

# CENTRAL HEADLIGHT

Vol. III, No. 6

JUNE, 1942

## Collinwood Air Raid Defense is Now All Ready

The Civilian Defense Organization at Collinwood Shops now consists of 90 trained wardens, selected from the supervisory force and the Police Department.

These men were trained under the guidance of Lieutenant D. H. Simonson, who was an attendant at the F.B.I. School for Police Officers, by direction of Chief D. W. Taylor and Capt. B. F. Reese of the New York Central Railroad.

The volunteer air raid wardens have also received training in First-Aid by Dr. Simpson, Company Surgeon, and Miss Olga B. Partridge, Company Nurse. The auxiliary Fire Department consists of 15 trained men on each truck. These men man a fire truck and equipment under the command of Fire Chief Charles Knoff, a mechanic in the Car Shop, and all have been schooled by the City Fire Department.

Air raid equipment in the shops consists of 27 bomb skids, which are located in convenient places and are so constructed that they can be moved to any department by electric lift trucks. These skids consist of a fire extinguisher, one 25-gallon oil container with a tight lid for the submersion of mechanical bombs or delayed action bombs, twenty sand bags of 40 pounds each, for use against all types of bombs and two loose sand containers for use on incendiary bombs. One bomb truck is placed in the Power House with similar equipment for use on the outside of buildings, for bomb protection.

Two hundred sand containers, with tight lids to keep out moisture, are available for use on flat roof areas throughout the shop and there are twenty-seven sand trays containing about 1800 pounds of dry sand equipped with two long handle shovels and two pairs of dark goggles for use by wardens in combatting incendiary bombs.

All 600 fire extinguishers have been numbered throughout the shop territory. Twenty stirrup pumps, equipped with 50 gallon reservoir and two pails each, have been placed in the office buildings.

Three First-Aid stations have been placed at strategic points. These consist of a platform, 12 by 12, one operating table, one cabinet with three drawers for medical instruments and miscellaneous doctor's equipment.

The lower section of this cabinet will be supplied with splints, bandages and medicine. The top of the cabinet will afford the doctor and the nurse a work table in conjunction with the operating table.

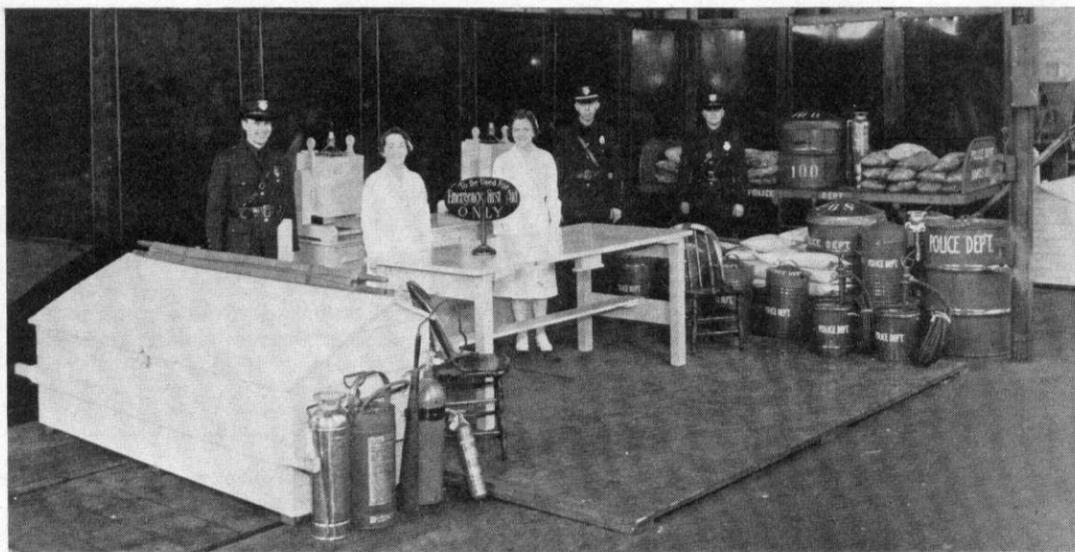
Two five-gallon glass jars filled with distilled water are placed in tipable holders at each end of the medicine cabinet for the purpose of cleanings. There are two boxes, one for blankets and one for stretchers. Each station is so constructed that it can be readily moved to any location.

All the shop equipment and First-Aid stations have been designed and constructed under the direction of S. D. Foster, Superintendent of Shops.

## Noethling Enlists Soon After Wedding

George C. Noethling, Secretary to J. F. Brady, Foreign Freight Agent, is now a second class Yeoman in the Coast Guard. He is the son of G. H. Noethling, Clerk in the Treasury Department, 466 Lexington Avenue. The younger Noethling was married recently and enlisted three days later.

## One of Three First Aid Stations in Collinwood Shops



## N. Y. C. Employes' \$170,062 Check to be Used to Buy U. S. Bomber

F. E. Williamson, President, New York Central System, late in April received letters from the War Department saying that the check for \$170,062.06 which was presented to the department by New York Central employes would be used for the purpose the employes suggested—the purchase of a twin-engine bomber.

From Robert P. Patterson, Under-Secretary of War, Mr. Williamson received the following letter:

The President and Employes of the New York Central Railroad Company

Dear Fellow Americans:

I wish to express to the employes of the New York Central Railroad Company my deep appreciation of the patriotism and spirit of sacrifice which is expressed in a most gratifyingly practical form by the check for \$170,062.06 which has just been turned over to the War Department for delivery to the Treasurer of the United States. It is a happy coincidence that this check reached Washington at a moment when the freedom loving world has and still is rejoicing in the prowess of American aviators beyond the seas.

The funds which New York Central employes have contributed are sufficient to cover the cost of yet another bomber. The free-will offering of these funds, the gift of 130,000 loyal Americans, is heartening evidence of our country's determination to see this war through to victory.

In gratitude and with every good wish, I remain,

Yours sincerely,

ROBERT P. PATTERSON  
Under Secretary of War

### Will Mark Plane

From Robert A. Lovett, Assistant Secretary of War for Air, came the following:

On April 20 a check for \$170,062.06 was delivered to the U. S. Army Air Forces as a donation from the employes of the New York Central System. These funds have been turned over to the Treasury Department and they have notified us today that the donation has been accepted in accordance with the authority vested in The Secretary of the Treasury under the Second War Powers Act, 1942.

The Army Air Forces have accepted this donation with great pleasure and very real pride and we want the employes of the New York Central System to know of the encouragement that we feel from their generous action.

We are designating a twin-engine

bomber as the gift of the employes of the New York Central system and we shall be glad to mark the plane selected with the following inscription, if it meets with the approval of the donors:

"NEW YORK CENTRAL SYSTEM Gift Of The Employes Of This Railroad"

As soon as a specific plane can be

## A. G. James in Sea Epic; 11 Days in a Lifeboat

Alfred G. James, Traveling Car Agent until he accepted a United States Government assignment, February 2, which took him into the submarine zone, has already played a leading role in one of the memorable epics of man against the sea—in an open lifeboat—which will be recorded when the present war has ended.



Alfred G. James

Alfred, 29, son of C. L. James, General Land & Tax Agent, New York Central System, New York, was aboard a freighter on the Atlantic when it was twice torpedoed on the night of April 19. Of the crew of 47, two men lost their lives in the explosion.

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allocated, the inscription, after approval by the donors, will be painted on the nose of the plane and a photograph sent you.

With the assurances of our deep appreciation of the patriotic action of the employes of the New York Central System, I am

Very sincerely yours,  
ROBERT A. LOVETT  
Assistant Secretary of War for Air

In his letter of acknowledgment to Assistant Secretary Lovett Mr. Williamson said:

"This evidence of the patriotism of New York Central System employes has been as gratifying to me as I am sure it will be encouraging to our Armed Forces".

## Flag Is Raised at Bellefontaine Shops

New York Central employes at Bellefontaine, Ohio, recently had a flag raising at the locomotive shops. There was a parade through the downtown district in which the townspeople joined. The principal address was made by R. J. Kiefer, Mayor Robert Cook spoke briefly.

The flag was the gift of the engine-house employes and was presented by J. W. Henderson and was received by F. H. Winget, Master Mechanic. There was music by the Bellefontaine High School and Zanesfield community bands and Boy Scouts led the crowd in the pledge to the flag after the American Legion firing squad's salute.

## Engineers Join the Army or Navy

The following members of the Equipment Engineering Department at 466 Lexington Avenue, New York City, are now in the armed services:

J. F. Fisher, Captain, U.S.A.; C. A. Lundy, Captain, U.S.A.; R. H. Claudius, Lieutenant, U.S.N.; A. W. Weir, Lieutenant, U.S.N.; C. J. Walter, Army Air Corps Cadet; J. E. Coleman, Army Private U.S.A., and J. A. Gray, Army Private.

S. P. Davis, of Beech Groove, is an Army Lieutenant and T. G. Bourne, of Collinwood, is a private in the Army.

## Camera Club Prizes

Prizes in the monthly photographic contest of the N.Y.C.A.A. Camera Club, New York, for the month of April, were awarded as follows: First, J. C. Bikelhaupt, second, J. J. Hollweg and third, Joseph Salerno.

Awards in the May contest were: First, W. Stamm, second K. F. Kunkel and third, J. J. Hollweg.

## M.C. Second in Safety Contest for Employes

The Michigan Central Railroad won second honors in the 1941 Railroad Employes National Safety Contest for Class 1 Standard Railroads, which operate from 20,000,000 to 50,000,000 employe man hours during 1941.

First honors went to the Norfolk & Western Railroad Company, with a casualty rate (employes killed, plus injured per one million man hours at work) of 3.48. For the 24 railroad units competing in this classification the average rate was 6.98.

The Michigan Central's rate was 3.52, only slightly higher than that of the winner. The rate covers only accidental deaths or injuries to employes when on duty.

J. L. McKee, Assistant Vice-President and General Manager, received a plaque at an award dinner given at National Safety Council headquarters in Chicago, May 18.

In the Council's Safety contest for Class 1 switching and terminal roads, which operated 1,500,000 or more employe man hours during 1941, the Cleveland Union Terminal Company was second, with a rate of 3.72, as against the rate of 3.57 of the winner, the Northern Pacific Terminal Company of Oregon.

## Charles McLernon Dies Suddenly at 55

Charles McLernon, Office Assistant to the Vice President of Law, New York Central System, died April 30 in the Hospital for Ruptured and Crippled, 321 East 42 Street, New York, following an abdominal operation. He had been ill for two weeks.

Mr. McLernon, who lived in Valley Stream, L. I., was born in Linwood, N. Y., November 13, 1886.

He entered the service of the New York Central in 1905 at Buffalo. Later he became Secretary to Chauncey M. Depew when Mr. Depew served as U. S. Senator. He reentered New York Central service in 1911 as Secretary to the Vice President of Law, later being promoted to Chief Clerk and then Office Assistant.

He is survived by his wife, Ruth Prescott McLernon. Funeral services were held May 1, in Universal Chapel, New York City. Burial was in East Bethany, N. Y.

## 16 Quit Big Four for Military Service

Up to May 4, sixteen men had gone into military service from the Big Four Signal department. They are as follows: R. A. Gilbert and G. R. Stoltz, from the Cincinnati office; Forrest Johnson, J. L. Landis, R. N. Harris, J. C. Connelly and H. L. Carpenter, Ohio Division; D. E. Thompson, T. L. Todd and W. A. Neighbors, Indiana Division; J. A. Bradshaw, M. W. McNeese, C. R. Moulton, W. Parcell, R. E. Swain and R. E. Truby, Illinois Division.

## Wins Second Prize

P. A. Helm, Assistant Foreman, Car Department, Ashtabula, Ohio, won second prize in a national contest conducted by the Railway Mechanical Engineer.

