manager.

He was transferred to Indianapolis in 1913 as inspector of transportation and in 1917 became assistant general

yardmaster. He returned to Cincinnati in 1919 as acting superintendent but returned to Indianapolis in 1921. He served successively as trainmaster and superintendent of the Indianapolis Terminal Division. At the time he was made general manager of the P. & E., November 1, 1938, he was assistant superintendent of the Indiana division. Mr. and Mrs. Davis will continue to live in Indianapolis.

Karl F. Emmanuel, who succeeds Mr. Davis as General Manager of the P. & E., recently returned from military service.

Mr. Emmanuel entered service with the Wisconsin Car Service Association as Traveling Inspector in 1908. In 1910 he went to the Illinois Central System, where he served in various capacities in station and yard service. He joined the N. Y. Central System, via the Big Four Passenger Department, in 1916. He was furloughed during World War I and returned to the Big Four, serving as supervisor of transportation, terminal trainmaster and trainmaster on several divisions. With the outbreak of World War II he again entered military service in command of one of the New York Central sponsored units; the 721st Railway Operating Battalion, which recently completed its tour of duty in the China-Burma-India Theatre.

Mr. Emmanuel returned to the Central in January, 1946, as Assistant to Assistant General Manager at Indianapolis. His P. & E. headquarters will be in Indianapolis.

**Nine C.U.T. War Vets Honored at Dinner**

Sixty-six members of the Electrical and Mechanical Departments of the Cleveland Union Terminals Company recently gave a dinner in honor of nine returned war veterans of the department.

C. O. Beck, Engineer Plant Maintenance introduced each veteran and gave a resume of his military service. All came through the war unscathed. Superintendent A. Hart, Howard Bigelow of the Division Engineer's Office and Warren S. Ingles were among the speakers. Those honored were:

Sergeant Martin Spavelka of the Ninth Armored Division, a Tank

**Cleveland Police Bowlers Are Victors**

The N. Y. C. Police bowling teams of Columbus and Cleveland engaged in a home and home best four out of seven match games to determine what team would meet the bowling team of the Detroit MC Police. This started from a friendly argument between Chief Taylor, Lines West, and Chief Max of the M. C., as to who had the better bowling team.

In a match bowled on the drives of the St. Clair Ontario Recreation Co., the Cleveland team won two games.

The Columbus team later played host to the Cleveland Team at the Riverview Recreation Alleys. The Cleveland team won two games and the series, with the right to meet the Detroit bowling team.

**Beech Grove Men Back**

Former Beech Grove Freight Shop employes returned to work after leave of absence for duty in the Armed Forces include:

W. C. Armstrong, Carman Helper; R. E. Deitrick, Laborer; W. P. Lynch, Clerk; F. V. Ping, Carman; H. Cunningham and A. C. Cornelius, Carman Helpers, and R. E. Green, Carman Apprentice.

**At Y.M.C.A. Campaign Dinner in Collinwood**



Left to right: A. L. Wright, Superintendent of Equipment, Lines West; Joe Martin, Clerk, Car Department; A. (Gus) Hart, Superintendent, Cleveland Division and William A. Dalby, Trainmaster, Cleveland Division.

First Row—Left to Right: A. C. Nelson, A. Hart, D. E. Mumford and A. L. Sayles. Second Row—O. C. Nichols, H. J. Hamilton, C. C. Wehrle, A. L. Luther, C. H. Haynes, J. A. Diffenbacher, W. A. Dalby and C. W. Hammond. Third Row—M. B. Olson, G. S. Chambers, Geo. A. Doran, J. E. Bridell, W. T. Gillen, R. W. Andrews, E. Erickson, C. O. Henry, R. F. Culbreth, W. H. Robinson and B. Ball. Fourth Row—R. P. McLaughlin, J. C. Hoeger, F. F. Riefel, R. H. Christenson, H. A. Hampson, G. F. Jessup, E. R. Kinter, L. T. Byrne and Fred D. Garries.

Commander, who wears the Distinguished Unit Badge and three battle Stars for service in the Rhineland, Ardennes and Central Europe.

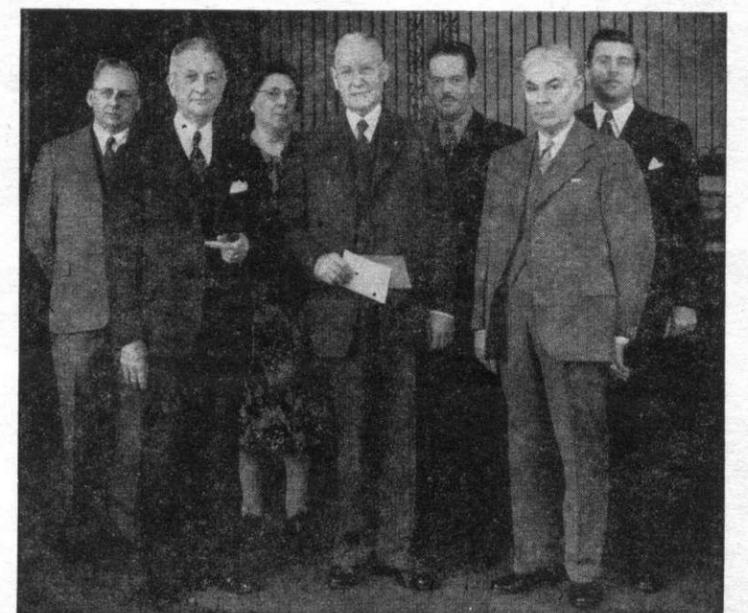
Staff Sergeant Howard Klaas, a Radio Operator and Mechanic on C-54's who saw service in China, Burma and India.

Private First Class John Jostis, an Infantryman with the First Armored Division, with three battle Stars for campaigns in Africa, Salerno and Italy. Trench feet, received at Anzio, hospitalized him for twelve months.

Sergeant Clarence G. Hunter, Remote Control Turret Gunner and Mechanic on a Black Widow night fighter, who saw service in Luzon, Iwo Shima and in Japan. He wears two Bronze Stars.

Staff Sergeant John G. Kling, a Waist Gunner on a Flying Fortress with the Eighth Air Force, based in England. He wears the Air Medal with three clusters and has three battle Stars. His unit received the Presidential Citation.

Master Sergeant R. W. Anderson, attached to headquarters of the First Infantry Division. He landed in Normandy on D-Day and has five Bronze Stars, Bronze Star Medal and the Croix de Guerre. His unit helped prepare for the Nuremberg trials.



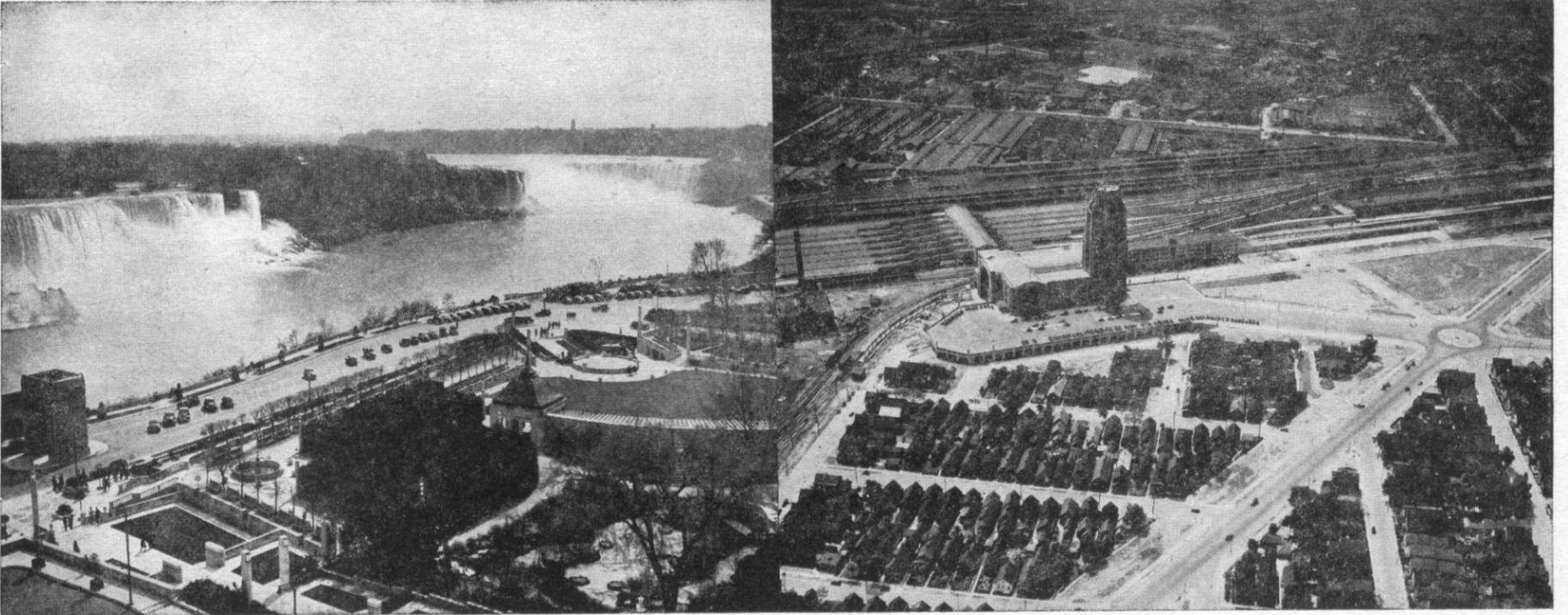
Front row: E. E. Barton, Local Treasurer; E. H. Hucke, retiring Paymaster; F. C. Wills, Assistant Local Treasurer; Rear row: E. L. Moorhouse, Mrs. L. K. Phillips, T. B. Clarke and R. W. Packer.

ERNST H. Hucke, who served as Paymaster of the Pittsburgh and Lake Erie Railroad Co., since 1914, retired from active duty on March 31, after fifty years and five months. He began work as a stenographer November 1, 1895 in the office of the General Manager. On November 1, 1899, he became stenographer to John G. Robinson, Treasurer, in which department he remained in various positions. On his seventieth birthday, March

5, he was accorded a departmental birthday party, when a host of friends and delegations from other departments called to express good wishes. He was presented with a gift of United States Savings Bonds by E. E. Barton, Local Treasurer, the joint contribution of many who thereby expressed best wishes for good health and many years in which to enjoy his retirement.

**Safety is Paramount**

## Buffalo Division, 16.66 Miles Long, Heart of N. Y. C. System



Niagara Falls, viewed here from the Canadian side of the border, is one of the seven natural wonders of the world. Goat Island, center, separates the American Falls, left, and the Horseshoe Falls. The Falls are visited by thousands of tourists, not to mention honeymooners, every year, summer and winter

This aerial view of Buffalo Central Terminal and environs shows the Main Line with passenger platform canopies beyond the Terminal, the East Buffalo Stock Yard pens farther in background, and, in left foreground, tracks of the Belt Line, which begins at the Terminal and has its other terminus at Black Rock.

