

Central Headlight

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New York Central System

June, 1948

Better Net Earnings in 1948, President Tells Stockholders

President Gustav Metzman told stockholders May 26 that the 1948 outlook is for net earnings "above those of 1947," when net income was \$2,306,082, or 36 cents a share, on total operating revenues of \$703,340,527.

Mr. Metzman's statement was made here at the annual stockholders' meeting, at which all of the company's 15 directors were reelected. The President said:

"Operations and financial results during the initial four months of 1948 were seriously affected by the unusually severe weather, from Christmas through the first half of February, and then by the coal walkout, from the middle of March until the middle of April.

"The unusually severe winter, with heavy snows and with protracted subnormal temperatures from 20 to 30 degrees below zero in the Mohawk Valley of New York State, necessarily increased operating costs and at the same time slowed up the movement of traffic. The coal strike not only cost us substantial coal tonnage, but, as the effect of the strike spread to other industries, cost us other tonnage as well.

"As a consequence, our operations in the first four months of this year resulted in a net income deficit. Indications for May are more favorable, and with sustained traffic volume, a leveling off in costs, and with adequate rate increases, the outlook for the re-

maining months of the year indicates that operations as a whole should result in net earnings above those of 1947."

Reporting on the present status of the large-scale improvement program of the Central System and affiliated companies, and the opportunities this program offers for improving both earnings and service, Mr. Metzman said:

"The post-war improvement program of the New York Central System and affiliated companies—the largest undertaken by any railroad—stands at approximately \$287,000,000. Of this, more than \$235,000,000 is for new freight and passenger locomotives and cars received or ordered since the start of 1945, and the remainder is for improvements in roadway and structures.

"This extensive program, the bulk of which already has been completed, was undertaken to reduce operating costs and thus help improve our earning power, as well as to keep our services up to the standards which are essential in this intensely competitive age.

"Our improvement program necessarily involves the expenditure of substantial sums of money, but it has been progressed with relatively little increase in the net amount of outstanding debt, and with a slight reduction in the total annual interest the company must pay on such obligations."

President Metzman Takes Oath as Colonel



Major George M. Folley of the Office of Chief of Transportation is shown at left as he recites oath of allegiance and fidelity, which President Metzman repeated.

Pres. Metzman Heads East Under Army Operation

President Truman by executive order on May 10 assumed possession, control and operation of the nation's railroads.

Under the order, the Secretary of the Army established an organization to take charge of the railroads for the period of government control. He divided the carriers into seven regions and named seven railroad presidents to function as regional directors as U. S. Army colonels.

The New York Central's President, Gustav Metzman, was commissioned a colonel and designated as Regional Director for the 49 railroads in the eastern region territory east of Chicago, from Washington on the south to the Canadian border on the north.

The staff assigned to Col. Metzman includes Col. William S. Carr as Deputy Regional Director, Lieut. Col. William W. Price, Executive Officer, Lieut. Col. Thomas S. Sessions, Information Officer, First Army Headquarters, Capt. Charles Sajec, Liaison Officer, Second Army Headquarters, and Capt. C. M. Russell, Liaison Officer, First Army Headquarters.

In a statement issued May 10, President Truman said:

"I have today by Executive Order taken over the country's railroads and directed the Secretary of the Army to operate them in the name of the United States Government.

"A strike has been called for 6 A. M. tomorrow by three of the twenty-two railroad labor organizations—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Switchmen's Union of North America. These three have declined to accept the findings and recommendations of an Emergency Board created by the President under the Railway Labor Act. In the strike situation thus confronting us, governmental seizure is imperative for the protection of our citizens.

"It is essential to the public health and to the public welfare generally that every possible step be taken by the Government to assure to the fullest possible extent continuous and uninterrupted transportation service. A strike on our railroads would be a nationwide tragedy, with world-wide repercussions.

"I call upon every railroad worker to cooperate with the Government by remaining on duty. I call upon the officers of the railroad labor organizations to take appropriate action to keep their members at work.

"The Executive Order I have issued provides that, until further order of the President or the Secretary of the Army, the terms and conditions of employment now in effect on the railroads shall continue in effect, without prejudice to existing equities or to the effectiveness of such retroactive provisions as may be included in the final settlement of the disputes between the carriers and the workers."

The following is the text of Executive Order 9557, under which the government assumed control:

(Concluded on page nine)

Moorhouse Now Grand Central Manager; Hustis Retires at 55

Ernest B. Moorhouse was appointed Manager of Grand Central Terminal on June 1. He succeeds J. H. Hustis, Jr., who retired. C. M. Hull was appointed Assistant Terminal Manager, succeeding Mr. Moorhouse, and J. D. Carkhuff was named Terminal Superintendent.