This contest was for the best article on ways of improving the mechanical department operations or practices to increase production.

About 75 papers were submitted by railroad men from various parts of the United States and Canada.

# Central Headlight

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## We Take a Bow in Stride!

TO the more than one million and a quarter railroad men and women in the United States one of the most gratifying aspects of the past few months has been the tremendous rise of public appreciation of what the railroads are doing and of the vital share they are playing in meeting the unparalleled emergency of this war.

From key administrators, cabinet heads, industrialists and shippers has come a chorus of commendation, unsolicited, and therefore, all the more welcome. Best of all, in every region of the country the editors of large and small newspapers, reflecting the opinions of their readers, have contributed columns of appreciative editorial comment. Many of these, particularly those from the "Grass Roots" districts, are so obviously inspired by genuine good will that this quality gives them added force.

All these kind words, of course, fall mellowly on the ears of every railroad worker. The railroad army, however, while modestly accepting the share that may be its due, gladly acknowledges the contributions toward the total rail transportation volume that has been and is being made by shippers and traffic executives all over the country—and nowhere more so than in the territory served by the New York Central System. Heavier, faster loading and unloading by shippers and consignees, permitting quicker turn-arounds and greater utilization of capacity, have been major factors in enabling the railroads to do a better job than ever before.

Added to this, of course, have been the advantages made possible by the railroads' heavy investment for twenty years—an improved railroad plant, larger cars, more powerful locomotives, better signaling systems, higher speeds and more skillful use of all the related facilities.

Behind all this, however, has existed another factor which forms the main foundation of railroad achievement. This is the loyal and devoted service, long a distinguishing characteristic of workers in this major branch of transportation service, which has been so visibly and markedly accentuated since Pearl Harbor.

New York Central employees, in common with their fellows on other railroads, are enlisted for the duration. Their large recent purchases of War Savings Bonds, their spontaneous contribution of \$170,000 to the War Department for a bomber and the active part they are playing in civilian defense work in their home communities, all are indications of a patriotic fervor and an undaunted spirit that insures their unstinted contribution toward the utmost in rail transportation service that is possible with the facilities available.

## The Roundhouse

By Sim Perkins

The Twentieth Century Limited is still the train of the motion picture stars. One morning, recently, among the passengers were Myrna Loy, Janet Gaynor and John Garfield.

The daily battery of camera men greeted them on the platform and dozens of flash bulbs were burned to record for their fans the fact that they had arrived in New York. Outside the gates the usual crowd of hero worshippers waited for their entrance into the concourse.

The arrival of the Century is accounted a notable event by hundreds of New Yorkers, all of them anxious to see the celebrities who so frequently arrive on this world-famous train, which epitomizes the height of comfort, luxury and safety in modern travel.

Simple though it was, the recent ceremony of presentation, in the Main Concourse of Grand Central Terminal, of a large check from New York Central employees all over the System for the proposed purchase of a bomber, was unusually impressive. It could not have failed to bring home to the watching thousands the fact that we are in a war in which all can and must participate.

Inasmuch as the presentation was made directly to the Army, a military atmosphere predominated. The troops present and the music by a military

band created an atmosphere reminiscent of the great Liberty Loan rallies that were staged in this same tremendous room during the First World War.

Incidentally, the huge national flag that hangs in the Concourse today was purchased originally for use at these Liberty Loan rallies. Even though it is older than many of those who witnessed the check presentation ceremonies the flag is still in good condition.

It is safe to say that many of those who witnessed the presentation came away inspired by a greater desire than

## 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—The Hudson Type locomotives that haul the Twentieth Century Limited between Harmon (33 miles from New York City) and La Salle Street Station, Chicago, consume an average of 55 tons of coal and 96,500 gallons of water.
- 2—The New York Central's shops in Beech Grove, Indiana, near Indianapolis, have approximately 18 acres under roof.
- 3—A water scoop of improved quick-action design, used on the New York Central's new L-3 combination passenger and freight locomotives, supplies approximately 20 percent more water, with a substantial reduction in the amount spilled.
- 4—The Pacemaker, the Central's de luxe coach train, operated daily between New York and Chicago, on a 17-hour schedule in each direction, will celebrate its third anniversary, July 28.
- 5—On rush days the number of trains in and out of Grand Central Terminal has exceeded 800. In a normal 24-hour day, about 500 enter or leave the Terminal.
- 6—Although the New York Central's Marine Department at New York owns 275 vessels of its own, during periods of heavy operations it sometimes charters almost 100 boats to supplement this equipment.

ever to do their part by buying War Bonds up to the limit of their means.

What is probably one of the world's oldest working locomotives in actual service is No. 2002 of the London, Midland & Scottish Railway, England, Britain's largest railway.

This locomotive, although built in 1866 for the Midland, is still in service on a branch line. Moreover, she is not even the last of her type, as two companion locomotives, each only one year her junior, are still at work.

It is obvious that even the old-timers are sharing a part in the war effort.

With the opening of the new U.S.O. Center on the west balcony of the Central Terminal at Buffalo, N. Y., the Clerks of the Car Service Department have adopted a policy of supplying cigarettes and candy to the men in service who visit this Center.

The first contribution consisted of \$15 worth of candy and cigars which was turned over to the Center on March 19 by Miss Maud McGarry, who is in charge of the contributions.

## Selling the New York Central

Fill Coal Bins Now!

By Jack Well

HOARD coal now!

People are actually urged to hoard coal now—buy it and fill their bins—because transportation facilities for shipment of coal, although adequate for all demand now, will certainly be drafted more and more for war shipments before next winter comes.

Yes, it is as patriotic to hoard coal now as it is unpatriotic to hoard sugar. For if the great majority of home owners do not buy and store their coal for next winter now, but wait until Fall to fill their bins, transportation priorities on coal might well develop. Then rationing of coal, so easily avoidable by purchase now, would result.

Consider these facts:

Rapidly increasing war production will monopolize the efforts of all carriers.

A labor shortage is expected in mining areas.

Demand for coal is expected to increase 20 per cent.

Ships will be diverted from carrying coal.

Shortage of rubber tires for trucks will reduce that means of transport for coal.

Certainly, there is no more important action that all employees who are sellers of New York Central services can take at this time than to buy and store their own coal needs now and to urge their friends and neighbors to do the same.

Harold L. Ickes, Solid Fuels Coordinator, and Leon Henderson, Price Administrator, have both urged home owners and industries alike to store reserve supplies of bituminous and anthracite coal. Mr. Henderson said recently:

"The advice to buy coal now may develop into a 'now or never' appeal for many coal users. Transportation now is available to haul coal from the

mine to consumers' coal bins, but by Fall our railroad and truck lines will be loaded to capacity hauling war shipments."

To encourage people further to buy coal early the Federal Office of Price Administration has announced reductions in price per ton effective until August 1. This step was taken as an extraordinary measure since no reductions in price were planned for this year.

In past years the majority of home owners have purchased their coal at the beginning of the Winter season. Therefore, it is apparent how great is the size of the job to persuade these people to fill their bins now. But the job must be done.

Success in this drive to buy coal now would be of particular benefit to the New York Central. Exactly 44.7 per cent of all carloads of freight hauled on the System in 1941 were of coal. It is expected that coal consumption will rise twenty per cent this year over last. If that estimate be accurate, then that increase and more must be handled early this Summer in order to clear equipment and tracks for the great war material shipments to come.

Hoard coal now—or you'll regret it next winter!

## She Likes Conductor

Following is a portion of an article written by Mary Kay Wank, daughter of J. M. Wank, Big Four Brakeman, and published in a recent issue of *Hi-Life*, a publication of the Bellefontaine, Ohio High School:

"On the Cleveland train which leaves Bellefontaine every morning at 8:40, there is, I believe, the most unique and colorful conductor that ever lived. His name, I do not know. Since I was very small, he has been the conductor on that train. On his train a friendly atmosphere reigns, and each face is wreathed in a happy smile.

"Stepping down from the train and inspecting the waiting passengers with a beaming smile, he exclaims 'Well, well! Are all you people going to Cleve-

land with me and do a little window shopping?'

"Instantly, everyone breaks into a grin, and he keeps up a running line of chatter until the last passenger is aboard. When the time comes for him to collect the fares, he saunters down the aisle, stopping for a chat here and there. He addresses elderly women as 'Young Lady', and middle-aged men as 'Young Man', but do they object? They do not—they love it! So does everyone else.

"With such a spirit of friendliness, conversations cannot help but spring up, and it is with a start that people realize that their three-hour journey to Cleveland is at an end. 'Are we here already?', they exclaim in amazement.

"As they clamber down, he is on hand to tell them 'Goodbye—and have a good time.'

"It is said we are influenced by those with whom we come in contact. I sincerely hope so, for if I could have my grandfather's strong character, Sister Richard's charitableness, and the conductor's personality, I should be a real success in life, whether I attained wealth and fame or not."

## Riley Inspires Poem

The James Whitcomb Riley, the New York Central's year-old streamliner, now being operated daily each way between Chicago and Cincinnati, via Indianapolis and Kankakee, so intrigued Fred Erwin, a locomotive engineman in the Illinois Central yards, Chicago, and a native of Indiana, that he arose at 3 o'clock one morning and wrote the following verses:

THE JAMES WHITCOMB RILEY

When I go to Indiana,  
There my Sweetie for to see,  
You can bet your last banana  
On the Riley it will be.

When the "hogger" starts her homeward

With a boiler full of steam,  
And the train keeps rolling onward,  
Indiana is my dream.

Riley was a man of nature,  
If you want to take his stock,  
For he wrote about the pumpkins,  
And the fodder in the shock.

He should deem it quite an honor  
To have this train bear his name,  
And the folks that ride upon her  
Count it equal to his fame.

When the lights are showing clearly,  
And we have the needed green,  
We all say that she's a dearie,  
Engine four - nine - seventeen.

As for riding swift and safely,  
None excels it, that I've seen;  
None more prompt and none more stately,

Than the gorgeous Riley Queen.

When we're home and by the fireside,  
And we listen to the rain,  
Then our thoughts turn back to Riley,  
And this famous Hoosier train.

## WAR SAVINGS BONDS

We have been informed that due to the tremendous response in purchase of War Savings Bonds, through the payroll deduction plan throughout the country, that the facilities of the Federal Reserve Banks have been almost overwhelmed in issuing such Bonds and it is likely that a slight delay may ensue before New York Central subscribers receive the Bonds for which they have paid.

However, the Bonds, when issued, will bear interest as of the first of the month following that in which the Bond was paid for. Employees are asked to be patient and not attempt to trace for delivery of their Bonds until at least a month or so has elapsed.

## New Trainmasters

Effective May 1, C. A. Raymonda, Superintendent, Buffalo Division, appointed H. F. Neville as Trainmaster. H. Scott, Superintendent, Pennsylvania Division the same day appointed J. H. Sheedy as Trainmaster.

★ ★ ★ ★ ★ ★ ★ ★  
Bonds Will Help Win

★ ★ ★ ★ ★ ★ ★ ★

**Beech Grove Flag Again on Display**

During the first World War, there were many American flags flying at Beech Grove, as there are today. These flags were purchased through subscription by the employes.

When the Armistice was signed, in the Electric shop it was decided by vote that the Flag be presented to the first man who enlisted from that Department, and this was done. H. F. McClain, the first man to enlist, proudly carried his cherished trophy home.

This selfsame flag is now again on a war footing, and is back in the Electric Shop.

Joseph Plemen Jr., Technical Sergeant, Engineers, has been transferred to Bucyrus, and on his way through stopped in to say "hello" at Beech Grove.

To show that the Navy is also represented by Beech Grove boys, D. E. (Red) Johnson paid a flying visit. Red hair and navy blue are a combination that is hard to beat. Look out, Tokyo!