**B**UFFALO Division acts as the pulsating heart of the New York Central System. East and west, it pumps a ceaseless flow of traffic, both passenger and freight, along the great artery of the Main Line, as well as along the other arteries of the West Shore and the Michigan Central.

Yet, as a heart, it is only a mighty midget. Extending only 16.66 miles over the Main Line from Bay View, on the west, to Depew, on the east, it is the smallest division on the Main Line of the System. Its entire territory lies within an area roughly 15 miles wide, east and west, and 22 miles long, north and south. So much for the physical part.

The "mighty" part of its plant layout and performance is described by a different list of amazing figures. Within its small territory it has 250 miles of line track, 550 miles of side tracks with more than 3,500 frogs and switches, and more than 1,200 buildings. Of the 1,400 industrial plants in its territory, the division serves 826 industrial plants by means of private sidings or through reciprocal switching arrangements. It creates heavy passenger traffic for through trains from a population of 1,036,345.

### The Niagara Frontier

The territory of the Buffalo Division is commonly called the Niagara Frontier, a strategic transport crossroads located at the nexus between Lake Erie and Lake Ontario. In Indian times canoe routes and land trails met here. Early railroads stopped at this point and transhipped by lake boats. Today Buffalo's lakefront has busy wharves and a total of 11 railroads converge here from south, east and west. Three switching lines also serve the city.

In 1842, through an originally independent line called the Attica & Buffalo, railroad service over a number of separate small lines from the Hudson River, all later being consolidated to form the New York Central, first reached Buffalo.

This early line was consolidated with its neighbor, the Tonawanda, in 1850 to form the Buffalo & Rochester, following which a more direct line was constructed between Batavia and Buffalo. In 1853 the Buffalo & Rochester consolidated with the nine other roads between Buffalo and Albany into a single corporation under the name of "The New York Central Railroad," a corporate name which has persisted through other consolidations to the present day and the formation of the New York Central System.

After being linked by rail to the

seaboard, Buffalo grew rapidly as a trading and industrial center so that the complexity of serving its thriving business life and handling through traffic became, in itself, a divisional operation.

The outstanding structure of the Buffalo Division is the Buffalo Central Terminal, a great passenger, mail and express depot serving through and local trains. Opened by the New York Central for traffic in 1929, it is one of the finest railroad stations in the country and a notable civic monument. This terminal and its facilities, involving an investment of approximately \$14,000,000, was designed to take care of the city's passenger and express traffic through future years of continued growth. These facilities are proving valuable in handling present heavy traffic.

The principal feature of the Terminal is an octagonal tower, housing fifteen floors of offices for the railroad staff, which formerly was scattered inconveniently in the city, and for other forces brought in from oth-

er points. Buffalo grew rapidly as a trading and industrial center so that the complexity of serving its thriving business life and handling through traffic became, in itself, a divisional operation.

Besides serving all New York Central trains, operated over the Main Line or over the Michigan Central, the Terminal also is the origin and end of runs for trains of the Pennsylvania Railroad. An average of 185 trains, mostly on the Central, arrive and depart from the Terminal daily.

Buffalo is a popular convention city and in the same territory is Niagara Falls, one of the natural wonders of the world, a mecca of tourists and attraction for honeymooners. Sleeping car service on many trains from points on the System today adequately accommodates these traffic demands. In addition, the Empire State Express, for more than half a century a favored train of Buffalonians, now gives pop-

ular luxury coach service to New York City and intermediate cities. In mail and express service Buffalo is a highly important distribution point between East and West. During September, 1945, for example, more than 1,367,000 pieces of mail and baggage were handled. In a typical single day 8,350 sacks of parcel post were received from 14 cars on 12 trains from eight points of origin and 12,250 other sacks of parcel post from 18 cars on 11 trains were routed to 11 destinations. On the same day 16 through trains were unloaded of 3,300 sacks of parcel post and loaded with 2,550 sacks, while Railway Post Office cars on 28 through trains were loaded with 4,214 sacks and unloaded of 3,576 sacks of first class mail.

equipped with special racks for loading. A force of approximately 750 men complete a daily output of between 24 and 30 cars daily. Cycle repair work is performed here, such as installing new steel side sheets, new roofs, new wooden floors and linings, sandblasting and painting. The Shops house all contributory departments to the work and the main Shop is equipped with an overhead crane.

The ice house is one of the largest on the System, having a storage capacity of 15,000 tons and icing platforms totaling 782 feet long. This is an icing point for eastbound refrigerator cars.

Most of the work of the Buffalo Division is done on its several branch lines, taking freight cars to and from

the hundreds of factories, grouping them in large Yards for despatching or for interchanging with other roads. An average day will find 200 eight-hour tricks by switching engines engaged in this work.

The principal branch lines are the Gardenville Branch, the Belt Branch and the Niagara Branch, the latter being the only one of these branches to handle passenger service.

The two-tracked Gardenville Branch is a freight short-cut route, ten miles south of the city, linking together in a straight line the divisional ends of the Main Line, which describes a wide arc into the city. At its eastern end it also connects with the West Shore.

On this line is located Gardenville Yard, second of six major yards in the Buffalo Division. This Yard has approximately 85 miles of track and a capacity of 8,800 cars. Its work is principally through business, originating from and destined for points other than the Buffalo territory.

Some consolidation is performed here on eastbound trains but mostly they stop merely for cutting off cars for way freight trains and for a change of locomotive and crew.\* They then hurry on to DeWitt Yard on the Syracuse Division for their main classification before proceeding to destination.

### Westbound Hump

With very few exceptions, however, through westbound trains are humped here. Since many of the cars in these trains are empty, it is here that they are classified according to orders for ultimate employment and will go out as solid trains for the Main Line West, the Big Four or the P. & L. E.

Gardenville Yard includes a Coopercage Yard for the conditioning of box cars to carry grain. It also has an ice house with more than 1,000 feet of platform for icing refrigerator cars, a great coal dock and engine houses containing 34 stalls.

Near the eastern connections of the Gardenville Branch with Main Line and the West Shore is located V. I. Yard, where trains from the east with merchandise and freight for Buffalo destination arrive. A Repair Yard is maintained here for making running repairs such as changing wheels and couplers.

At its western end the Gardenville Branch connects with Seneca Yard on the Main Line. This Yard has 42 miles of track, with a capacity of 4,500 cars. It is used principally for the collection and distribution of Niagara Frontier freight originating from or destined to points on the Main Line, West.

The Belt Branch begins at the Terminal, leading out from East Buffalo Yard, describes a half-circle east of the downtown heart of Buffalo and ends at Black Rock, making a junction with the Niagara Falls Branch. It is two-tracked throughout its length of 6.70 miles.

The greatest number of industries served by the Buffalo Division are located at the terminus of this busy

### Superintendent Dwyer and Buffalo Division Officers



Operating officials of the Buffalo Division, left to right, seated, are: M. R. Dwyer, Superintendent, and R. H. McGraw, Assistant Superintendent. Standing: R. J. Barnes, Trainmaster; L. J. Conway, Rules Examiner; J. E. Brennan, Trainmaster; J. F. Nash, Trainmaster; H. D. Johnston, Trainmaster; I. A. Olp, Trainmaster; W. H. Newman, Signal Supervisor; E. P. Brown, Assistant Trainmaster; J. P. Mangine, Chief Dispatcher; and L. Babcock, Trainmaster.

er points. The Main Concourse is a magnificent room 300 feet long, 66 feet wide, and 60 feet high. Leading off this great room, the Train Concourse, 450 feet long, gives access by covered ramps and stairways to seven canopied platforms, each serving two tracks.

A long wing, leading off from the Main Concourse, contains the offices of the Car Service Department and of the American Railway Express Company.

The Car Service Department, employing approximately 300 people, keeps a record of the movement and location of all Central freight cars, whether on or off the lines, and of those of foreign roads currently on the lines. The purpose of this record is to make the correct payment and

ular luxury coach service to New York City and intermediate cities.

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### Ashtabula Employee Writes a Song About the New York Central and His "Baby"

Words by Gus Kondas  
Music by Cliff Smith

*Just My Baby And Me*  
(On The Good Old N. Y. C.)

arr. by Cliff Smith

Slow Bounce

Voice

Next Sat-ur-day morn-ing, I hope it comes soon.

First comes the wed-ding, Then our hav-ey-moon.

Chorus

On that hav-ey-moon train, Oh! How hap-py we'll be, Just My Baby And Me, On The

Good Old N. Y. C. I'll hold her hand and sigh, As we watch the world go by, Oh!

My, oh! Me, what places we will see, Old Ni-a-gara Falls, And

Lake Placid too, we'll see all these bright lights, On Broadway too, we'll park our days then, And we'll

head home again, Just My Baby And Me, On The Good Old N. Y. C., On that Good Old N. Y. C.

Living in Ashtabula and working in the New York Central's old car shop there, is a veteran employe, Gus Kondas, who uses his spare time to indulge in his hobby of writing song lyrics. Many of his lyrics have been set to music by a professional composer and arranger, Cliff Smith, of Fort Wayne, Indiana, formerly of Ashtabula. Mr. Smith has played with and arranged music for a number of the "big name" bands, including that of Vincent Lopez. A number

of songs by Mr. Kondas, a piecework inspector, who has been a New York Central employe for 32 years, have been played by Ashtabula musicians at dances and other social events. The newest joint opus of this pair is "Just My Baby and Me on the Good Old N.Y.C.," which is reproduced above. Other of his late songs are "Lonesome Highway," "That's What You Mean To Me."

## Buffalo Division, 16.66 Miles Long, Heart of N. Y. C. System

(Concluded from Page Six)

line, in the Black Rock territory. At this point tracks of the Division reach directly by sidings approximately 400 plants, and some of these great factories require daily movements of one hundred cars in and out.

The Niagara Falls Branch leaves the Main Line 1.5 miles west of the Terminal and winds north through the territory of the Niagara River, 32.8 miles to Lewiston, where it stops just short of reaching Lake Ontario.

### Only Branch Line

This is the only branch line of the Buffalo Division giving passenger service. Local passenger trains, carrying tourists to and from Niagara Falls and commuters between stations, run between the Terminal and Suspension Bridge, stopping at Terrace Station, Black Rock, Tonawanda, North Tonawanda, LaSalle and Niagara Falls.

Except for tourists, many of whom exercise the privilege on travel tickets of a free trip to view the Falls, most inter-urban passengers use the Terrace Station because it is only a few blocks from the downtown shopping and hotel district. Freight service for the territory on the Niagara Branch between Black Rock and the Terrace is served by the Black Rock Yard.

In addition to the local trains, the Michigan Central operates its passenger trains over this line as far as the International Bridge at Black Rock, by which they cross over the Niagara River into Canada. Such trains as the Wolverine, North Shore Limited and the Detroit section of the Empire State Express use this route. The Niagara, giving sleeping car service from New York City, goes up the Falls Branch to end its run at Niagara Falls.

At Black Rock is located one of three freight Yards on the Niagara Falls Branch. This Yard, with a capacity for 1,100 cars, is used principally for the collection of cars originating in this important industrial area besides for interchange between other railroads at this point. The four-mile Wonalancant Branch leads out from here to give service to several plants situated on the river front.

### North Tonawanda Yard

Seven miles north of Black Rock is North Tonawanda Yard, of 100 car capacity, performing similar work in collection and distribution of cars and interchange with a foreign road. Also from this yard an important industrial branch makes a connection with the Rochester Division.

Overshadowed by the sprawling size of nearby Buffalo, the city of Niagara Falls means the famous cataract of that name to the popular mind. Yet it is not the thundering leap of the river into its equally famous gorge which creates the city's wealth. Its population of more than 100,000 finds livelihood from the production of its many great industries. Important among these are the huge chemical plants, which were first attracted here by the availability of hydroelectric power.

The cataract, however, as one of the seven natural wonders of the world, has always been an important passenger traffic promoter for the New York Central. Indeed, its attraction was the principal cause for the construction of the Niagara Falls line, soon after its incorporation in 1875.

Little more than a mile north of Niagara Falls is Suspension Bridge, where a double-tracked bridge owned

by the Michigan Central and Railway used by the Canadian National Railway span the Niagara River Gorge. Trains crossing both bridges from Canada enter Suspension Bridge Yard to be broken up for delivery in Niagara Frontier or for expediting eastward over the Falls Road of the Rochester Division, with which connection is made out from the Yard via a short branch. This Yard has a capacity of 4,000 cars.

### West Shore Ore Dock

A feature not heretofore mentioned of the plant of the Buffalo Division is the West Shore Ore Dock, located on the city Ship Canal and reached by trackage rights over the Buffalo Creek line from East Buffalo Yard. Besides having a hopper facility for the unloading of self-unloading boats, the dock is equipped with three Brown electric unloaders with seven-ton clam shell buckets, which not only unload ore from lake vessels but enable unloading of coal to the dock, subject to further handling from the dock by lighters for fueling purposes. The structure is 63 feet wide and 1,040 feet long, having five tracks on the dock proper and 11 tracks in the ad-

acent Yard.

Buffalo is the largest flour milling city in the world and this industry, combined with the extensive manufacture of mixed feeds, accounts for more than 10 per cent of freight traffic into and out of the city.

Eighteen grain elevators are located on the lakefront. Two of these are on New York Central tracks and the others are reached through reciprocal switching. Of the two served directly by the Central, one has a capacity of 4,500,000 bushels and the other a capacity of 500,000 bushels. All eighteen elevators have a capacity of 42,673,000 bushels.

The large grain traffic gives rise to the heavy transit shipment of freight, which reaches such a large volume at Buffalo. Transit shipment amounts to approximately 20 per cent of freight traffic totals. Thus, during September, 1945, when carloadings were 15,181 on the division, transit carloads were 2,048.

Commodities other than grain handled in transit traffic include canned goods, live stock, petroleum, oils. Such goods on arrival in Buffalo can be stored and reshipped months later

on the through rate from origin to destination.

Most of the special transit accounting involved is handled by the Transit Accounting Bureau, operated through the Trunk Line Freight Association.

## Railroad News

**PURCHASES** by the railroads do much to give prosperity and employment in hundreds of other industries.

In 1945, the Class I railroads expended \$1,572,404,000 for fuels, materials and supplies. Some of the larger items were:

- Bituminous coal, \$396,171,000.
- Iron and steel products, \$520,876,000.
- Fuel Oil, \$142,656,000.
- Cross ties, \$84,078,000.
- Other lumber and forest products, \$52,884,000.
- Steel rail, \$77,038,000.
- Oils, grease and waste, \$30,674,000.
- Commissary supplies, \$60,476,000.
- Miscellaneous materials, \$359,411,000.

**FATALITIES** resulting from highway-railroad grade-crossing accidents nationally in the first two months of 1946 totaled 393, an increase of 46 compared with the corresponding period in 1945.

Nine hundred and fifty-four persons were injured in such accidents compared with 927 in the same period of 1945.

There were 174 fatalities resulting from highway-railroad grade-crossing accidents in February alone, an increase of five compared with 1945. Persons injured in such accidents totaled 436 in February, 1946, compared with 349 in February, 1945.

**RAILROADS** of the United States on April 15 asked the Interstate Commerce Commission for an increase of 25 per cent in freight rates, with certain exceptions as to which lesser increases were sought, to become effective on May 15, subject to modification by the Commission. No increase was asked in present fares.

A general and immediate increase in freight rates is imperative, the petition said, to meet the critical situation resulting from increased wages, increased and increasing prices for materials and a severe decline in traffic and revenues, with freight rates still at prewar levels and fares only slightly higher than before the war.

Prices for materials and supplies, including fuel, were one-third higher in 1945 than before the war.

**CAPITAL** expenditures for equipment and other improvements to railway property made by Class I railroads in 1945 totaled \$562,980,000, the greatest for any year since 1930, and an increase of \$2,868,000 above those in 1944.

Of the total, \$314,779,000 were for locomotives freight-train cars, passenger-train cars and other equipment, and \$248,201,000 for roadway and structures. Capital expenditures for equipment in 1945 were a decrease of \$13,452,000 and those for roadway and structures were an increase of \$16,320,000 compared with 1944.

Capital expenditures for locomotives in 1945 totaled \$127,934,000, compared with \$178,017,000 in 1944.

For freight-train cars, capital expenditures amounted to \$138,114,000, compared with \$134,533,000 in 1944.

For passenger-train cars, the amount of capital expenditures totaled \$30,843,000 in 1945, compared with \$1,921,000 in 1944.

Expenditures for other equipment in 1945 amounted to \$17,888,000, compared with \$13,760,000 in 1944.

Of the \$248,201,000 spent for roadway and structures, more than \$91,000,000 were used for improvement of tracks and sidings.

### High Honor

A husband came home from business looking very glum.

"What's the matter with you?" asked his wife.

"I was in a restaurant this noon, and I had an argument with a waiter," he explained. "He insulted me. He called me a pig!"

"Listen," she said, "with the price of pork what it is today, you don't have to feel so insulted!"

### A. H. Wright Speaks from Farm and Home Special



The Farm and Home Special featuring innovations to aid farmers and home makers and operated jointly by the New York Central and Cornell State College of Agriculture, began its two weeks tour through New York State over the New York Central with dedication ceremonies in Syracuse April 1, broadcast over Station WSYR. Appearing on the broadcast, above left to right, were Al Gibbons, WSYR announcer; A. H. Wright, Vice President & General Manager, New York Central; Dean Sarah Gibson Blanding, of the College of Home Economics at Cornell and President-elect of Vassar College; Dean W. I. Myers of Cornell State College of Agriculture; and C. Chester Du Mond, New York State Commissioner of Agriculture and Markets.

# What Do Railroadmen Think of Railroading? Here Are Some Answers

WHAT do railroaders think of railroading?

How do the men and women in the offices, shops and out on the line feel about their jobs and their industry?

No questions could be more important in meeting the railroad problems of today and tomorrow. And last year, the editors of *Railway Age*, the leading railroad weekly, set out to get the answers . . . the truth, the whole truth, and nothing else but.

To do the job, they engaged Opinion Research Corporation, of Princeton, N. J. Perhaps you were one of the thousands of railroaders interviewed by the field staff of that organization. Perhaps not. But in any case, out of that mass of interviews came a scientifically exact picture of what a "typical" railroader thinks.

Because you may be interested in comparing your own ideas with those of this composite co-worker of yours, "The Headlight" is devoting three articles to the *Railway Age* survey answers.

To start with, what about money? Everybody is interested in money. And railroaders are naturally most interested in *railroad dollars* . . . the ones that fill their pay envelopes and the ones that buy the equipment with which they do their jobs.

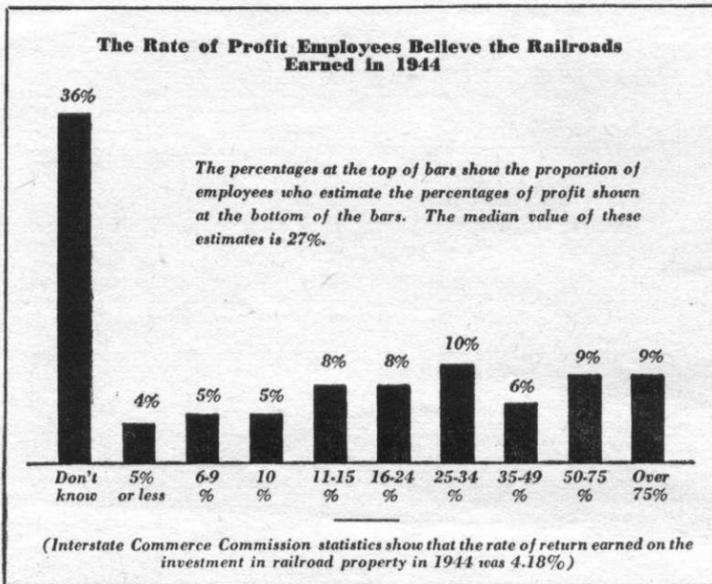
The survey shows that two-thirds of railroad employees know that the money used to build and equip the railroads represents the capital of many thousands of investors. In their estimates of how much profit on this invested capital the railroads should be allowed to earn, the employees were very generous, almost half of them (46%) saying the rate of profit should be somewhere between 10% and 50% or over—much higher than it is.

Not only did a large percentage of employees think the railroads should be entitled to higher earnings than they actually make, but more than half of them (55%) even believe that in 1944 the railroads did earn from 10% to 75% or more. The fact is, however, the return the railroads earned on their invested capital in 1944 was at the rate of only 4.18%.

Please look now at the chart accompanying this article showing graphically "The Rate of Profit Employees Believe the Railroads Earned in 1944," and note that in addition to all those (55%) who believed the railroads earned between 10% and 75% or over, 36% just said they didn't know.

With a total of 91% of railroad employees thinking railroad profits are vastly greater than they are or saying they don't know what they are, it is scarcely reasonable to expect a large part of the general public, which has less reason than the employees to be informed on this subject, to think otherwise than that the industry is making money hand over fist.

Printed beside this chart from the *Railway Age* survey, you will find a graph reproduced from President Metzman's Annual Report to the Men and Women of the New York Central System, giving a picture of this situation on your own railroad. This graph



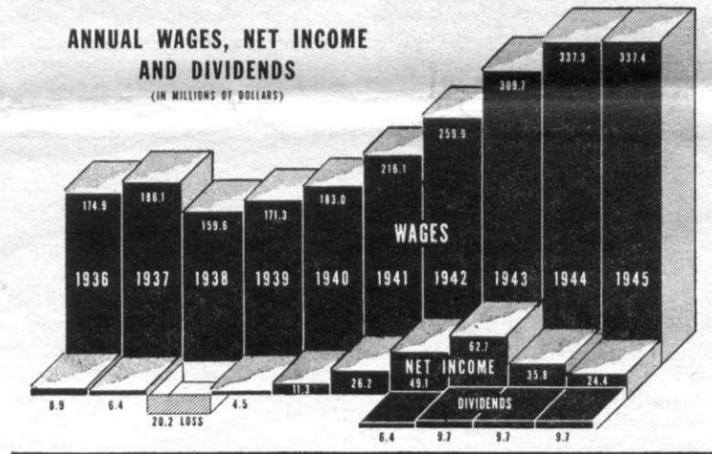
This is what *Railway Age* shows for all railroads.

shows a comparison between investment and net railway operating income for the 10-year period 1936-1945 and indicates the rate of return for each of these years. You will note from this chart that the rate of return earned by the New York Central in 1944 was 3%.