W. G. Emberton, Crane Operator, enlisted in the Naval Construction, and is now at Camp Allen, Norfolk, Va.

R. O. Dunmire, Carman Apprentice has enlisted in the Marines.

George Scott, laborer in the Freight shop, Beech Grove, died after an illness of three weeks.

Mr. and Mrs. R. L. Passehl have been blessed with a baby girl.

Following additional employes have entered military service in the last month: B. D. Mitchell, Piecework Inspector; J. H. Bohanon, Carman; and L. J. Wedding, Laborer.

**Gives Pint of Blood**

Chalk one up for Willard Skoglund of FTM Anderson's office, Cleveland, who recently donated a pint of blood to the local Red Cross. When asked by a fellow employe if the loss of blood had weakened him, Willard replied that the coffee and sandwiches furnished by the Red Cross amply covered the loss.

Bill has also completed a course in first aid, splints and everything.

Wilford F. Cox, employed in various clerical capacities since he first entered the service on June 8, 1920, recently resigned to become Chief Clerk to Superintendent of the Pennsylvania and Lake Erie Dock Co. at Fairport Harbor, Ohio.

Frank M. Clark who entered the service April 8, 1918, as a baggage-man at Ashtabula, and subsequently served in the same capacity at Painesville, Ohio, has been hospitalized.

W. J. Doran, formerly employed as Agent at Geneva, Ohio, and who retired February 1, 1940, died recently.

Mr. Doran who was known by everyone as "Bill," was exceedingly popular and served as President of the Chamber of Commerce and Mayor of the Village of Geneva, Ohio.

**Gibson Office is 100% Bond Buyer**

The Auditor of Freight Accounts' office went "over the top" 100%, with 128 employes purchasing War Savings Bonds through the payroll deduction plan. A great deal of credit for this accomplishment is due to George DeRolf and Daniel Tharp, who conducted the campaign.

Sympathy is extended to Gertrude Miller, clerk, in the loss of her father at Ladysmith, Wis., May 13, and to H. C. Petrie, pensioner, whose brother, Ellery Petrie, a Pennsylvania R.R. employe, passed away on May 7.

Vincent E. Howard, former clerk, inducted into the United States Army in January, 1940, has been promoted to Sergeant in the Medical Supply Office, Station Hospital, Fort Benjamin Harrison, Indianapolis.

F. T. Hallett, Station Accountant, who has been confined to his home for several weeks, is improving.

**Collinwood Post, V. of F. W., Swears in New Members**



Albert Neubacher, Past Commander, giving the obligation to Daniel R. McGraw who became a member of Collinwood Post 2926, Veterans of Foreign Wars. Standing beside Daniel, who is of World War No. 2, is his father Leo J. McGraw, formerly switchman for the New York Central, who is a veteran of World War No. 1 and is a member of the Post. Standing at the extreme right is Past Commander Andrew J. Vidra, Sr. who has three sons in the service, two in the Navy and one in Army Aviation. Andrew J. Vidra, Jr., whose membership was accepted at his same meeting, is believed to be a prisoner in the Orient. Clarence Vidra has also had service with the Atlantic Fleet and the third son, Joseph, is in the Naval Aviation Training.

Arthur P. Miller, Clerk in the Road Foreman's Office at Collinwood Engine House was installed as Senior Vice-Commander of Collinwood Post 2926, Veterans of Foreign Wars, April 25. The same night, E. M. Brink, Boilermaker Helper at Collinwood Enginehouse, was installed for the third consecutive year as Chairman of Publicity of the Post.

Wives of New York Central employes were installed in office in the Ladies' Auxiliary to the Post.

Mrs. Margaret Sullivan, wife of Harold G. Sullivan, General Foreman, Collinwood Enginehouse, was installed for her second year as President of the Auxiliary. The following are members of her staff: Mrs. Pearl Stevenson and Mrs. Edna Ritter, color bearers; Mrs. Elizabeth Lopez, banner bearer; Mrs. Ann Christopher, flag bearer and also 18 month trustee; Mrs. Leah Whitney, patriotic instructor; and Mrs. Dora Brink, chairman Americanization committee; also Mrs.

Hilda Sheppard, chairman of hospitalization; and Mrs. Mary Janofsky, chairman of the Ohio Cottage.

Two boys of World War No. 2 were taken into membership, Eugene Francis Szymanski, 17, son of John Szymanski, boilermaker inspector, Collinwood Enginehouse and Daniel McGraw, 19, son of Leo J. McGraw, formerly a switchman for the New York Central R.R. Both are in the Navy.

**Hollweg Tops in Camera Contest**

The Camera Club, New York, held a meeting May 8 to judge the pictures taken by the members at the meeting of March 13 as well as other portraits entered in the competition.

J. J. Hollweg ranked top man in the Club's vote in the advanced class and J. Salerno was the top man in the beginner's class.

Twenty-five pictures were entered in the competition and they will be on display on the balcony of the Grand Central Terminal in the near future.

Mr. Norris Harkness, Photography Editor of the New York Sun and writer on photographic subjects spoke at a meeting May 22 on "Table Top Photography" about which he is a specialist, and also on "Trick Photography."

The month of June ends the regular scheduled meetings for the Club until fall. The meeting of June 12 will be devoted to the final print competition for the season with a well known photographer as critic and on June 26, the members will have the opportunity to get together for a final farewell.

The Camera Club is proud to have F. Morris doing his bit for Uncle Sam in the Army and W. A. Meyer in the Coast Guard.

**Reported Missing in the Philippines**

Word has been received from the War Department that Private Dell DeRolf, son of George DeRolf, Clerk in the office of Auditor of Freight Accounts, I.H.B., Gibson, is reported missing. Private DeRolf was a member of Col. Howard's Fourth Marine Regiment, last heard of with General Wainwright at Corregidor. Mr. DeRolf has two other sons serving with the United States Army.

**Detroit Business Women Thanked**

Mrs. Leona Wyman, President, Railroad Business Women's Association, Michigan Central, Detroit, has received the following letter:

"In behalf of the servicemen who use the USO Lounge at the Michigan Central and all of us who serve as

hostesses there, we wish to thank you and your group for the beautiful and efficient coffeemaker which you presented to the room. The coffee is excellent and we are finding it entirely adequate to our present needs.

"We understand that you are planning to provide three dozen sandwiches on Mondays and Wednesdays for the servicemen. We are delighted with this plan, since the sandwiches will come in fresh in the morning and be used during the day.

"We appreciate your generosity and interest in the room.

Yours sincerely,  
(Mrs.) Mary Shaw,  
Supervisor of Volunteers

**50 Years at Work**



James Nowlan

Here is a railroad veteran, who on May 22, completed his fiftieth year in service. He is James Nowlan and is still performing his assigned tasks daily.

Mr. Nowlan was a water boy for track laborers at one time. By keeping his eyes and ears open, he learned about transportation. He later became an Engineer Accountant and is still one of the mainstays in this field.

"Jim" Nowlan is at his desk, and on time, each day, in the General Departmental Accountant's Office, Detroit.

**Canteen Opened at Bellefontaine**

The Women's Auxiliary of the N. Y. C. Veterans Association, Bellefontaine, Ohio, headed by Mrs. W. C. Clingerman, is sponsoring a canteen at the New York Central station in that city for serving men in the armed forces passing through there. Mrs. Kenneth Rosebrook is chairman of the canteen program.

The canteen is a portable building donated by H. G. Short, Bellefontaine, and located on railroad property adjacent to the Cleveland division tracks. Coffee and light lunches are given to soldiers, sailors, fliers, Marines, etc., without charge. Donations of cakes, cookies and similar food are accepted.

**Groves Trains to Be Army Officer**

W. F. Groves, who served as Clerk for seven years in the Tarrytown Freight House before joining the Army November 6, 1941, has entered Officers Training School at Camp Lee Virginia. He was appointed a Corporal, November 29. His father, R. A. Groves, is a Signalman at Ossining, N. Y.

**Pomeroy Quits for Naval Reserve**

Lawrence Pomeroy Jr., of AGFA O'Connor's office in Cleveland, has been given an officer's commission in the Naval Reserve, with headquarters in Washington, D. C.

Although the Headlight was unknown in this area when Larry took over the duties of correspondent, he soon had everyone enthusiastically looking forward to the next issue.

His friends on the tenth floor of the Terminal Tower, where he was employed as routing clerk, presented him with a fitted traveling kit upon his departure.

Harwood Spaulding, son of C. L. Spaulding, former District Engineer at New York, now retired, has been awarded a scholarship to the University of Rochester. Harwood is a senior at Gorton High School, Yonkers, N. Y., where he has had an excellent record in scholarship and has been prominent in school activities.

**Niagara Falls Bowlers Are Victors**

The championship of the NYC Bowling League of Buffalo was won by the Niagara Falls team, which finished four games ahead of Korthal's Grill. Tied for third place were Burnham's West Shore Safety Club, Ed Becker's Grill and Signal Supervisors.

Korthal's Grill established high team single with 1020 and high team total with 2941. Pi Nadolny, of Ed Becker's Grill, set the pace in double century games, heaving 26 scores over the 200 mark. High individual game was made with 265 by Czardybon, of Supervisor Tracks.

The league finished its season with a two-man sweepstakes and refreshments. Officers reelected for the 1942-43 season were: George H. West, President; Leo J. Rummell, Treasurer, and James T. Clunie, Secretary.

**St. Thomas Ends Season with Dinner**

The St. Thomas Bowling League's season wound up with a bang-up banquet, with Division Storekeeper W. C. Oke in the chair and 68 other officials and employes present. The meeting was a merry one and the various prizes and awards were made amid combined booing and cheering.

"Snapper" N. Binns, ex-baseball and hockey star and now well-known amateur umpire, received the tin medal as the best bowler with a high score of 868 for the triple. High single went to Charles Barrow, Machinist, with 360; second high triple to W. Devine of the Superintendent's office, and second high single to C. Jim Teetzel with 335. (Editor's Note: They must have a different scoring system! We will check.)

The grand high prize for low score went to George Matthews, popular Accountant, and the hand painted flower pot went to Charlie Willetts for putting up the most consistent and noisiest effort of the year. He works in the Blacksmith Shop.

Several more St. Thomas boys have marched off to war. Chris Forberg and Frank McLaughlin, Machinist Apprentices, have gone to be pilots in the air force, and Blake Oatman, St. Thomas Enginehouse, is in the Fusiliers. Several more are negotiating and the representation from the division is reaching a large figure.

George Burney, Machinist, and Otto Fox, Engineer, both well liked in St. Thomas, recently died.

Several St. Thomas men went to Jackson recently to attend the banquet given in honor of Jack McIntyre, Supervisor of Air Brakes, who retired.

**Reports Freight Loose**

W. O. Brinkman, Agent at Pana, Illinois, reports that O. L. Johnson, Field Manager for the J. I. Holcomb Manufacturing Company of Indianapolis, informed him on May 15 that freight on a car in a passing New York Central train was in danger of falling off, its fastenings having broken. The condition was rectified as soon as possible and Mr. Johnson's cooperation may have prevented possible delays.

# Tells How N. Y. C. Cars and Engines are Designed and Maintained

By P. W. KIEFER

Chief Engineer, Motive Power and Rolling Stock

## The Central's Latest in Freight Service Motive Power

THE New York Central System's Equipment Engineering Department deals with all of the types and kinds of motive power and rolling stock, that is, locomotives, freight and passenger cars used for whatever purpose, on our System. The work of the Department may be described briefly as consisting of all matters pertaining to the design and construction and the maintenance standards, together with related performance characteristics of this equipment, including the many appurtenances and appliances required for proper operation from the time the original construction specifications are formulated until the equipment is retired and dismantled.

The Department reports to the System Executive Vice President and as now constituted, is divided into four sub-departments, each having its own supervising officer working under the direction of the Chief Engineer and his Assistant. These sub-departments are: Motive Power, Rolling Stock, Equipment Electrical and Test.