Let's look at another angle of this question of railroad money. "How Are Earnings Shared?" The accompanying chart bearing this title, reprinted from the *Railway Age* survey, shows that nearly half the railroad employees (46%) correctly believe that they get a larger share of railroad revenue than do the stockholders. But, on the other hand, 35% say the stockholders get a larger share and 16% have no opinion—a total of 51%.

1945 when stockholders received \$9.7 millions in dividends, the employees received \$337.4 millions in wages.

Approaching this question in another way, the employees were also asked by *Railway Age* how many cents out of each revenue dollar they thought the employees received in wages and the average of their replies was 35 cents. Actually in 1944 wage payments by the railroads accounted for more than 40 cents out of each revenue dollar, and as your Annual Report for 1944 showed, the New York Central figure was 44.6 cents. In your new report for the year 1945, at the bottom of the page headed "Where the Money Went," you will find a chart showing that 48.8 cents of the Company's "Income Dollar" was paid out in wages.



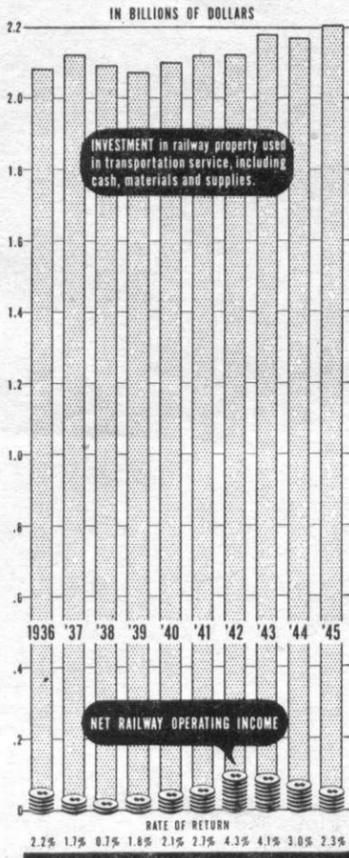
Showing relation between wages, net income and dividends on the New York Central.

Accompanying the *Railway Age* chart showing how the employees think earnings are shared is a chart reprinted from your Annual Report, giving a striking comparison for the last ten years between payments made to employees in wages and payments made to stockholders in dividends. A careful study of this chart makes perfectly clear who gets the larger share of railroad earnings—that, for example, in

These are some of the more important subjects dealt with in the *Railway Age* survey. In our next issue there will be another article dealing with problems of competition with other forms of transportation. In this connection please note the back cover of your Annual Report.

We believe it is important to know your Company and your industry and we want you to have the facts. To

## INVESTMENT, NET RAILWAY OPERATING INCOME AND RATE OF RETURN

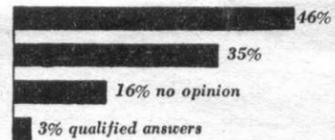


This is New York Central investment and rate of return.

that end this series of articles is intended to supplement the material in your Annual Report with additional related information on the railroad industry.

### How Are Earnings Shared?

46 per cent of employees say that employees get the larger share of railroad revenue, while 35% say that the stockholders get the larger share.



(I. C. C. figures indicate that wages were approximately 41% of 1944 railroad revenues and that dividends to stockholders were slightly more than 3%.)

This is what *Railway Age* shows for all railroads.

handle ideas . . . all on one side. Fun is like insurance; the older you are the more it costs.

Telling a modern bride what a wife

should know is like giving a fish a bath.

A pessimist is usually a guy that financed an optimist.

\*\*\*

### Dumb

It must have been a very dumb girl who thought a finger wave was a hitch-hiker's appeal!

\*\*\*

### Crowded Quarters

A hillbilly was brought to court after a fight. "Tell your story," demanded the Judge.

"Well, I was in a telephone booth, talkin' to my gal, proposin' marriage," explained the hillbilly, "when this man here suddenly wants to use the telephone. He opens the door, grabs me by the neck and throws me out of the booth!"

"Then you got angry?" asked the Judge.

"Yes sir, but I got real sore when he grabbed my gal and threw her out, too!"

\*\*\*

### Good Old Days

In the old days the only time sex was mentioned was between five and seven!

\*\*\*

### Etiquette

A ritzy woman was giving an exclusive party at her Long Island mansion. She needed an extra butler for the occasion and, the servant problem being what it is, she had to be satisfied with what she could get. When her guests arrived, she was the perfect hostess, doing everything in a very ultra swank manner. At the buffet supper, she was carrying her plate of food, when an accident occurred—she dropped a deviled egg on the rich carpet.

"Oh, my good man," she called, not knowing the new butler's name, "I just dropped an egg. What shall I do?"

"**CAKLE, TOOTS, CACKLE!**" was the new butler's advice.

\*\*\*

### Ain't It the Truth?

The modern girl has one great ambition—to go with every Tom, Dick and MARRY.

\*\*\*

### Just to Make Sure

Moran was hailed into court for committing modified mayhem on a fellow man. "Moran, what have you to say for committing assault and battery on this man here?" coldly asked the Judge as he indicated the victim. "He said I was laconic," was Moran's alibi.

"Do you know what laconic means?" inquired his Honor.

"No, I don't," admitted Moran, "but I gave him a rap on his snoot just to be on the safe side."

\*\*\*

### Bow-Wow!

The Canine's National Anthem . . . "My Country, 'Tis a TREE."

## Between Runs

"I am persuaded that everytime a man smiles—but much more so when he laughs—it adds something to this fragment of life."—Sterne.

### Joe Laurie, Jr., Sez:

#### Ain't It the Truth?

These days a workman starts a story, "Once upon a time-and-a-half . . ."

\*\*\*

#### The Customer Is Always Right

A fellow went into a millinery store. "I'd like to buy a big Satan hat for my wife," he told the saleslady.

"You mean Satin," corrected the saleslady, "Satin is something that looks like the devil."

"Did you ever see my wife?" inquired the fellow.

\*\*\*

#### Getting Even

An American prisoner in Germany raised an awful rumpus condemning the heads of the whole Nazi regime. He was loud and vociferous.

#### Kid Stuff

"I'll put a strop to your foolishness," sed Pop as he put Willie over his knee.

Willie is wiser now.

#### Up-to-Date

A book agent tried to sell a dictionary to one of the heads of the Agriculture Department.

"It's modern and up-to-date," assured the book agent, "in fact it's right off the press."

"I'll take a peek at it," said the prospective buyer. He looked up the word 'cow'—it said—see bovine. Turning to the word bovine—it said, see beef. He looked up beef, and it said, see O.P.A.

\*\*\*

#### Misunderstanding

Two fellows who hadn't seen each other in years, met one day, and one remarked, "What are you doing now, Jim?"

"I'm a panhandler," replied Jim. "A panhandler?" said his surprised friend, "you mean a—beggar?"

"No," Jim explained smilingly, "I run a beauty parlor—I handle pans."

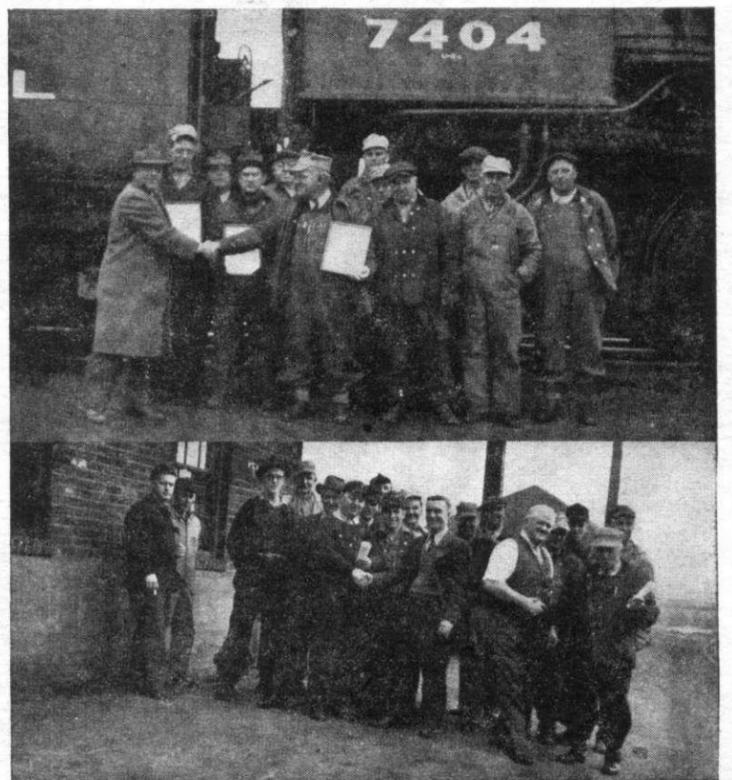
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#### Laurie Fillosophy

"Wooden swearing" . . . that's what my mother called it when we banged doors and slammed things.

Some men, these days, have jug-

## Albany Conductors and Crews Win Safety Awards



The top picture shows Conductors J. Ganance, F. D. Farr and J. E. Mara at Rensselaer Yard, and the bottom one, E. Hoeflich and J. Knutty at Bull Run Yard, Albany, with their crews, at the time of presentation of Conductors' Safety Club certificates showing that these men and their crews went through the year 1945 without reportable injuries.

## Bob Butterfield, Rail Fans' Hero, Succumbs at 79

Robert E. Butterfield, known to railroad fans all over the world as "Bob" Butterfield, famous retired engineman of the Twentieth Century Limited, died April 27 at the home of his daughter, Mrs. Roger Brassel, 10 Rochelle Road, Larchmont, N. Y. Mr. Butterfield celebrated his 79th birthday on April 19. He had been in ill health since last September, although maintaining his vigor up to that time.

He retired May 6, 1938, after more than 54 years of railroading, of which 20 years had been as an engineman on the Century, between Harmon and Albany.

Mr. Butterfield was born in New York in the old Ninth Ward and began railroading as an oil boy at the age of 16 in the Central's Roundhouse at 72nd Street. In 1890 he was made a freight engineman and in 1899 entered the passenger service. In October, 1904, driving a mail train, which, when delivered to him, was more than an hour behind schedule, he made one of the fastest runs in railroad history, covering 3.51 miles between Croton and Ossining at the rate of 105 miles an hour.

Mr. Butterfield, who was regarded

### "Bob" at the 20th Century's Throttle



as the best known engineman in the world, had been the subject of numerous magazine articles and newspaper stories and had participated in many broadcasts. After his retirement, he was a favorite speaker before clubs and other organizations in the East, addressing, among others, the Union League Club of Philadelphia and the Harvard Club of Boston. He received fan letters from all parts of the world, including India and Japan.

For many years, he made his home at 68 South Highland Avenue, Os-

sining. Mr. Butterfield, who had been in excellent health for many years, attributed his stamina to the extensive use of dairy foods. Throughout his long life he never smoked or used intoxicants, a fact which he never failed to stress when addressing audiences of younger folk.

Beside his daughter, Mrs. Brassel, he is survived by his wife, Catherine, another daughter, two sons, Raymond, an extra New York Central freight conductor, and Robert E., and seven grandchildren.

### Old Forge Ticket Agent Also Justice



Mr. and Mrs. John Perry pose as bridal couples in the township of Webb, comprising Old Forge, N. Y., see them. Mr. Perry is Night Ticket Agent at Thendara, in service since 1909. As Justice of the Peace he also conducts the Traffic Court and is Past President of the Herkimer Magistrates' Association. In the sport of bowling he holds the titles for high single game, highest average and highest 3 games in the Masonic League of Old Forge.

## Byrne First Head of Williamson Post

The Col. Frederick E. Williamson Post No. 6593, Veterans of Foreign Wars of U. S., was instituted on May 6 by the County Commander and party. The officers installed were:

William K. Byrne, Commander; George J. Martin, Senior Vice Commander; James J. Lee, Junior Vice Commander; Burton R. Porter, Quartermaster; Harry J. Downing, Judge Advocate; William J. Devine, Surgeon; Thomas P. Molloy, Chaplain; Richard J. Welsh, Rudolph S. Witock, and Arthur F. McGlynn, Trustees.

Meetings are held the first Monday of the month at 6 P.M. in Room 1568, 230 Park Avenue. The Post is open to any veteran who is qualified. Contact the Quartermaster in Room 514, Ext. 2180, 466 Lexington Avenue.

Formal installation, presentation of the Colors and dance will be held early in the Fall.

### Cleveland One of 27 in an Oldtimers' String Orchestra

FRED NEUMEISTER now Checker at the Orange Avenue Terminal, Cleveland, believes that interesting and worthwhile spare time activities make for a longer and happier life. And he has put this theory into practice.

For some eight years Mr. Neumeister has been a member of a 27-piece string orchestra known as "The Old Timers." The orchestra is unusual in several respects. Its members are men of middle age or better, the youngest being 47. All participate as a spare time activity, doing so either because of an interest in music for its own sake or as a means of achieving a satisfying and stimulating relaxation from daily business worries.

Mr. Neumeister, who is 58, plays the guitar. Included in the membership also is a former New York Cen-



Fred Neumeister, Guitarist and Checker at Orange Avenue Terminal

tral employee, George H. Frazene, retired Superintendent of Buildings between Buffalo and Elkhart. Medical, engineering and other professions are included in the group.

Mr. Neumeister and his associates play mostly for Masonic lodges and specialize in classical and semi-classical music.

In addition to his orchestral work he has developed a substantial sideline in repairing musical instruments. Possessing considerable talent in this work he purchases and repairs for sale damaged instruments, working in his basement in the winter months and in his garage in summer. This has developed into a profitable, as well as enjoyable, activity.

Mr. Neumeister has been with the New York Central since February 2, 1920. He has four children, one son and three daughters, and five grandchildren.

### Softball Challenge

Employees of the New York Central Building, the skyscraper at 230 Park Avenue, New York, have again organized a softball team under the new management of "Frenchie" Caron. A. S. Robert is the captain and Jim Lee is coach.

Many of the members of the team are veterans of the Army, Navy or Marine Corps. They will welcome games with local teams on Saturday afternoons.

### Chicago Man Back

The freight Traffic Department, Chicago, is happy to have back again Ralph J. Priebe, who has just been discharged from the "Armed Forces"; also Ray Mariever, recently discharged after overseas service.

## Railroads Confident, President Metzman Says in Los Angeles

Confidence in the future of the railroads as America's principal transportation agency was expressed by Gustav Metzman, President, New York Central System, in an address before the Pacific Coast Transportation Advisory Board, at a meeting March 21, in Los Angeles. Telling of the New York Central's \$56 million order for 720 new passenger cars, the first of which was received a month before, he said:

"Our new equipment buying reflects our confidence in America; our confidence in the railroad as a means of transport; confidence in the railway train as offering people the most attractive combination of comfort, spaciousness, safety, speed and economy, as they go about on their errands of business and of pleasure."

Describing the modern railroad as a cooperative enterprise of the highest order, Mr. Metzman said: "It is entirely dependent upon the enthusiasm, the teamwork, the good will and the continuing support of the men and women who do its work." One method of developing this teamwork, he said has been through Public Relations group meetings, in which more than 30,000 employees have already taken a part.

Speaking on "From Blueprints to Trains," Mr. Metzman said that on America's railroads the carefully prepared blueprints of yesterday are being converted rapidly into finer passenger trains, smoother-riding, high speed freight cars, more efficient motive power and, "above all, into the progressive freight and passenger service to which America is entitled—and which it must have to fulfill the promise of its industrial future."

Over two years, 1945 and 1946, Mr. Metzman said, "We are spending for passenger and freight cars, and for new locomotives, a total of \$100 millions—plus millions more for new bridges, docks, buildings and other roadway facilities. These railroad dollars, in terms of jobs for workers and the pay which those workers spend, will send out ripples in ever-widening circles of prosperity, like pebbles dropped in a pool, from Maine to California, from the Great Lakes to the Gulf of Mexico."

Mr. Metzman said that Congress in the Transportation Act of 1940 drew "a splendid blueprint for a national transportation policy," but added that in many respects it is only a blueprint which has not been

thoroughly implemented and turned into constructive action. The most important aspect in which it has not been brought into actuality, he said, is in the spending of public moneys for transport facilities.

Public investment in highways, waterways, airports and airways now exceeds private investment in railways, he said, and to reach a workable relationship between public and private investment is America's Number One Transportation problem.

He called attention to the pending investigation of the country's transportation problems by the Committee on Interstate and Foreign Commerce of the House of Representatives, of which the Hon. Clarence F. Lea of California is Chairman, and appealed to railroad shippers to submit their views to this Committee.

### Detroit Ends 54 Years' Service

William E. Crookes, clerk in the Auditor of Freight Accounts Office at Detroit, ended 54 years of continuous service with the New York Central when he retired at the age of 73, March 31.

He was honored at a gathering of friends and associates at which W. J. Daeschner, A. F. A., presented him with a \$100 purse. Many other gifts were presented by individuals.

Mr. Crookes entered service in the A. F. A. office at New York City, March 14, 1892. He joined the A. F. A. at Cleveland, in 1931, and moved to Detroit in 1937.

Mr. Crookes carries a "Gold Pass" which he cherishes. He is a charter member of the Railroad Y. M. C. A. in New York City.

### Detroit Woman Honored on Retiring

After 27 years' service, Miss Mary Kasper, employed in the Detroit District Station Accounting Bureau, retired February 28. Her fellow employees presented her with a watch and W. N. Baillie, District Station Accountant, thanked her for faithful work.

After the presentation another surprise awaited her, when the young ladies of the office made her the guest of honor at a banquet in one of Detroit's famous eating spots. Good food, good music, and the singing of old songs featured this farewell party.

### Prepared for Round Two



It was Round Two for Hugh M. Sherley, Boilermaker at West Albany Locomotive Shop, when a half-inch steel nut came flying through the air from an unlocated source, but he was prepared. In 1907 Mr. Sherley suffered the loss of his right eye under similar circumstances while working at Avis Shops. Round One! Recognizing his serious loss, Mr. Sherley faithfully complied with the requirements of Safety Rule 4034A, wearing his protective goggles constantly while on Company property. Round Two occurred on April 4, 1946, and the accompanying picture shows the effect of the blow and the nut which caused the damage. His good eye behind that shattered lens was not injured! Mr. Sherley says he hopes this incident will be influential in impressing his fellow workers with the necessity of protecting their eyes through wearing safety goggles.

# Central Headlight

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Editor

C. W. Y. Currie

Associate Editors

C. A. Radford  
Cincinnati

Frank A. Judd  
Chicago

Volume VII

May, 1946

No. 5

## Food For Thought

SCHILLER, philosopher and student of human nature, said every man stamps his value upon himself. He might well have added, so does every Company.

But it is obvious that there can be no real appreciation of true values without accurate knowledge of, or acquaintanceship with, the person, action or thing that is being appraised.

For this reason we commend to every reader a leisurely perusal of President Metzman's Annual Report to the Men and Women of the New York Central System. Here, in simple language and graphs are presented the results of the operations, for a twelve-month, of the organization which provides for all of us our livelihood and an opportunity for a worthwhile career. It is truly a record of our own labors.

Reading this report will undoubtedly lead to certain reflections. Among them is one of appreciation for the men and women who, over the decades, entrusted their savings, augmented by the Company's own earnings, to the creation and financial sustenance of this transportation organization during its more than 100 years of service to the public.

Their investments, small or large, were evidence of their faith in the skills and experience of the employes and managers of the property and of its position in the field of transportation. We owe them recognition, for they and their money helped make our jobs possible.

The report also records the amount of wages paid annually by the Company for ten years and the payments made to stockholders in the form of dividends in those same years. The figures show that only during the last four years of this ten-year period have our stockholders received any dividends at all. The world-wide depression, of course, was responsible for the lean years.

In 1945, however, while the stockholders received dividends, they were paid for the use of their money only \$9,671,091, as against wages paid of \$337,418,287. Wages took 48.8% of the Company's revenues.

Another interesting fact shown is that although the Company has invested \$2,200,000,000 in property used in transportation service, including cash, materials and supplies, its net railway operating income for the year was only 2.3%. This rate of return was probably much lower than was surmised by many of those who do not follow the Company's reports.

It was in fact, less than the return that buyers of U. S. Savings Bonds receive on their investment.

Savings Bond investments, however, do not directly create railroad jobs, while the Company's earnings and investments provided livelihoods for more than 124,000 men and women, in addition to their dependents.

The report surely offers food for thought.

## From Our Readers

### Praises N. Y. Central

To the Editor:

I received, from B. G. Huntington, President of the Huntington National Bank of Columbus, Ohio, the following letter, which may interest your readers.

G. H. Howe,  
Treasurer, N. Y. Central

The letter:

"Railroads have many problems to solve—wartime traffic and returning soldiers; snows and zero weather; unfair and burdensome taxes; the furnishing of vast amounts of capital that the road may be safe, efficient and convenient for the use of the public; the long miles of right-of-way to be protected and maintained; the interest payments to be met—and the maturities to be met; and the public to be met, and the stockholders, all to be met with a smile. And they are.

"These things and many more are met constantly, day in and day out, month in and month out, year in and year out, by the railroads, because of pride in the job; pride in a long record; pride that we've got the best section, or the best operated terminal, or the best railroad in the country!