In addition, a small group of specialists on motive power, rolling stock, air brakes, air conditioning and heating, divided between and reporting to the Chief Engineer and Assistant, handle numerous important assignments. An Office Assistant to the Chief Engineer is in direct charge of departmental clerical and stenographic work and also supervises many special matters other than engineering, such as agreements, cost accounting, statements of various kinds and equipment records.

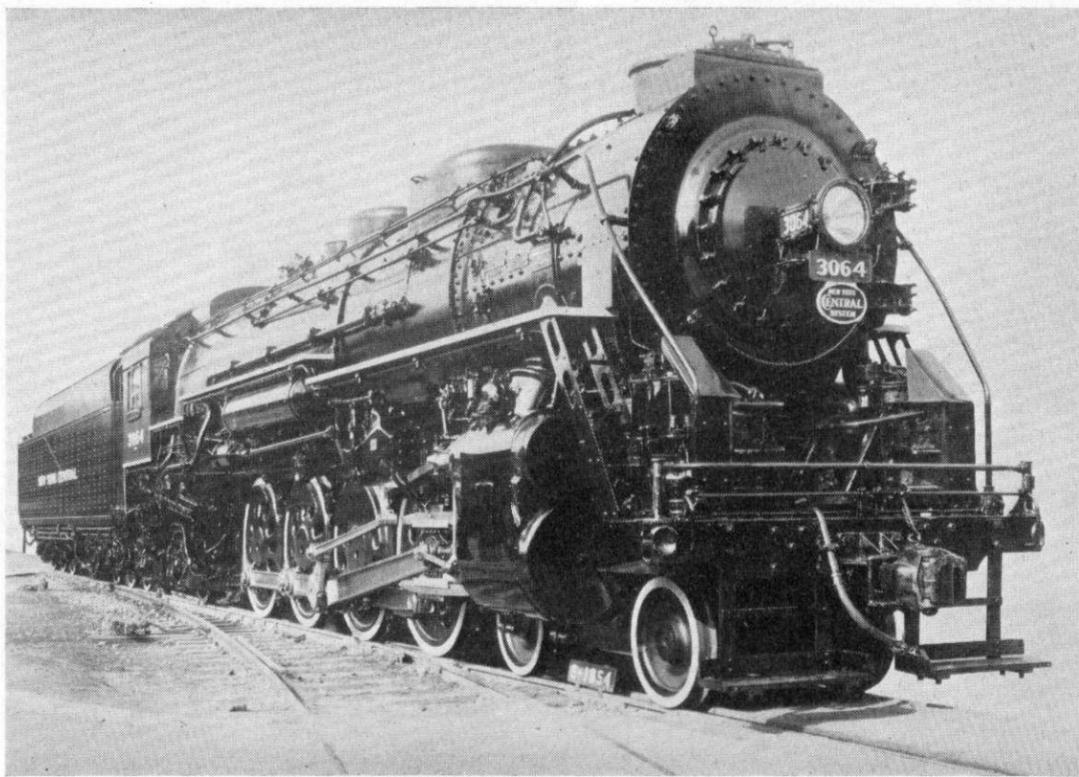
The personnel of the organization as a whole consists of mechanical and electrical engineers, draftsmen, chemists, metallurgists, physical test and mechanical construction specialists, construction inspectors for new equipment and the necessary force of clerks and stenographers.

This force, including all supervisory officers and 18 foremen and regular construction inspectors engaged in the building of new cars and locomotives, consists of 219 individuals.

The design and construction of new equipment represents in volume only a relatively small portion of the total work. The activities of the different sub-departments are closely related and overlap to a certain extent but it is the primary responsibility of each sub-department head to see that the detailed requirements of the specifications and drawings for the design and construction of new cars and locomotives, depending upon the type, are carried out. For example, the work for new steam locomotives of any kind is allocated to the immediate supervision of the Engineer, Motive Power; for freight and passenger cars of all types to the Engineer, Rolling Stock and for electric and diesel-electric locomotives to the Equipment Electrical Engineer, who is also responsible for the electrical apparatus on all types of equipment. The responsibility of the Engineer of Tests on new equipment construction consists of the inspection, testing and acceptance of all materials, numerous fabricated details and items of auxiliary appurtenances entering into the production of the complete unit.

Naturally many further sub-divisions of our activities are necessary but in principle, the maintenance engineering work on existing equipment is allocated to the different sub-departments on the same general basis as for new construction.

All changes made in the various car and locomotive units subsequent to original construction and release for service are authorized and controlled by regulations governing engineering, design and auxiliary equipment standards. Six different schedules are maintained for this purpose, one each for steam, electric and oil-electric locomotives, freight cars, M.U. cars, and passenger cars other than M.U., and are kept up to date by means of supplements as re-



This is the last of fifteen Mohawk type L-3C locomotives acquired recently by the System for use in passenger or fast freight service. They were ordered from the American Locomotive Company following the successful service record of 50 Mohawk type Class L-3A and Class L-3B locomotives delivered in 1940-41. Road numbers of the L-3 locomotives, which have the largest tenders in the world, are 3000 through 3064.

quired, with occasional complete revisions.

Three classification books for locomotives, freight cars and passenger cars respectively are also provided and maintained for the information and guidance of the various interested departments of the Railroad. These books contain complete lists and dimensioned diagrams of all existing units, together with the dates built and condensed information on the principal characteristics of the equipment.

From 1936 to date, new equipment received or under construction consists of 190 steam locomotives of the passenger, combination passenger-freight, freight and switcher types; 130 diesel-electrics, divided two for main line passenger service and 128 switch; approximately 19,900 freight cars of the box, auto-box, gondola, hopper, flat, transformer and well types and 283 passenger cars, divided 141 railroad and 142 Pullman, for the new Century, Empire State Express, James Whitcomb Riley and other important through main line trains.

Heavy conversion work has consisted of two experimental combination freight-passenger locomotives and the streamlining of five passenger engines for the new Mercury, the James Whitcomb Riley and the Empire State Express trains, exclusive of ten passenger locomotives streamlined when originally built for assignment to the new Century; approximately 7500 steel underframe type box and auto-box cars, converted to the all steel type; 3000 hopper cars rebuilt and 125 hoppers converted to the cement hopper type; twenty-five passenger cars of various types completely streamlined and "deluxed" for the two Mercury trains, the Pacemaker and the James Whitcomb Riley and 101 coaches converted to passenger-baggage and baggage cars.

During this same period 690 passenger cars, including 148 Pullman, have been air conditioned and otherwise improved. Included among the passenger cars here described, both new and rebuilt, are 242 coaches of the de luxe type, having enlarged lounging rooms, new lighting arrangements, reclining seats and other features.

Cost of the new and converted construction work here enumerated is approximately \$132,000,000.

In 1932 the first group of fifteen existing dining cars were air conditioned and on completion of the present program, a total of 847 railroad owned, air conditioned units of all about 34% of our coaches and combination cars and 94% of the diners. In addition, we now have in service on specific assignment to our System, 679 air conditioned Pullman cars with a grand total, New York Central and Pullman, new and converted, of 1526 units.

As previously mentioned, it is impracticable to present comprehensive detail on the various sub-divisions of our work but a few examples may be of interest.

To illustrate in a general way the fundamental progress made on the steam locomotive during past years, I have set up a table showing the principal weight and power characteristics covering passenger locomotives developed during the period indicated.

This table shows, among other things, the progressive reduction in engine weight per maximum cylinder horsepower which has been achieved and the increase in speed at which this power is obtained. For example, the class K-3q Pacific, built in 1923, develops maximum horsepower of 2100 at 45 m.p.h., and weighs 141 pounds per horsepower, whereas the class J-3 Hudson type locomotive, built in 1937, develops 4725 maximum cylinder horsepower at 75 m.p.h., and weighs 76 pounds per horsepower. The figures for the class L-3 Mohawk type combination freight-passenger locomotive first built in 1940 are 5260 cylinder horsepower at 71 m.p.h., with engine weight per horsepower of 74 pounds.

The class L-3, represents the newest steam motive power unit, which is a combination design arranged for either freight or passenger service. The wheel loads and counterbalancing are such that these engines, although equipped with relatively small diameter driving wheels, are approved by the Maintenance of Way Department for the maximum permissible passenger train speed with no greater rail or road bed strains and stresses than for the class J-3 Hudson type 4-6-4 straight passenger engine, equipped with the latest system of counterbalancing, revolving parts of reduced weight and lightened reciprocating parts for reduction in hammer blow on the rail.

Up to the time the J-3 was introduced in 1937, the largest coal capacity provided for the tender of a steam locomotive on any railroad was thirty tons and these engines have tenders of this capacity plus space for some 15,000 gallons of water. For the L-3, which is a completely new design, the tender coal capacity was increased about 50% over the J-3 to permit handling freight trains over two Divisions without refueling. The coal and water capacities are 43 tons and 15,000 gallons respectively.

The sustained horsepower capacity of the L-3 is higher than that of any other class of locomotive operating on the New York Central System. An additional 25, class L-4a, were recently ordered and these engines will have driving wheel diameter of 72" instead of 69" as applied to the first groups, and among other advantages, the horsepower capacity will be increased somewhat over that of the L-3.

An interesting comparison of the Hudson type 4-6-4 passenger locomotives shows that although the J-1e, built in 1931, is only 1400 pounds lighter than the J-3a, built in 1937, maximum cylinder horsepower capacity for the latter exceeds that of the former by 21%.

As early as 1924, a 60-ton 300 horsepower straight diesel-electric was operated in switcher and puller service in New York City territory with favorable results, followed in 1927 by a road freight diesel not now used in such service, and in 1929 by a road passenger diesel, since dismantled. The first N.Y.C. straight electric was introduced in 1904 and there are now 168 of various types and capacities in use on the System. The majority of the "three-power" diesel-electric switchers, of which we have 42, were placed in service in 1930.

Within the last six years limited operating experience has been obtained with a 5000 horsepower experimental turbo-electric locomotive and a 3600 horsepower diesel-electric, both designed for high speed main line service, and a 5400 horsepower diesel-electric freight locomotive. These last three mentioned engines were not owned by the New York Central but were loaned to us for brief periods of experimental use.

As you know, orders recently were placed for two experimental 4000 horsepower diesel-electrics, consisting of two 2000 H.P. units each, for heavy main line passenger service and we now have a total of 135 diesel-electric switchers on the System and 37 under construction. When the latter group is delivered, the number of diesel motive power units in our service will be about equal to the total number of diesel-electric locomotives in service on any two railroads in the United States, when taken together.

One of our most important duties consists of constant study and research for the advancement of the equipment art so that as a result of currently made improvements in details and complete designs, our System may have the benefit of the best obtainable service and performance from its active vice and performance from its motive power and rolling stock consistent with the needs of the railroad as a whole.

As one example of such work, we now have ready for detailed development, a design for a 4-8-4 type combination freight-passenger locomotive having 75" diameter driving wheels and capable of developing up to 6000 indicated horsepower. Although the wheelbase of the engine is approximately 4' 6" longer than the dimension of 43' 1" for the new L-3, account one additional pair of wheels and larger diameter drivers, the over-

all wheelbase length, engine and tender, is confined to about 96' 6", or only 6" longer than that of the L-3 with its present large tender, thus permitting the handling of the new design on the 100' turn-tables now in general use on the principal divisions. The total weight limitations and the wheel loads are such as to permit unrestricted operation on the System main line.

A new type tender is incorporated having coal capacity of about 43 tons, same as the L-3, and space for about 17,000 gallons of water, as compared with 15,000 for the L-3. This design is intended for two division freight operation without re-fueling and, as you know, the water is replenished by scooping while running.