"Our hats are off to the New York Central Railroad and its management,

who solve these problems successfully day in, day out, month in, month out, year in, year out."

### Salute to the Gang, No. 5

To the Editor:

HERE'S a little story I'd like to pass along to the men who deserve a lot of credit. We all appreciate a compliment, but the ones that come by the grape-vine route always seem a little better.

I was having coffee in the drug-store at the LaSalle Street Station one morning when a lovely woman sat down beside me. She told me she had just arrived on No. 5 from Westfield, and because of lack of Pullman space had had to sit up all night, but she didn't mind it very much because every one from the news butcher to the conductor was so courteous, friendly and considerate that they just couldn't do enough for her.

She had taken the same train many times and always found them the same.

Courtesy always pays off.

Marie Ray  
Reservation Dept., Chicago

### Toon in Indianapolis

Arthur M. Toon, formerly of St. Louis, has been appointed District Claim Agent at Indianapolis. He succeeds David C. Richardson, who recently retired after 55 years' service.

## U. S. Treasury Cites New York Central Employes for War Bond Purchases



## Letter of the Month

FRUEHAUF TRAILER COMPANY  
Detroit 32, Michigan  
April 2, 1946

Mr. G. Metzman, President,  
New York Central System,  
Dear Mr. Metzman:

It seems to be human nature to be quick to enter a complaint or offer criticism, but slow to express appreciation, whether it be to an individual or a company. We feel that we have been dilatory in acknowledging the debt we feel we owe to your Reservation Bureau in Detroit for the service they have rendered us during the most trying period in transportation history. You are quite aware, I am sure, even as we are of the rumors and accusations of "black market methods," "paying off," and such charges which have been directed at the Reservation Bureaus everywhere. Perhaps in isolated cases, they may even have been true, but we would like to go on record as being one industry which can unqualifiedly state that during the war we received unflinching good service and what we would consider a fair percentage of reservations requested—and this with no other inducement than an occasional verbal expression of appreciation.

We would like to compliment your Detroit Reservation Bureau on the splendid job they have been doing and are still doing in handling an over-

whelming volume of reservations.

In particular, and off the record, we would like to commend Mr. Joseph Siebert, who, we feel, has done an outstanding job in first surrounding himself with an organization that is competent and efficient, and secondly, in screening the essential from the non-essential travel, insofar as it is humanly possible to ascertain this. We can say that in no instance when a man has been traveling on essential business have we failed to secure from Mr. Siebert's organization accommodations of some type to enable him to reach his destination.

Your railroad as an organization has been frequently cited for doing practically the impossible during the past four years, and I know that you, Mr. Metzman, as well as I, realize that it is the loyalty and labor of the man in the ranks which makes this possible.

For that reason we feel that we owe a debt of gratitude to the New York Central System, as an organization, and that a special vote of thanks should go to Mr. Siebert in recognition of his efforts.

It is our sincere hope that our pleasant relationship with your company will continue and increase as new opportunities for cooperation present themselves.

Yours very truly,  
Grey Bruno,  
General Traffic Manager.

## 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 World War I, during the period of Federal control, operation of the railroads cost the taxpayers an average of \$2,000,000 a day. In World War II, under private operation, the railroads turned back to the government in taxes \$5,000,000 a day, or a difference of \$7,000,000 a day as contrasted with the World War I period.

2—In 1863, a rail trip from Cleveland to Detroit took more than eight hours, not counting a layoff at Toledo, to change trains. Today, the New York Central's Mercury makes the trip in three hours, five minutes.

3—The charter of the Michigan Central, approved March 28, 1846, was written by Daniel Webster.

4—All the public funds ever spent on the railroads amounted to less than two percent of the total invested in them. Private investors' money built them; private capital also improved them and spent for that purpose between the two World Wars more than eleven billion dollars.

### Gets Watch and Purse On Erie Division

On final completion of his duties as Chief Road Foreman of Engines on the Erie Division, E. W. Sturgis was presented with an engraved watch, a traveling bag and a purse of \$150.

E. A. Ames, Erie Division Engineer, who made the presentation in Assistant Master Mechanic J. C. Hoeger's office, expressed the sentiments of all when he said that Mr. Sturgis' good fellowship, humor and help would be missed.

### TO SAVINGS BOND BUYERS

Have you moved ???  
If so, and you haven't filed notice of address change, fill in yellow card (Form AD 150) promptly.

### When the Train Went By

By Harley Scott Platt  
Jackson, Mich.

I SAW the might of the Earth itself  
In an avalanche of steel,  
Leaving a smoke trail down the sky;  
And under my feet I could feel  
The tremor of rolling thunder  
As on into the night it hurled,  
Enslaved by the craft of man's own mind

To shrink the miles of his world.  
I saw the sweat of toiling hosts,  
And the hopes of those who dreamed;  
I saw a tea-kettle dancing  
When a monster engine screamed.

## The Roundhouse

By

Sim Perkins

VIOLET SCHMIDT, who as a child in Elkhart, Indiana, won national fame as "The Sweetheart of the Twentieth Century Limited," through her assiduity in waving daily to the crew of the famous train, is now 18 years old and doesn't wave at trains any more. She does, however, wave a bat, because she is playing professional ball with the Fort Wayne (Indiana), Daisies, in the All-American Softball League.

In between seasons, she cooks at St. Vincent's Orphanage Home in Fort Wayne, where she has been since her family was scattered by death and other circumstances.

HOW many New York Central folk know that in our Yards at Ogdensburg, N. Y., stands a monument which marks the spot where the first habitation was built on the site of the City of Ogdensburg.

Yet, 'tis so. On the monolith is a bas relief of the Sulpician missionary, Abbe Piquet. Below it is a bronze table which reads in part "This monument marks the site of Fort La Presentation, erected in 1749 by Abbe Francois Piquet for the protection of his mission among the Indians of the Five Nations."

The cornerstone of the fort is on view in the City Hall at Ogdensburg.

HARRY J. BARTH, Assistant Carpenter Foreman at Utica, recently purchased from F. MacDonald, Signal Maintainer, a dozen fresh eggs. The next morning, he asked his wife to cook him two, soft boiled. When he got them they were far too hard and he asked her to cook two more. They were the same. Finally, after the argument had died down, Barth cooked two himself, with exactly the same result. Then the mystified pair examined the remaining eggs and, as you probably guessed, found they were all hard boiled. When Barth went looking for MacDonald, he was too.

JOHN GIPNER, who reached 85 a few weeks ago, is still the New York Central's oldest gardener. For more than 50 years he has taken care of flower and shrub planting at Niles, Mich., where in the old days railroad passengers were presented with floral gifts.

Although he has been retired for 15 years, "Old John" as he is affectionately known to railroaders, is still using his skill to beautify the station grounds. For many years he was Chief Gardener of the Michigan Central, attending plots in more than 100 station grounds.

STAINLESS steel seems destined to grow more and more familiar to New York Central folk. It has been used for a number of years in kitchen and pantry sections of some of our dining cars and in numerous passenger cars such as those used in the Empire State Express trains. As the Central's 720 new, deluxe passenger cars, now on order, are added to the Company's fleet, stainless steel, of which many of them are constructed, largely or in part, will bulk even larger in our consciousness.

Therefore, it may be interesting to know exactly what stainless steel is. Ordinary steel, usually called carbon steel, is made up chiefly of iron and carbon. Stainless steel, however, consists of iron, chrome and usually nickel, together with small portions of other elements. Although costlier than carbon steel, stainless steel has certain superior properties. It resists cold, heat and wear and is some two to four times stronger than ordinary steel. Its shining surface is far easier to keep clean.

Stainless steel is a product of modernity, its manufacture, on a considerable scale, being little more than ten years old.

### W. F. Davis Dined

W. F. Davis, former Ohio Central Trainmaster, recently appointed Assistant to Assistant General Manager, Cleveland, was entertained at a farewell dinner held at the Seneca Hotel, Columbus.

**Apprentice Club Busy at Collinwood**

The Collinwood Apprentice Club, sponsored by the Railroad "Y" is active. At a recent social bowling meet, the team captained by "Morrie" Chandler of Collinwood Locomotive Shop, beat the team captained by Stanley Prague, Assistant Executive Secretary of the "Y," by a score of two pins.

The Club is planning to enter a softball team in the New York Central YMCA Softball League, organization plans for which are well under way. Four teams, consisting of New York Central employees only, will represent the Storehouse, Apprentice Club, Transportation Dept., and Engine House. This will be the New York Central Industrial "B" League.

The Transportation Department team, champions last season, were presented with new baseball jackets, blue and gold, by the Program Council.

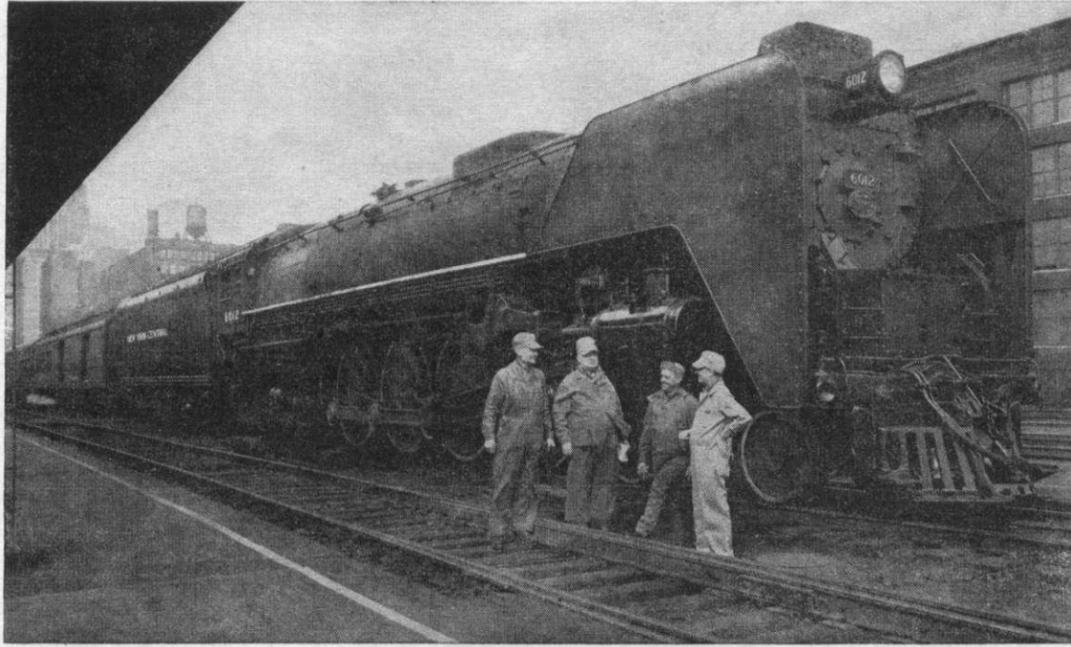
**Not by Buffalo**

A big Swede walked into the ticket station at an eastern railroad company and asked for a ticket to Chicago.