This locomotive may never be built as the requirements may change but the design is mentioned to illustrate the practice of always keeping a few jumps ahead of present necessities. The fact is, that strictly from the viewpoint of the equipment designer, a new car or locomotive of whatever type, is regarded as more or less obsolete, at least in some respects, when first placed in service.

Getting back to a few items of detailed construction, it may be said that in 1907 the first cast steel frames for freight car trucks were introduced on the New York Central System and a few years ago, following exhaustive design studies by means of hundreds of static and fatigue tests carried to the point of destruction on machines especially designed for this purpose, specifications for improved physical requirements were completed and for the past decade, all frames have been purchased thereto.

This work resulted in producing such frames at no increase in weight or relative cost but having about five times the strength and durability of the earlier designs. In other words, the useful life of the cast steel truck side frame is now equal to or longer than that of the car itself. Finally, similar specifications were issued by the Association of American Railroads, with corresponding improvement in performance and dollar value received throughout the country.

We hear a great deal about roller bearings for railroad equipment and it is the popular idea that this has long been a fully perfected device. Such bearings are used extensively with good results on the various types of System steam locomotives and passenger cars but as an illustration of the work required of the railroads in perfecting various equipment devices to a point where they finally become useful to the rail transportation industry, it is worthy of note that the intensive efforts made to bring the roller bearing, wheel and axle assembly to its present stage of efficiency, which even now is not fully satisfactory, have already consumed about fifteen years.

Among other things, not including detailed examinations of the roller bearings themselves, a total of about 5000 separate roller bearing equipped axles have been examined by the Magnaflex method by our forces since the middle of 1936 for the purpose of improving the assembly for longer life and better performance.

For those interested in our locomotives and cars, a good story could be written on any one of a long list of subjects, such as the high speed slipping tests conducted in 1938 on the main line just east of Syracuse with a class J-3 Hudson type engine for checking the efficiency of the cross-balancing system; recent rail stress tests made with six different designs of modern locomotives in connection with further counterbalancing studies; road testing for the improvement of passenger and freight car truck performance; capacity and efficiency tests of locomotives for which the dynamometer car is used; the method employed in developing for each new design of steam locomotive, what is known as the maximum drawbar pull speed and horsepower curve; our experience with the principle of cut-off selection by means of which any portion of the pulling capacity curve may be and is duplicated daily in service according to the requirements of load, profile and speed conditions; the electric locomotive; development and studies of the diesel-electric including the interesting question of initial cost in comparison with the steam locomotive; Diesel locomotive power characteristics and general performance results being obtained with these units; the work of the Mechanical Division

of the Association of American Railroads, in which we are all intensively involved, such for example, as the production of the A.A.R. standard designs of freight cars and the extensometer, deflectometer and impact tests to which some of these cars have been subjected under our direction.

Laboratory research to reduce friction journal bearing heatings in passenger service also should be mentioned and to illustrate what is involved in this work, it may be said that during the winter period of 1940-41 (13 weeks), 99.994% of the total friction bearing journal days of twenty-four hours each for all cars, System, Pullman and foreign, were operated without heatings but that for practical operating reasons, every effort must be made further to reduce the remaining .006% and that the laboratory and road research work on this subject is being continued.

For those who are attracted by complicated mechanical combinations, another interesting story could be written on the design and construction of the modern passenger car which, with its five separate and independent installations for lighting, heating, ventilating and air conditioning, braking and the piping system for the various purposes for which hot and cold water are used, is really a wonderful creation, exclusive of the furnishings installed for the use, comfort and convenience of the occupants and irrespective of the fact that the passenger car receives its life giving and propulsion power from the locomotive.

In view of the intensive efforts of every individual on the railroad in the prosecution of the war, I must mention also that much work is now being done in the Department in collaboration with the A.A.R. and the War Production Board in this direction. One such activity relates to the reduction of steel in freight car design and the search for alternate materials for car and locomotive uses, together with the necessary related design changes so that quantities of materials such as copper, rubber and steel, urgently needed for the conduct of the war, may be released for this purpose.

Because the work of the Test Department is essential to and directly related to the results obtained by the other three sub-departments, it seems advisable to outline briefly some of the details.

This Department maintains up-to-date, some 125 specifications for materials; investigates new products and manufacturing facilities; analyses equipment difficulties occurring in service and in cooperation with the other Departments, devises suitable corrective measures which may require changes in material, design or construction work or combinations of the three.

During 1941 approximately 1000 investigations were conducted for this purpose in the various System shops and engine and car terminals, of failed parts, exclusive of about 2200 rolled steel wheels examined to ascertain the nature and characteristics of defects which had developed therein. Other items consist of service testing of new devices and materials; performance and efficiency testing of locomotives; supervision of locomotive boiler water treatment; improved standards for construction, maintenance and shop practices and numerous other practical research activities.

Three chemical and physical laboratories are maintained. These are located at West Albany, Collinwood and Beech Grove respectively. Combined they contain approximately 100 different pieces of equipment and related testing apparatus.

During 1941 at Collinwood and West Albany Laboratories, approximately 60,000 chemical and physical determinations were made, also about 1100 photomicrographs relating to analytical work in connection with new material inspection, field material investigations and tests of a wide variety of miscellaneous materials, some of which are iron, steel, bronze, paints, enamels, varnishes, oils, greases, coal, cement, boiler water compounds, soaps, disinfectant materials and drinking water supplies.

During 1941 the Material Inspection Bureau of the Test Department made 5500 odd inspection calls at some 225 mills in accepting over three and one-half million pieces of material entering into the construction of new and existing motive power, rolling stock and miscellaneous equipment. Since then, this work has increased consider-

**Albany's Best Girl Bowlers — They Averaged 850!**



Outstanding in the 1941-42 season of bowling among the Athletic Associations on the System was the record set by the league team of the N.Y.C.A.A. Girls' Bowling League of Albany, N. Y. They won the city-wide tournament without dropping a match and achieved a team average of 850 for the season of "home-and-home" matches. The League Team members, with their averages, are (l. to r., standing) Eleanor Bergland, 162, Ermine Mulholland, 170, Marian Popp, 171, Margaret Charles, 174, and Eve Keyes, 155. Kneeling left is Bette Soldevere, 163 and right, Helen Bojack, 158.

ably because of new equipment construction and war activities.

For the past five or six years we have been operating intermittently at Selkirk engine house, a plant designed for stationary tests of locomotive boilers. Thus far this work has been devoted largely to changes in front and designs for better drafting conditions with corresponding improvement in boiler efficiency, the fundamental means of accomplishing these results being the development of smoke box arrangements which, together with the proper relation of exhaust nozzle and stack, results in moving a greater quantity of gas with the same quantity of steam.

To date some 650 of our most modern steam locomotives have been equipped with this improvement with the result that failures for steam on the road have been materially reduced, the capacities of the boilers have been increased and over-all fuel consumption reduced on an average of about 5%. This is a substantial gain when applied to modern boiler designs.

We cooperate with some 12 car and locomotive builders and approximately 550 material producers and manufacturers of auxiliary equipment of all kinds.

As we all know, the smooth operation of the entire railroad depends upon cooperation among the various departments and from our experience over a period of years, it can be said that the New York Central System as a whole occupies an enviable rating in this respect among American railroads.

**Bingman to Talk on Defense Methods**

F. W. Bingman, Assistant Engineer, Office of Grand Central Terminal Management, graduated last month together with 38 other key men in civilian defense organizations in New England, New York and New Jersey from the U. S. War Department's Civilian Protection School at Amherst College, Amherst, Mass.

Under the direction of Lt. Col. Willard A. Johnston, the graduates, who included Police and Fire Department Chiefs, lawyers, bankers and professors, underwent an intensive ten-day study of gases, explosives and methods of civilian defense. Mr. Bingman will lecture before Air Raid Wardens and apartment house and hotel managers in the Grand Central Terminal district.

★ ★ ★ ★ ★ ★ ★ ★  
**Bonds Bar Bondage**  
★ ★ ★ ★ ★ ★ ★ ★

**Alexander Dined**

Eldridge G. Alexander, Chief Dispatcher, Indiana Division, who retired recently, was a guest of honor at a dinner in the Hotel Lincoln, Indianapolis, which was attended by 125 friends and

associates. J. A. Nichols, Assistant Superintendent, Indiana Division, presided.

Mr. Alexander began his railroad service in Pennsylvania and came to the Big Four as an operator in 1894. He had been in Indianapolis since 1913.

**Central Clerk Carves Soap With Dental Tools**



R. S. Reuss, surrounded by dentist's instruments and some of his works of art in soap. In the background are two of his classic miniatures; on table, medallions of George and Martha Washington, his first creation of a stalking tiger, Walt Disney's character of J. Worthington Foulfellow in plaster; in his hand, a portrait of his son, praying.

Dentist's instruments have found their most pleasant use yet discovered in the hands of Russell S. Reuss, Clerk in the office of Vice President & General Manager, New York City. They are the tools in his hobby of soap-carving.

Although he entered on his hobby only three years ago—on a day when he was lying in bed recovering from grippe—he already has a score of pairs of classic miniatures hanging on walls of homes across the country. He sells them for good money as wedding gifts, Christmas gifts or just gifts, and the demand is growing.

Ivory soap in cake or bar form is his favorite medium. It has the appearance of real ivory both when white and fresh or when yellowed with age. Warping as the soap dries out is the chief problem of the medium, but this is largely counteracted by covering the finished objet d'art with a pure French lacquer.

For a studio Reuss has possession of a spare room in his home at 46 Raymond Place, Yonkers, N. Y. If

undisturbed he can create a miniature in two nights, working two hours each night. "Besides being my severest critic, my wife makes the molds for plaster figures. Our two children, Nadine and Frank, serve as models," he said.

Reuss received his first boost to carry on to the heights of soap-carving by winning an honorary prize at a national exhibit in the Franklin Institute, Philadelphia, not long after he picked up his first dental cavity prober.

His single railroad work was a model of the 20th Century locomotive, but he does not show it now because it has warped. At present he is working in clay on Walt Disney characters for commercial sale.

★ ★ ★ ★ ★ ★ ★ ★  
**Loose Talk Costs Lives**  
★ ★ ★ ★ ★ ★ ★ ★

**Who's Who in Manhattan Bowling**

The curtain has fallen on the 1941-42 season of the NYC AA of Manhattan Bowling League, but the champs didn't take possession of their title until the final night—that's how close the contest was during the second half of the season.

On the day of the last games, the Equipment Engineers needed one game to clinch their leadership. The Passenger Traffic No. 1 team had to take the three game match to place first. Anything could have happened, but the Equipment Engineers, captained by Bill Switzer, bowled their way into first place by taking the first game, after which they rested on their laurels.

With a total of 28 won, 8 lost, the Equipment Engineers became the leaders of the Class A. Division. The Passenger Traffic outfit came in for close second, with 27 won, 9 lost. Following the leaders were the Purchasing Department No. 1 team, Railroad YMCA, Comptroller, Engineers and Trunk Line Association in respective order.

But Messrs. Boenke, Graves, Holbert, Somborn and Switzer, who wound out the Equipment Engineer team, were not satisfied with becoming the star performers of the Class A Circuit; they also captured first position in the Handicap Division, with a record of 51 won, 30 lost. This entitled them to their first leg on the YMCA cup. Second place in this division to the RR. YMCA, third position to the Purchasing Department No. 1 team.

In the Class B circuit, top place went to George Hynes' Mott Haven team, with a record of 32 won, 4 lost. The RR. Bldg. & Loan Association team took second place, trailed by the Maintenance of Way, Land & Tax, Accounting Department, Passenger Traffic No. 2, and Purchasing Department No. 2 team.

The Equipment Engineers also received credit for highest three-game score, with 2794, and highest single game score, with 990.