"Do you want to go by Buffalo?" asked the agent.

"My gudeness, no," said the big Swede. "Ef ay can't go by train geeve me reindeer."

**Grand Chief Engineer Alvanley Johnston Likes Our New Niagaras**



The head of the Brotherhood of Locomotive Engineers recently rode, from Chicago to Elkhart, as the guest of L. W. Horning, Vice President, Personnel and Public Relations, New York Central System, on one of the new 6000 horsepower Niagara type locomotives, which was hauling the Commodore Vanderbilt, eastbound. After his trip Mr. Johnston said, "It is the finest steam locomotive I was ever on." Shown in Chicago, at the start of the trip, are: Left to right, Tommy Oliver, Engineman, Elkhart; Grand Chief Engineer Johnston; Harry Shaw, Fireman, Elkhart; Vice President Horning.

found that both animals and birds respond to this call.

Aside from the squirrels, ducks, brown thrashers, etc., and a pair of Canadian geese have become particular favorites of Mr. Lower. For some time he has noted that these geese arrive at the Isle the middle of March. They raise their young and late in July take them on their first flight. Regularly they are back about the middle of September, to remain on the Isle about two weeks, when they disappear, presumably to the south.

Mr. Lower has been with the New York Central 38 years, having started in Chicago in 1907 in the office of the then resident engineer for the old Lake Shore & Michigan Southern. Except for about 10 years spent in Cleveland his entire railroad career has been in Chicago.

He has won a number of awards for his picture studies of wild life from Chicago newspapers.

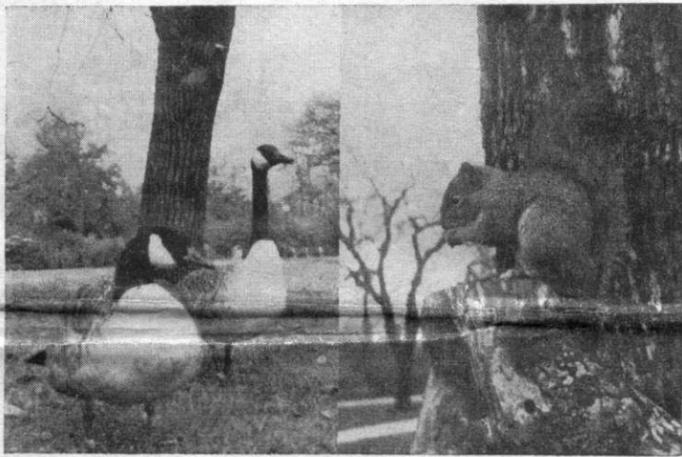
**New Freight Posts for Nye and Hickey**

J. P. Patterson, General Freight Traffic Manager, announced the appointment, effective April 1, of F. N. Nye as his Assistant with headquarters at New York. Mr. Nye previously was Engineer Economist in the Office of the Assistant Vice President, Improvements and Development.

W. J. Hickey, Special Representative, was appointed Assistant to J. P. Dervin, Freight Traffic Manager, New York.

**Right from the Corn Field**  
 "What is the pig doing when he's eating?"  
 "He's making a hog of himself!"

**Chicago Man Studies Wild Fowl and Squirrels - Calls 'Em by Whistling**



THE study of wild life is the hobby of L. O. Lower, Assistant Engineer in the office of the Vice President, Chicago. For more than 15 years he has regularly visited the Wooded Isle, adjacent to the Bird Sanctuary in Jackson Park, Chicago, to study the

habits and behavior of wild fowl, birds and small animals which make their home on the Isle and the surrounding lagoons. Due to the number of grey squirrels on the island he has specialized in the study of their habits and char-

acteristics although on his vacations in the woods of northern Wisconsin he has extended his study to include the various smaller animals there found in their native environment. To improve his records he became interested in photography and has assembled a collection of hundreds of pictures which are unique and of interest from a nature study viewpoint.

On the Isle, Mr. Lower has developed many close "personal friendships" among the squirrels. Through experimenting he has learned those which can be trained and handled and those which cannot. Incidentally he has discovered that in the squirrel world the female of the species is more dependable than the male. He reports that he had been bitten some four or five times and in each case it was a buck who did it. Through his study he has learned to recognize the individual squirrels by their characteristics and distinguishing marks.

When working with the squirrels he feeds them nuts, pecans being reserved for those he is trying to train. The rank and file get peanuts. He has found also that after training a squirrel with pecans that individual animal will not afterward accept peanuts from him.

The Isle is visited regularly by a

large number of "feeders" and each one has his own method of attracting the birds and squirrels. Some tap two nuts together or tap on a bench or tree. Mr. Lower, however, has developed a call by whistling and has

**N. Y. C. Men Who Served in 740th Railway Battalion**

Following is a list of furloughed New York Central employees who served with the 740th Railway Operating Battalion in France, Belgium, Holland and Germany. These men all contributed to the battalion's success:

GRADE HEADQUARTERS COMPANY	NAME	WHERE EMPLOYED	OCCUPATION WITH R.R.	WITH BATTALION
Tec/4	Robert Frane	Gillespie, Ill.	Operator	Operator
Tec/3	Willard B. Rogers	Germantown, N. Y.	Operator	Dispatcher
M/Sergt.	Richard E. Hasso	Albany, N. Y.	Brakeman	Set Major
<b>Company "A"</b>				
Pfc.	Arthur R. Keneipp	Mount Carmel, Ill.	Loco Fireman	Trackman
Pvt.	Sebastian, Bustamante	Chicago, Ill.	Warehouseman	Trackman
Pfc.	Alva Smith	Carbon, Ind.	Section Hand	Trackman
Pfc.	Angelo J. Bozzo	Carbon, Ind.	Car Mechanic	Trackman
Pvt.	Joseph J. Paciella	Utica, N. Y.	Section Hand	Trackman
Corp.	Clarence B. Mackay	Hobart, N. Y.	Section Hand	Trackman
Pfc.	John H. Menaralla	Erie, Pa.	Section Hand	Truck Driver
Tec/5	Leland E. Smoke	Thurston, Ohio	Section Hand	Trackman
Pfc.	Junior P. Oney	Galion, Ohio	Section Hand	Trackman
Pfc.	Thomas R. Ryan	Urbana, Ohio	Section Hand	Trackman
1/Sergt	Ruford H. Wool	Gauley Bridge, W. Va.	Section Hand	Trackman
<b>Company "B"</b>				
Tec/4	Frank Kohutanycz	New York, N. Y.	Car Mechanic	Car Mechanic
Tec/5	Harry Tikkanen	Ashtabula, Ohio	Car Mechanic	Car Mechanic
1st Lt.	Ralph M. Carver	Columbus, Ohio	Car Mechanic	Ry. Car Fore.
<b>Company "C"</b>				
Pfc.	Lester B. Moats	Indianapolis, Ind.	Brakeman	Brakeman
Sergt.	William T. J. Jaffries	Terre Haute, Ind.	Brakeman	Conductor
Pvt.	Robert P. Ornduff	No. Terre Haute, Ind.	Brakeman	Brakeman
Pfc.	Clifford P. Clark	Canadaque, New York	Brakeman	Brakeman
Pfc.	James J. Page	New York, N. Y.	Switchman	Brakeman
Tec/4	Donald F. Robarge	Richland, N. Y.	Loco Fireman	Engineer
Tec/4	Edward R. Craven	Columbus, Ohio	Loco Fireman	Engineer
Tec/4	George J. Ramsey	Columbus, Ohio	Loco Fireman	Engineer
Pfc.	Charles F. Lowland	Grove City, Ohio	Brakeman	Brakeman
Tec/5	Lawrence V. Himes	Columbus, Ohio	Loco Fireman	Engineer
Tec/5	Willard D. Hawkins	Greasyridge, Ohio	Loco Fireman	Engineer
Corp.	Robert G. Chambers	Lakewood, Ohio	Brakeman	Clerk
Pvt.	Edward C. Russell	Mansfield, Ohio	Brakeman	Conductor
Pvt.	William R. Swan	Springfield, Ohio	Car Mechanic	Brakeman

**Chicago Traveling Freight Agent Feted on Retiring**



A TESTIMONIAL reception and buffet party; was tendered Otto F. Ripple, 70, Traveling Freight Agent, Chicago, March 30, in the Division Freight Agent's office on his retirement April 1 after 35 years of service.

Mr. Ripple was presented with an easy chair by fellow workers, the presentation being made by D. S. Mackie, Freight Traffic Manager. W. C. Douglas, Assistant Vice President, Freight Traffic, presented him with the Company's certificate of retirement. L. C. Howe, Division Freight Agent presided.

Mr. Ripple began service November 20, 1910, as a clerk in the local Freight Agent's office. Subsequently he held various positions in the General Freight Department, Assistant General

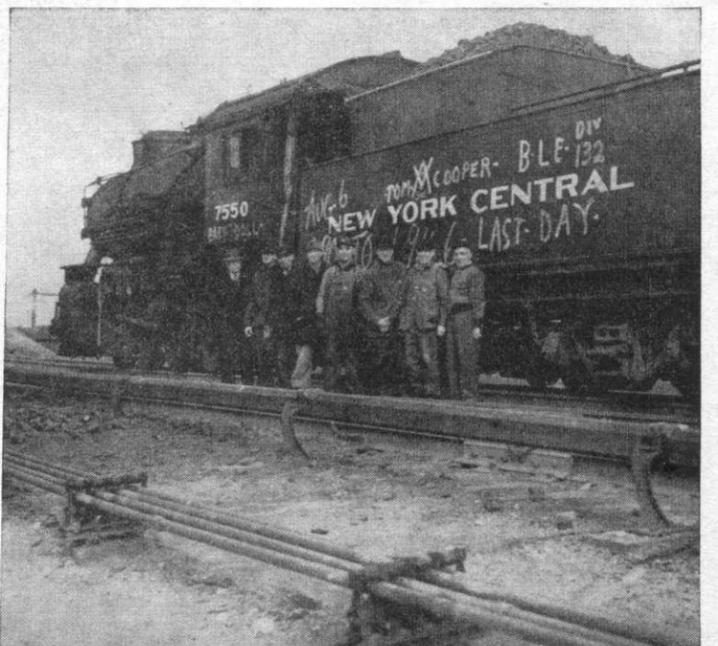
Freight Agent's office and was a rate clerk for a number of years. He became a Traveling Freight Agent Feb. 1, 1925, covering a territory from Chicago to Niles and South Bend. Since 1932, his territory had been northern Illinois.

Approximately 80 officials and contact representatives, part of whom are shown in the above picture, attended the reception. Standing in the front row, left to right, are: T. J. Minick, Chief of Commerce Bureau; Leroy Blue, General Freight Agent; D. S. Mackie, Freight Traffic Manager; Mr. Ripple, retiring Traveling Freight Agent; W. C. Douglas, Assistant Vice President, Freight Traffic, and L. C. Howe, Division Freight Agent.

Also visible are: F. L. Smart, Assistant General Freight Agent; H. L. Willard, General Coal Freight Agent; H. A. Coughenour, Coal Freight Agent; A. W. Morgan, General Freight Agent; G. H. Frank, General Agent, South Bend; G. F. Wynn, General Agent; W. P. Hansen, Foreign Freight Agent; R. L. Milbourne, General Westbound Agent; A. C. Ripple, Chief Clerk to General Freight Agent and brother of the retiring Traveling Agent; L. N. Barby; E. J. Rooney; J. E. Norwood; Charles Ingra; F. O. Stein; W. H. Grounds; R. S. Sweet; Frank Watson; P. H. Miller; J. F. Lonn; H. C. Linstrom; L. E. Schroeder; H. W. Coffman; C. W. Bishop; William Hillman, and R. E. Youngs.

USE PAYROLL PLAN FOR BONDS

**Canada Division Engineman Has Perfect Record**



Shown above is Thomas Cooper, with friends who recently said farewell to him on his retirement at the Windsor Engine House. W. Parker, Assistant Master Mechanic, presented him with his button and certificate. During his 40 years' service as a fireman and engineman, he had a perfect record. He has visited every continent except South America and plans to do still more traveling.

### Kankakee C. of C. Honors W. A. Kraus

W. A. Kraus, General Agent, Freight Department, New York Central System at Kankakee, Ill., has been honored by the Kankakee Chamber of Commerce with a life membership certificate in recognition of his outstanding work as Chairman of the Industrial Promotion Committee.

Mr. Kraus has served in this capacity for 23 years and during this time 11 large and nationally known industries have located in the community, a number of them on the Kankakee Belt Route.

Howard Mann, President of the Chamber of Commerce, recently presented Mr. Kraus with an engraved silver plaque entitling him to life membership in the Chamber. Mr. Mann briefly outlined Mr. Kraus' record and thanked him in behalf of the community for his outstanding accomplishments.

### General Foreman, Elkhart, Retires

Truman P. Ball, General Foreman, Elkhart, retired April 15, after 45 years of service. Mr. Ball started work at the Shops in Elkhart in September 1901. Part of his apprenticeship was on western railroads. Before going back to Elkhart in 1939 his background experience with the New York Central included a period as General Foreman at Air Line Junction, Toledo and three years as Master Mechanic at Chicago.

Mr. Ball is one of four brothers employed by the New York Central, the others being Herman Ball, retired engineman, the late John Ball, who was an erector boss; and Ralph Ball of the millwright and power division.

Fellow employes presented Mr. Ball with an order for an outboard motor, a pen and pencil set and a purse, presentation being made by Assistant Foreman, Alvin Lang. John Samuel of the Railroad Y.M.C.A. was a speaker.

Mr. and Mrs. Ball both enjoy fishing and a 40-acre garden to which they plan to give more time. They have two sons, who served in World War II.

Although freight traffic decreased about eight per cent and passenger traffic about five per cent, operating expenses of railroads were more than five per cent greater in 1945 than in 1944 because of increased costs of labor and materials and supplies.

### Railroad Women Show Spring Fashions on Locomotive



When Chicago's Fair Store gave a spring fashion show for the Railway Business Women's Club of Chicago recently, an advance showing was held in the New York Central's Englewood Yard for the press. The men in the Yard also got a good look at what the well-dressed girl railroad worker is wearing this spring. The model at the left is dressed in a jaunty three-quarter length topper with clever button-interest to widen the shoulders, shown over a softly-cut belted-in suit. The second girl from the left is wearing a waist-belted tie-bolting topper with new rounded lapels, deep-cut wing sleeves. The girl on the engine models a sophisticated "after five" suit in slimming striped rayon taffeta. The girl on the right is showing a young belted-in topper, with square cut yoke to give a beautiful swing to the shoulders. The man in the picture seems to be dreaming of Spring—or something!

### Recent Deaths

William R. Swift, General Yardmaster, Selkirk, at his home in Albany.

Lane, E. G., 65, Retired Engineer, Maintenance of Way, Columbus, Ohio. He had been ill since his retirement in 1945, after 32 years with the Ohio Central.

Day, Edward, 60, Clerk in Cashier's Office, Charleston, W. Va.

Anderson, J. R., 49, Train Dispatcher, Charleston, W. Va.

McGraw, John, 77, Retired Conductor, Charleston, W. Va.

Mrs. Virginia Kelly Meyer, wife of Curt J. Meyer, Assistant Trainmaster, Indiana Div., at Cincinnati.

Walter Henry Haid, 38, Assistant Supervisor of Tracks, of a heart attack, in his home at Elkhart.

Miss Stella Neelan, 59, and Mrs. Frances T. Gray, 47, both Chief Telephone Operators, Pittsburgh PBX. Both died suddenly of heart attacks.

Selby, Oscar E., 79, retired Principal Assistant Engineer, at Cincinnati. Mr. Selby retired in 1937, after 48 years' service.

Dickenman, John, 66, Ticket Agent, River Division, in the Nyack Hospital.

John J. Paetznick, a conductor of Ypsilanti, Mich., industrial engine, was stricken on his way home and died in Mercy Hospital, Jackson.

### Police to Dance

The N. Y. C. Railroad Policemen's Benevolent Association, Metropolitan District, will hold its first annual dance Saturday evening, June 22, in the Georgian Room, Pennsylvania Hotel. The only mayhem feared at the festivities is to partners' feet.

### Collects Conductors' Buttons from Uniforms

H. L. Minning, a passenger conductor on the Indiana Division, is an enthusiastic collector of such items as old switch keys, lanterns, etcetera.

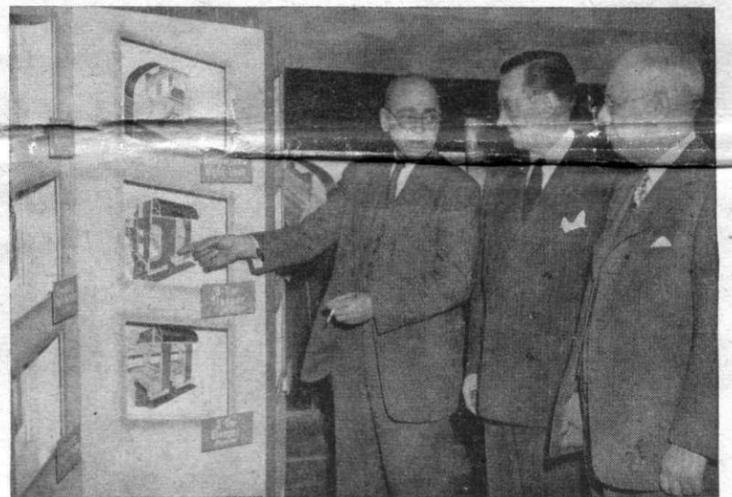
His principal hobby, however, is the collection of conductors' uniform buttons. He has buttons from about sixty-five railroads, past and present. He is particularly interested in buttons of companies that are no longer in existence.

He would appreciate hearing from anyone with a similar hobby and from any one who can add to his collection.

Write him at Indianapolis.

Correct Addresses  
Are Needed  
to Permit Prompt  
Delivery of Bonds

### 215 at Chicago Passenger Traffic Sales Meeting



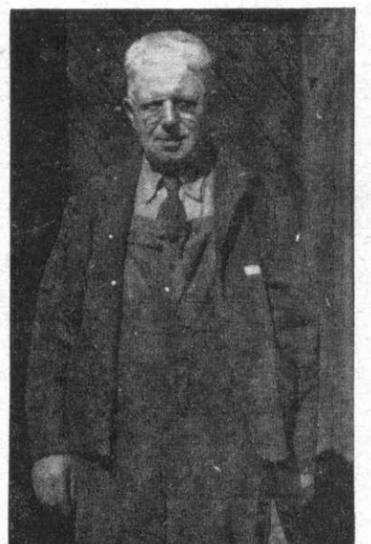
J. W. Switzer, Passenger Traffic Manager, Chicago, L. W. Horning, Vice President, Personnel and Public Relations, New York and H. C. Carson, Assistant Passenger Traffic Manager, Chicago, view Pullman Exhibit.

TWO hundred fifteen men and women, members of the Passenger Traffic Department in the Chicago area, were present at a general sales meeting in the Morrison Hotel, Chicago, recently. Attended by traffic officials, agents, supervisors and other employes the meeting was featured by an open discussion of sales and service policies and problems. There was exhibited an exceptional interest, indicative that all present were thoroughly alive to traffic problems of the future.

The discussion was presided over by S. W. Bone, General Passenger Agent. Other officials present included L. W. Horning, Vice President, Personnel and Public Relations; J. W. Switzer, Passenger Traffic Manager; H. C. Carson and J. H. Colley, Assistant Passenger Traffic Managers, and A. W. Foellger, recently retired Assistant Passenger Traffic Manager.

An interesting exhibit on display was that picturing the latest developments in Pullman accommodations which will be available to the public in the months to come.

### Ends St. Thomas Work



Harry M. Sherman, Machinist Inspector, St. Thomas Locomotive Department, retired from service March 30. T. W. Cottrell, Master Mechanic, presented Mr. Sherman with commendation letter, pension pin, and certificate on the rostrum in the Shop. A present together with a memorial by Albert E. Lynes and Leslie G. Freeman, was presented on behalf of the employees.

### Chicago Chief Clerk Given Watch As He Retires



C. H. Simmons, Chief Clerk to the Master Mechanic in Chicago, retired after more than 42 years of continuous service, all of which had been in the Locomotive Department where he had been employed as Clerk and Chief Clerk for various Master Mechanics, and, once, with the District Superintendent of Motive Power at Elkhart, Indiana.

Mr. Simmons, who was born at Great Bend, Pa., Jan. 8, 1880, started

work at Collinwood in January 1904; was transferred to Gibson, Ind., one year later and to Elkhart, Ind., in August 1917. He went to the office of the Superintendent of Equipment in Chicago on May 16, 1934.

In a brief ceremony in the Equipment Department office Mr. Simmons' fellow workers presented him with a handsome watch, the presentation being made by M. G. Hayden, Assistant Chief Clerk to the Master Mechanic,

shown above presenting watch to Mr. Simmons.

Also in picture are, left to right: Miss Beatrice Evans, L. S. Pepperdine, Miss Nelva Lloyd, George Blummer, T. C. Radle, James Gudde, F. T. Pzibziak, R. J. Neiner, Mrs. Evelin Way, E. P. Carroll, E. F. Elkins, R. P. Ellis, Mrs. Florence Archibald, Clark Mortorff, W. H. Mayer, Miss Mary Wenzel, L. W. Dobbins, R. L. Byerly, H. J. Derner, Mrs. Ethel Hardwick.

### Ruskaup Promoted

Effective May 1, F. C. Ruskaup was appointed Assistant General Superintendent of Motive Power and Rolling Stock, with headquarters at New York.

F. Thomas was appointed Assistant to General Superintendent of Motive Power, with headquarters at New York.

The average load of freight per train amounted to 1,140 tons in 1945, compared with 708 tons in 1920.