C. Case of the RR. Building & Loan retained his individual high three-game record of 642. Single game honors were split by R. Lindo of Mott Haven and E. Lazear of Purchasing No. 1 team; each had scores of 255. H. Kruegar came through with eight clean games, and also an individual average of 180 for the season. Secretary F. Wells and A. Archer crashed the lines for a similar average.

**B. & A. Yard Clerk Likes New Bicycle**

Arthur B. Wright, Yard Clerk at West Springfield, Mass., is enjoying the last laugh on the motor age, now afflicted with gas and tire rationing and priorities. Despising the automobile, he has always ridden a bicycle to work to the amusement of his fellow-workers and friends, who dubbed him "Air Mail" and "Pony Express."

In his sixty-eight years, Mr. Wright has owned several bicycles. He bought his present bike second-hand for \$11, twelve years ago. Commuting seven miles each working day, he has ridden this bike the amazing distance of 43,860 miles by the record of a cyclometer.

Mr. Wright's concessions to the modern age has been expressed in its only form in gadgets on his bicycle. Besides a cyclometer, it is equipped with a clarion bell, gear shift, front and rear lights operated by power from a generator attached to the wheels; a rear-view mirror and a capacious basket on the handlebars. He keeps his bike in a special bicycle garage.

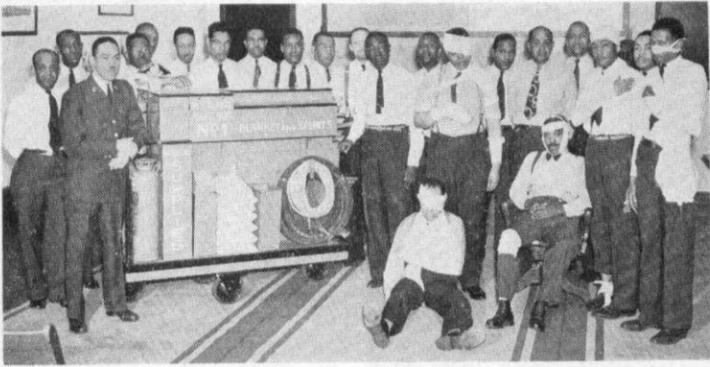
Mr. Wright walks from his home at 120 Genesee Street to work only on those days when there is snow or rain. As to the problem of tires, he says he has never worn one out because they first become damaged by glass or sharp rocks.

**Now Runs on Sundays**

Effective May 24, the James Whitcomb Riley, the New York Central's all-coach streamliner between Chicago, Indianapolis and Cincinnati, started Sunday operation, thus providing seven round trips weekly between the two terminal cities weekly.

J. S. Beetham, a retired Traveling Auditor, died in St. Petersburg, Florida, recently.

### G.C.T. Redcaps Organize Emergency Medical Corps



The members of the Redcap Emergency Medical Corps of Grand Central Terminal posed recently with five "victims" who have received First Aid in a demonstration of their efficient training before an audience of Terminal, Medical Department and Police officials. Instructor Jonah R. Davis, third from left, stands beside one of three Air Raid Emergency Trucks built for use in the Terminal.

## Detroit Party Raises Funds for Gifts to Boys in Service

A military service benefit party, sponsored by the employees of the office of the Auditor Passenger Accounts, Detroit, was held in the ballroom of the Hotel Tuller April 30, to raise funds for the 20 A.P.A. boys serving in the armed forces. Expectations were more than realized when the profits totaled approximately \$116.

The entertainment included bingo, dancing, cards and refreshments. There were about 200 persons present, although 230 had purchased tickets.

Among the special attractions was a volunteer orchestra composed of A.P.A. employes Amos (Smitty) Schmidt and Orla (Duke) Parrette, saxophonists, Frank Klanke, pianist, and Art Fleischer, drummer. The group was assisted by three additional musicians, friends of "Smitty," Stan Cochrane, drummer, Virgil Marler, bass fiddler, and Bob Kaiser, trumpet.

Much credit for the success of the entertainment must go to the originators of the idea, Matthew Conlon and Frank Klanke, and their committee—Al Beard, Dorothy Stoll, Julia Conlon, Al Soltis, Bob North, and Don Morris.

Each payday the employes of the Auditor Passenger Accounts office, Detroit, deposit ten cents in a fund to be used to send small remembrances to the boys from that office now serving in the armed forces.

The plan originated in the Line West Local Department, but it was soon discovered the contributions of that one department would not be sufficient to carry on the projected work. It was then Mrs. R. O. Smith conceived of the "Cake Sale" plan to introduce the dime savings idea to the rest of the office. With Naomi North and Evelyn Ruggles assisting, several large cakes were cut up and pieces sold at ten cents each.

The 130 portions added over \$9 to the fund, but many persons anxious to help—and hungry for a piece of cake—were disappointed when it was found there were not enough slices to go around.

Betty Gomand of the office of the Auditor Passenger Accounts, Detroit, recently underwent a serious spinal operation at the Mayo Hospital in Rochester, Minn.

Appearing and acting much younger, James J. Rodgers, Division Clerk in the office of the Auditor Passenger Accounts Office, Detroit, celebrated his 70th birthday on May 8. Jimmy, the recipient of many gifts and well wishes, was serenaded by the famous Klebe Trio (Werner Klebe, Tom Moriarty and William Ahern). Exceptionally vigorous, it is doubted whether Jimmy has missed bowling a single night in the last three years during the regular seasons of the A.P.A. League and the N.Y.C.A.A. League.

Railroad employes possess many talents not needed in their daily work. An outstanding example of this is the horticultural ability of Walter A. Wagner, Chief Clerk in the Auditor

of Freight Accounts Department, Detroit, whose home in Rosemont Rd. is one of the show places of the community during the summer. The planning and all work in this beauty spot were done by the Wagners themselves. Mrs. Wagner, the founder of the North Rosedale Garden Club, is an ardent gardener.

The Auditor Passenger Accounts Ladies Bowling League of Detroit concluded its season April 29 with two teams tied for the lead. Bowling four on each team, the league included six teams and rolled two games each Wednesday night at Twenty-Grand Recreation.

The high single game of the season was rolled by Norma Courtland, who, on one wild night, spilled 212 pins. Ann Dooley came close to this mark on the last night of the season when she knocked out 192.

Final individual averages found the League leader for the season, Ella Olshchfsky, still on top with 134. Ann Dooley followed with 125, Naomi North 125, Eleanor Wall 116, Helen Owen 116, and in the basement, Marion Vroom with 66 and "Short" Ruggles, with 74.

As a part of the Civilian Defense Program, inaugurated on the Mackinaw Branch of the Michigan Division, twenty-six Car and Locomotive Department employes at Bay City, Mich., under the supervision of J. J. Nicol, General Foreman, Equipment Department, have completed first-aid courses under the direction of the American Red Cross.

One of their number, Fred A. Cronk, a Car Department Inspector, who also is an American Red Cross Instructor, conducted the classes. Under his able instructions, thirteen employes of the Car Department and thirteen Locomotive Department employes, completed the course with high averages.

Sandra Rochelle, a 6 pound 15 ounce baby girl, was born to Mr. and Mrs. Hyman Levy (formerly Helen Weiser), April 14. Al Weiser, proud grandpa and Division Clerk in the Auditor Passenger Accounts Office, Detroit, passed out cigars in celebration. Mrs. Levy is a former A.P.A. employe.

William Curran, Carmine Nappi, Erwin Wirsing, Robert Zugg, and Walter Nalley are the latest to join Uncle Sam's fighting forces from the Auditor Passenger Accounts Office at Detroit. The first four were inducted into the army, while Nalley enlisted in the navy. Nalley is the first sailor this office has given to date.

A group of Auditor Passenger Accounts girls gave Carmine Nappi and Erwin Wirsing an old fashioned send-off when the two left for the army from the M.C. Depot at Detroit, April 15. When last seen their faces were marked by rouge from many lips and they were walking as in a dream to their train with the envious eyes of all the other inductees upon them.

Miss Ethel Alley, Telephone Clerk

## Owen O'Connor Honored as He Ends 49 Years

Owen O'Connor who retired May 31 as Assistant Superintendent of the River Division after 49 years of service, was honored by more than 300 members of the Terminal Club May 27, in a Testimonial Dinner at The Top Hat Hotel, Union City, New Jersey.

Mr. O'Connor was born May 19, 1872, at Boston Corners, N. Y. He entered the employ of the New York Central May 28, 1893, as an Operator at White Plains, N. Y., being promoted to Train Dispatcher in 1895 and to Chief Train Dispatcher in 1902 at that point.

Subsequently he was made Trainmaster at Chatham, N. Y., in 1911, Trainmaster at White Plains in 1917, and Superintendent of the Harlem and Putnam Divisions with headquarters at White Plains in 1927.



Owen O'Connor

In 1930 Mr. O'Connor was appointed Superintendent of the River Division with headquarters at Weehawken, N. J., and in 1932 became Assistant Superintendent of the River Division.

The O'Connor Testimonial Dinner was also the 28th Annual Terminal Club Dinner. Entertainment was the rule of the evening, during which Mr. O'Connor received a handsome gift.

Mr. O'Connor plans to be "a gentleman of leisure" in his home at 18 Osborn Street, White Plains.

In the office of Superintendent Telegraph, died May 12 at her home in Detroit. She formerly was employed in the office of Superintendent Telegraph at Indianapolis before the consolidation of the several Telegraph Departments at Detroit in November, 1931, and had been in the employ of the New York Central System since June 17, 1918.

Roy Rising, Machinist at West Detroit for the last nineteen years, enlisted in the United States Navy, April 17.

The Minstrel Show of the General Departmental Accountant's Office, Detroit, went off with a bang again this

### Traffic Quotas

REFLECTING the rising traffic volume in both passengers and freight, System ticket sales for the first quarter of 1942 at quota-assigned stations showed an increase of 30 per cent over the corresponding period of 1941 and carloadings gained 7 per cent.

Passenger ticket sales exceeded quota assignments by 2 per cent for the first quarter, with eleven offices equalling or exceeding their assigned marks.

Carloadings reached 90 per cent of assigned quotas for the System with on-line jurisdictions at Chicago and Cincinnati within striking distance of full quota attainment.

Many off-line agencies exceeded their quotas for the first quarter of the year, outstanding performances being recorded by Baltimore-Washington, Boston, Dallas, Denver, Houston, Jacksonville, Los Angeles, Memphis, Newark, New Haven, New Orleans, Portland, San Francisco, Seattle, Toronto and Tulsa.

### Conductors Give J. J. Russell a Chair



Left to right: S. P. Mahoney, H. G. May, R. J. Ross, J. McDonald, W. McDonald, G. J. Coulter, C. W. Bolsby, H. Sharp and L. Westphal. Seated: James J. Russell.

James J. Russell, retiring Auditor Passenger Accounts, was honored by former Michigan Central passenger conductors, when a group of 20 of them bestowed upon him a handsome lounge chair and a bottle of "refreshments."

Conductor Herbert Sharp, acting as master of ceremonies, made the commendatory presentation speech. The chair was given in behalf of the conductors by John McDonald and Charles Bolsby, while the "refreshments" were turned over to Mr. Russell by George Coulter.

After the presentation the assembly joined in singing, "For He's a Jolly Good Fellow." Clayton H. Maurice, who succeeds to Mr. Russell's job, promised the conductors to carry on his predecessor's policies, and told them to feel free to discuss their problems with him at any time. Joseph Rehill, Andrew Wiselogel and R. J. Ross also spoke briefly in praise of Mr. Russell.

The conductors had a difficult time identifying the type of chair they gave Mr. Russell, Depot Ticket Agent Wiselogel saying, "I don't know what kind of a chair it is—but it is a darned comfortable chair."

At a dinner in the Detroit Leland Hotel, attended by 150 of his friends and employes from all over the System, Mr. Russell was given a purse, flowers, and a handsome scroll bearing the signatures of hundreds of railroaders from President Williamson down to the last person hired in his own office. Joseph W. Piper, Assistant Audi-

tor Passenger Accounts, was in rare form as toastmaster and presented the scroll and purse. The bouquet of roses was handed to Mr. Russell by Miss Isobel Harries. A life membership in the New York Metropolitan Chapter of the Veterans' Association was also bestowed upon Mr. Russell.

Messages of congratulation were read from the following, who were unable to attend: T. Bruder, Pvt. N. M. Tikfesi, J. W. Switzer and W. T. Abrams.

It has been officially announced that the son of Fred Amon, employed in the Departmental Accountant's Office, has lost his life in battle.

Florence Chandler of the Accounting Department Typing at Detroit breaks into print, doing honor to the office wherein she is employed. Florence is modest about her accomplishments and when she recently told friends in the office that she had entered the Ladies' Amateur Three Gaited Class and the Pair Class of the Annual Indoor Horse Show sponsored by the Detroit Equestrienne Club, she added: "Of course I'm doing it just for fun—the competition in that show is so keen that I'd have no chance of winning anything."

Well, to make a long story short, Florence came home with a ribbon from the Pair Class.

When reminded of entering "just for fun" she replied, "The judge was a man and the horse was 'Glamorous Lady'—probably accounts for my ribbon."

Latest bride in the Office of the Auditor Passenger Accounts, Detroit, is Mrs. Arthur Thibodeau (nee Eleonore Parmelee), who was married May 16. The wedding culminated a three-month courtship.

Employes of the Office of the Auditor Passenger Accounts, Detroit, are congratulating Francis "Bud" Bockenstette on his marriage, May 30, to Edith Mikendo.

### New Auditor



Clayton H. Maurice, now Auditor of Passenger Accounts at Detroit

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Buy War Savings Bonds

## Campaign for Intensive Use of Cars Gains

The campaign by the New York Central System to make the most intensive use of every freight car that it owns or handles is meeting success.

The results have been so outstanding that several large shippers have taken occasion to commend them.

The Central's freight car utilization program was started in high gear, last July. A written program showing ways in which various departments or classes of employes could assist in furthering it was drawn up and distributed among yardmasters, switching and local crews, yard clerks, local freight agents, division car distributors, traveling car agents, mechanical department employes and employes of the purchasing and stores department, maintenance of way and signal departments and the traffic department.

Concrete suggestions, totaling sometimes more than twenty, were made to each of these departments or classes of employes and supervisory forces were assigned to see they were carried out.

The result has been so successful that one shipper wrote:

"The steps you have taken for carrying out your freight utilization program certainly get right down to the grass roots. This is the most realistic approach to the problem I have seen."

The program, which has been under the direction of C. L. Jellinghaus, Manager, Freight Transportation, is now being intensified, particularly in view of the fact the New York Central System estimates that traffic this year will run 10 to 15 percent ahead of last year.

At periodical meetings held at strategic locations, the vital points of this program are emphasized.

The keen interest and active cooperation of shippers and receivers, under the direction of the Regional Shippers Advisory Boards, has resulted in the formation of local "Car Efficiency" or "Vigilance" committees, functioning to help keep the railroad freight car supply fluid and available for maximum use.

### E. E. Pierce Featured

E. E. Pierce, General Passenger Agent of the System, was featured in an article relating the duties and resourcefulness demanded of his position in the monthly magazine published by the American Hotels Corporation, owners and operators of one of the largest systems of hotels in North America.

Keystone of the article, first of a series on General Passenger Agents, was how "the hotels of our country and the great railroad systems in it are second in the development of our great nation only to our form of government."

### Smith Honored at Jersey Shore Dinner

Twenty-eight officials and employes on the Pennsylvania Division on May 9 honored Ralph R. Smith, Division Engineer at a dinner at the Riverview Tearoom, Jersey Shore, Pa.

Mr. Smith came to the Pennsylvania Division as Division Engineer on October 1, 1940, and was transferred to Toledo, on April 1, 1942, but during his short stay on the Pennsylvania Division acquired many friends, as evidenced by the talks made and the gift presented him.

C. V. Bucher his successor as Division Engineer at Jersey Shore was present and B. F. Francis, Supervisor of Bridges and Buildings on the Pennsylvania Division and Chief Burgess of Jersey Shore, acted as toastmaster.

Harold Carlson, representative of the Passenger Traffic Department on the Editorial Board of the Central Headlight in Chicago, is being congratulated on the arrival of a son, William Walter, April 23.

John R. Kelley, retired Chief Train Dispatcher, Cleveland, died recently when visiting a daughter in Detroit. He was 79.

Ralph N. Chamberlin, retired Conductor, with 52 years' service, died recently in his home in Toledo. He was 75.

### G. G. Ostrander Completes 50 Years With the Company



Mr. Ostrander, at the head of the table, is shown as guest of honor at a luncheon tendered him by traffic officers and associates on the anniversary of his half century in service. He is Chief Clerk to E. E. Pierce, General Passenger Agent.

### Manhattan Softball Teams Number 12

Twelve teams have entered the Manhattan A.A.'s Softball competition for 1942, the first game of which was played May 4 at Marble Hill, it was announced by E. R. Rotchford, Vice President, Sports. The Harmon Engine House and the Passenger Department teams early tied for first place.

Games are played each evening, Mondays through Fridays, at 6:30 p.m. at Marble Hill. Anyone interested in attending the games should make request for a schedule from R. F. (Barney) Breen, Supervisor, in Room 560, 466 Lexington Avenue.

### Two N.Y.C. Surgeons Now Majors in Army

Dr. Norman L. Higinbotham, Company Surgeon at New York, has been commissioned a Major in the Medical Corps of the Army. He left on May 15th to report for duty at Fort Sam Houston, Texas.

Another New York Central Surgeon who has been called for military duty is Dr. F. R. Small, of Newburgh, N. Y. Dr. Small has been commissioned Major in the Army and reported for duty on May 19.

### Commends Conductor

T. L. Green, Superintendent, Chicago, recently received a letter from H. M. Cable commending Jesse Flickenger, Conductor of Train 151, for his kindness to Mr. Cable's daughter Jane, 13, who travels from LaPorte to Chicago, on her way to school, on Conductor Flickenger's train. Mr. Cable said he appreciated highly the conductor's watchful care over the little girl.

### Cleveland Police Bowlers Are Victors

C.U.T.-N.Y.C. Bowling League, Cleveland, closed its season with a banquet at Stone's Grill, May 5. About fifty were present.

The Police Department again carried off first honors in the League, after going into the last night of bowling with a handicap of two games behind Switchmen No. 2, who just couldn't keep going under pressure.

Individual Average honors went to George Novotny of the Car Foremen's team and High Single game fell to the lot of F. Weisbarth of Switchmen No. 2 and High Three Games was carried off by Roy Fuhr of the Equipment gang.

### Bay City News

Ray Connor, formerly Assistant Ticket Agent, Bay City, Michigan, died in Battle Creek, May 7.

Jules Ausum, formerly Section Foreman at West Branch and father of Bill Ausum, third trick Dispatcher at Bay City, died suddenly May 8 at West Branch.

Mrs. Pat Mahoney, wife of Black Pat Mahoney, retired conductor, died May 13th.

Bill Stokes, Operator at Bay City West Side, is recovering after a serious operation.

Traveling Auditor E. B. Pratt, of the Accounting Department, who resides in Syracuse, New York, proudly reports the recent ordination of his son, Rev. George L. Pratt, to the diaconate of the Episcopal Diocese of Central New York.

The C.R. & I. and I.H.B. M. of W. Departments are 100% in the purchase of War Savings Bonds by payroll deductions.

### In Hawaii



This shows Richard W. Hefner, formerly of the Personnel Department, New York, who is now stationed in the Hawaiian Islands. He is the son of W. Q. Hefner, Secretary to the General Superintendent of Motive Power and Rolling Stock.

### F. X. Rees Joins Signal Company

Frank X. Rees, Circuit Engineer, Signal Engineer's Division, at Albany, New York, has joined the Engineering Department of the General Railway Signal Company at Rochester.

Mr. Rees, born at Redwood, N. Y., October 5, 1895, entered railway service on the New York Central as a helper in the Signal Department at Watertown, N. Y., on November 9, 1915.

He was promoted to signal maintainer in 1916 and to leading signal maintainer at Signal Station 30 and Signal Station 31, Utica, in 1920.

Mr. Rees was transferred to the Signal Engineer's office as engineer draftsman in 1922 and was promoted to signal inspector May 1, 1923. On March 1, 1924, he became Circuit Engineer.

For several years, a large part of Mr. Rees' time had been devoted to Rees.

A luncheon was given in Mr. Rees' honor at the Aurania Club, Albany, on March 28, at which he was presented with a testimonial certificate.

### Lannan is Honored

Edward J. Lannan, Storekeeper at Weehawken, was given a farewell dinner in Teneack Club by his New York Central Bowling Club on the eve of entering the army. Fred Hollaway, Assistant Division Engineer, toastmaster, presented him with a pen and pencil set on behalf of the club's 20 members. It was also the birthday of E. J. Bayers, Division Engineer. He was honored with a large birthday cake.

### I. W. Kirkwood Retires

The retirement on May 31 of Isaac W. Kirkwood, Traveling Auditor for many years, was marked by a dinner given in his honor on May 14 at New York, by his friends and associates in the Accounting Department. He was presented with a purse.

Mr. Kirkwood was born May 3, 1872 and began his railroad service February 6, 1888 as a baggageman at Fremont. He served as agent at Albion, Summit, Stout Point, Pleasant Lake, Bridgewater, Springport and Hillsdale, Michigan. In 1915, he was appointed a traveling auditor on the old L. S. & M. S., transferring to the New York Central in the consolidation, resulting in what is now the Line East and Line West. He has served since that time as a senior traveling auditor, with headquarters at Adrian, Michigan.

### Selkirk Notes

Leroy M. Oliver, former Oiler at Selkirk, has enlisted in the Marines.

L. Irwin, former Oiler, was drafted and is now located with the MP Battalion at Albany, N. Y.

A. Deyo, former Oiler, together with V. Krzykowski, has been drafted and sent to Camp Upton.

Thomas Quinlan, former Clerk at Selkirk, has enlisted in the Army and is at Columbus Flying School.

Sympathy is extended to Charles Evans and William Fennessey on recent death of their wives.

The Selkirk Department softball team has been organized for the season of 1942 and welcomes challenges from other teams in the Albany area. Write Mr. W. J. Day, care of J. A. Hayes, Selkirk, N. Y.

### Mt. Carmel Vets Dine

One hundred and fifty Big Four Veterans of Mt. Carmel, Illinois, attended a dinner and entertainment in the Masonic Temple, May 14.

President C. E. Cory presided. Group singing was led by General Foreman M. A. Powers and Harry M. Hutchins was Master of Ceremonies. The Rev. F. J. Slagle made the address of the evening. The High School Sextet and Machinist Apprentice LeRoy Perrott gave several songs which were followed by a stage show.

Elbridge G. Alexander, Assistant Trainmaster of the Indiana Division, Indianapolis, retired after more than 50 years of railroad service. He entered the employ of the Big Four in 1894. He served from 1913 to 1937 as Chief Dispatcher. On May 2, 125 of his fellow workmen tendered him a dinner.

### Painting is Hobby of O. C. Lines Conductor



George Diedrich

George Diedrich, a Conductor on the Ohio Central Lines, between Columbus and Toledo, is making fine art a hobby to occupy his time when he retires. He is now 62 and goes to art school twice each week and expects to continue until he retires. He specializes in land and seascapes in oil at present but does some portrait painting occasionally. Mr. Diedrich does not intend to commercialize his hobby; although he has many paintings hanging in his

home he gives some to friends from time to time. He started his railroad career in 1904 with the old Toledo & Ohio Central, now a part of the New York Central. He is at present a brakeman, running out of the Union Station in Columbus. He insists that he will retire at 65 to enjoy his hobby by traveling and looking for landscapes to put on canvas. He says every man nearing the retiring age should have some hobby.

## "Get Traffic" Groups Merge in New York

A new departure in "Get Traffic" organization has been started in the Accounting Department at New York, in order to centralize employe activity and afford a wider circle for such discussion groups.

After functioning through separate "Get Traffic" committees for an extended period, covering the New York Accounting Department offices of Vice-President and Comptroller, General Auditor-Disbursements, Capital Expenditure Accountant, Auditor Station Accounts and Overcharge Claims, and Ticket Receiver, a joint and consolidated committee of twenty-two employes has been formed, embracing the five offices.

The committee will hold regular meetings every sixty days to discuss various "Get Traffic" and service subjects, and generally act as a vehicle for the dissemination of useful information among employes. It is also contemplated to have a speaker from another department at each meeting to describe the problems and workings of his department as an educational measure.

The following officers were elected at the first meeting of the consolidated committee, May 21:

E. W. Kinsley, Chairman, Office of Vice-President and Comptroller.

John Fittiang, Vice Chairman, Office of Auditor Station Accounts & Overcharge Claims.

C. W. Ferguson, Secretary, Office of Vice President and Comptroller.

C. F. Quinn, Promotional Representative, Office Auditor-Disbursements.

Besides the above officers, the personnel of the new committee consists of J. D. Haggerty, J. J. Fay, Jr., William Friend, G. H. Stecher, J. C. O'Brien, H. G. Peter, W. J. Hafer, F. M. Connell, H. T. Van Wyck, Edward Dors, Chris Schwamb, William Losee, C. C. Harless, E. W. Kruppenbacher, F. A. Potter, J. W. Allen and Thomas Bruder.

## Detroit Bowlers Get Season Prizes

Having a virtual monopoly on the good bowlers the office of the Auditor Passenger Accounts, Detroit, made a clean sweep of most of the prizes in the N.Y.C.A.A. League.

Winner of the roll off for the championship in this 20-team league was A.P.A. No. 2, captained by James Ryan. Other members were Walter Warren, Ray Miller, Archie Carpenter and Jack Paris. All hit over 500 in the roll off. In addition to the monetary prize, each bowler on this team was awarded a Sessions Electric Clock inscribed "New York Central R.R. Bowling Champions 1941-42."

Frank Klanke of A.P.A. No. 3 team, finishing with a 190 average, was tops among the individual bowlers and received a memento of his feat in the form of a bowler statue electric clock. The trophies were given out at a dinner.

James H. Royt, Head Station Accountant, reports the arrival of his first grandchild, a boy.

(Concluded from page one)

Eighteen men in one lifeboat reached shore three days later, having been picked up by a Destroyer.

James and twenty-six other men, including the Captain, were picked up by a British freighter eleven days later.

The lifeboat in which James escaped from the freighter was equipped with oars and a sail. Since he was the only one with sailboating experience he was elected to the responsible position at the tiller. After riding out two days of storm, sometimes barely avoiding capsizing, the survivors endured nine days under a broiling sun with dwindling water rations. They covered 300 miles by rowing and sailing before they were picked up, 15 miles off Virginia, and taken to a Naval Hospital in Norfolk, suffering from exposure and shock.

James is now at home with his parents, completing his recuperation before taking to the sea once more against the Nazis.

## Bridge Club Champions Receive Trophies



Harold S. Vanderbilt poses with Bridge Club winners of the Vanderbilt Trophy for the Open Pair Championship. Left to right are Miss Elizabeth A. Larkin, runner-up; J. C. Schulze, winner; Mr. Vanderbilt; Miss Edith Narcisse, winner; and Miss Eleanor P. Corcoran, runner-up.

Harold S. Vanderbilt was guest of honor at the second annual dinner of the NYC A.A. of Manhattan Bridge Club, which was held at the Park Lane Hotel, May 12 with J. C. Schulze, Business Manager, presiding.

Mr. Vanderbilt, founder of Contract Bridge and donor of the Vanderbilt Trophy for the Open Pair Championship, presented sterling silver replicas of the Trophy to the winners: Miss Edith Narcisse, Freight Traffic Bureau, and Mr. Schulze, Engineering Department. He also presented cups to the runners-up: Miss Eleanor P. Corcoran, Office of Vice President and Comptroller, and Miss Elizabeth A. Larkin, Office of General Superintendent, Telegraph & Telephone.

Other awards were the Individual Championship Cup presented by H. L. Buhler, President of the Atlantic Association, to Frank E. Robbins, Office of Vice President and Comptroller, and the runner-up cup to Miss Mary Clark, Purchasing Department. Weekly top score prizes were presented by M. S. McGarry, Club Director.

## Charles Galivan, Yardmaster, Dies

Cornelius Charles Galivan died April 15. He was born May 9, 1880, entered service as a yard brakeman at West Albany, July 8, 1911, and was promoted thereafter to Assistant Yardmaster, Yardmaster and then General Yardmaster at Rennselaer, West Albany and at Selkirk. He was Yardmaster at the latter terminal at the time of his death.

He was a railroad man of unusual ability in handling men and yard operations.

## Buhler Is Re-Elected

H. L. Buhler was re-elected President of the NYC Athletic Association of Manhattan in the annual election of officers held April 15.

Other officers of the Association, are H. C. Fleak, Senior Vice President; G. E. Parry, Vice President-Finance; E. L. Blakeman, Vice President-Membership; E. Heinchon, Vice President-Service; E. R. Rotchford, Vice President-Sports; R. D. Evans, Treasurer, and J. J. Holbert, Secretary.

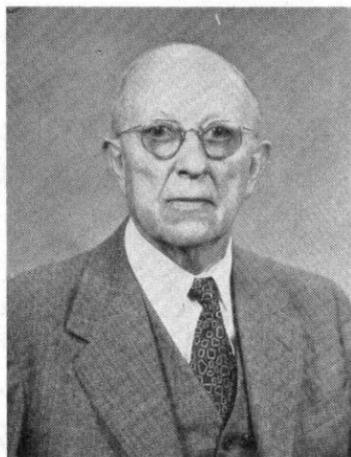
## Mussman Retires; 54 Years' Service

L. H. Mussman, D.F.A. at Columbus, recently retired after 54 years' service. Mr. Mussman reached the retirement age of 70 last April and was honored at a complimentary dinner by associates in the Deshler Wallick Hotel. Many railroad men from Cincinnati and Cleveland joined his Columbus friends to laud Mussman at the dinner.

Mussman was born in Central City, Illinois, in 1872 and when 16 started work for the line now known as the CB&Q. At 20, he entered service of the Big Four at E. St. Louis and before going to Columbus in 1928 served the company in St. Louis, Cairo, Ill., Indianapolis, and finally Chicago, in 1923, when he was appointed General Agent. He will be succeeded by Arthur J. Crookshank of New York City.

Mr. Mussman hopes to keep occupied on a six-acre country place near Columbus where he is already residing.

## Retired Veteran



Ferdinand Bauer, Superintendent of Beech Grove Locomotive Shops, had completed 55 and a half years of service when he retired, recently. He was guest of honor at a big dinner in Indianapolis.

## New York "Y" Room for 55 Cents

New York Central System employes coming to New York City for visits of long or short duration should remember that the Grand Central Railroad YMCA is really their "Home away from home." A single room may be had for so small a charge as 55 cents.

In cooperation with the New Haven R.R. the New York Central has made possible the finest Railroad "Y" in the country. Its ten story building located at 224 East 47th Street, just five minutes from the Grand Central Terminal, is the last word in homey comfort and complete service. Four hundred and thirty-eight single rooms, a restaurant that serves good food at reasonable prices, a barber and a tailor are all at the disposal of railroad men.

Added features available to guests are the Vanderbilt Natatorium, one of the finest swimming pools in Greater New York, a 22,000 volume library, the sun roof and, of course, the big lounge, where the railroad folks from up and down the line are made to feel at home.

New York Central System employes everywhere are invited to come to the Railroad "Y" and have it serve their needs while in New York City.

## I. H. B. Clerk Is Now in Army

W. M. Johnson, Clerk, Accounting Department, I.H.B., has entered the service of Uncle Sam.

Joseph N. Wald and Ralph G. Peterson are new clerks in the I.H.B. Accounting Department.

C. D. Leech, Chief Clerk to Auditor, and Mrs. Leech spent Mothers' Day with their son, Sergeant C. D. Leech, Jr., at Selfridge Field, Mich. They enjoyed a delicious chicken dinner in the soldiers' mess hall.

Thomas J. Cliggett, office of General Auditor-Disbursements, New York, was recently given a happy send-off by his office associates on the occasion of his entry into the Army. Mr. Cliggett, who has had seventeen years of railroad service, was presented with a money belt, with money in it.

## Bond Volunteers in Chicago Sought

The many business and professional women's clubs in Chicago have banded together in an effort to help the United States Treasury in the sale of War Bonds and Stamps.

The Railway Business Woman's Association is represented on the executive committee of these business and professional women's clubs by Miss M. Irene Shantz, secretary to J. W. Switzer, Passenger Traffic Manager in Chicago.

To Miss Shantz has been assigned the task of getting women to "man" the War Stamps booths in the various moving picture theaters in the Chicago area. There are 1,800 such theaters in Chicago and Cook County. Two young women are assigned to each booth each night in the week—the same two young women serve the same night each week.

Short talks are being given by Miss Shantz before the various women's clubs in order to encourage volunteers for this work. All who wish to help are requested to give their names and addresses and telephone numbers to Miss Shantz, Room 1216, La Salle Station, specifying the night they prefer to serve, and whether they would like to be assigned to one of the Loop theaters or to their local neighborhood theater.

## Mt. Carmel Sailor Safe

There is joy in the home of Engineer and Mrs. C. S. George at Mt. Carmel, Illinois. Mrs. George's son, Tommy Stroup, who was a sailor on the Aircraft Carrier Langley, which was sunk in the southwestern Pacific in February and who was reported missing, has now landed safely in Australia.

P. C. Agans, Superintendent, Syracuse Division, announced the appointment, effective May 15, of W. W. Herrick, Jr., as Assistant Trainmaster of the Syracuse Division.

Bernice Oltmans, stenographer in the Office of Superintendent of Shops, Collinwood, was married, May 9, to Roy Henderson, who was formerly employed in the Car Department.

John M. Kren and George Winter, Clerks in the Office of the Superintendent of Shops and Master Mechanic at Collinwood, have each returned to work after a serious illness.

## Study First Aid at Bellefontaine

Thirty employes of the Big Four at Bellefontaine, Ohio, recently completed a Red Cross First Aid course conducted by Patrolman F. X. Piatt of the Big Four Police Department. The employes attending the classes included members of the Locomotive, Car, Stores, Transportation and Police Departments. The knowledge gained was recently put to good use when an accident occurred at the roundhouse.

## Mt. Carmel Notes

Charles A. Blaikie, retired Engineer, 84, died at his home in Mt. Carmel, Illinois.

Mr. and Mrs. Elmer Seaton of Mt. Carmel are the parents of a 11½ pound baby girl.

Mrs. Robert Sneddon, wife of retired Machinist Sneddon, died at her home in Mt. Carmel, Illinois.

John E. Johnston, father of Machinist J. E. Johnston of Mt. Carmel, died May 6 at his home in West Chicago.

Mrs. Ida Stokes Johnston, mother of Machinist Carl Stokes of Mt. Carmel, died at her home, Crossville, Illinois.

Mr. and Mrs. Harry M. Hutchins of Mt. Carmel, have returned from a two weeks visit with their son Howard, who is stationed on the west coast.

Sy Jones, Switchman, formerly of Mt. Carmel, died at Harrisburg, Illinois, May 14.