Charles E. Crowley was appointed Manager, New York Central Building, New York City.

Mr. Moorhouse, born in 1894 at



E. B. Moorhouse

tered the Central's service in 1916 as Special Agent on the Buffalo Division. Returning from military service in World War I, in which he was a Captain of Engineers, he was, successively, Inspector of Transportation, Special Assistant to Vice President, Superintendent of Property Protection, Assistant to Vice President, Manager of the New York Central Building and, after 1932, Terminal Manager.

J. D. Carkhuff, born in 1892 at Raritan, N. J., entered the Central's service in 1916 as a signalman and telegrapher after employment with the Central Railroad of New Jersey.

On January 1, 1948 he was appointed Superintendent of the Rochester Division.

E. L. Golden and Others Shifted To New Positions

The following Operating Department appointments were effective June 1:

E. L. Golden was appointed Assistant to Vice President.

J. D. Carkhuff was appointed Superintendent, Electric, Harlem and Putnam Divisions, with headquarters at New York.

(Concluded on page ten)

33 NYC Trains Now Are Hauled By Diesel-Electric Locomotives

The New York Central Railroad, in a progress report on its rapidly climaxing \$83,000,000 postwar passenger equipment program, announced that 33 of its passenger trains now are drawn by Diesel-electric locomotives—with more to come.

Twenty-nine of these are leading mainline trains, including the newly-Dieselized-Advance Commodore Vanderbilt, Pacemaker and Chicagoan, as well as the westbound Lake Shore Limited, all serving numerous cities between New York and Chicago; and the Ohio State Limited, running between New York and Ohio points as far south as Cincinnati.

The other four Diesel-drawn Central passenger trains are Nos. 55, 58, 59 and 80 between Utica, Watertown and Ogdensburg on the road's St. Lawrence Division in upper New York State.

The increased Dieselization of leading Central passenger trains is made possible by receipt of eight new 4,000-horsepower road passenger Diesel locomotives, composed of two units each, since the start of 1948.

The Central also has received and has placed in service this year 33 more 1,500-horsepower road freight Diesel-electric units (varying with the territory, two or three such units normally compose one locomotive); nine 1,000-horsepower Diesel-electric road switchers, as well as four 1,000-horsepower Diesel-electric switching locomotives on the affiliated Indiana Harbor Belt road.

The road freight Diesels have been placed in service at many points along the Central. The Diesel road switchers are operating on the Central's Catskill Mountain and Walkkill Valley branches in New York State.

The Central System recently announced orders for 91 new Diesel-electric locomotives of various types. With other Diesels already on order, they will bring the System's total Diesel-electric locomotive horsepower to 790,600, which the Central believes is larger than that of any other railroad.

The Central's first two new postwar parlor-observation cars have been assigned to New York State service.

Service Certificates, Soon to Be Issued, Expedite Benefits

During June, the Railroad Retirement Board will send out to employers in the railroad industry nearly 2,500,000 Certificates of Service Months and Wages (Forms BA-6) for 1947, and these employers, in turn, will deliver them to their employees. It is expected that practically all workers will receive their certificates sometime during the first half of July. However, it is possible that the delivery of some certificates may be delayed until the end of the month.

A Certificate of Service Months and Wages is a statement of an employee's

account, showing the months and earnings credited to him both in the last calendar year (excluding local lodge service) and from January 1, 1937, through the end of the last calendar year. A BA-6 is more important than many employees realize, since it is used in connection with unemployment and sickness claims. Benefits for sickness or unemployment in registration periods beginning on or after July 1, 1948, will be paid on the basis of an employee's 1947 earnings. Therefore, when an employe gets his 1947 BA-6 he should:

1. Read the information printed on the face and back of the form. It explains the BA-6 and tells how to apply for benefits.
2. Examine the name and social security account number shown on the form to make sure that the correct certificate has been received.
3. Check carefully the amounts of service and compensation shown, bearing in mind that not more than \$300 is counted for any one month. If there is a difference in an amount shown on the BA-6 and the employee's records, and if the employe is unable to reconcile the difference, he may file a Form G-70 (Protest of Record of Service Months and Wages) (Concluded on page nine)

Ends Broadcasts With Safety Warning

LEE LYNCH, "Your Coles County Reporter," WLBH Studio, Charleston, Illinois, concludes his 2:30 to 3 PM Sunday broadcasts by saying "That is all this time, folks; watch the railroad crossings — it is always train time, you know."

E. M. Baker, formerly Agent for the New York Central at Charleston, advises that he has given this warning at the close of 560 broadcasts to date.

There is no question but this admonition to the radio audience has prevented rail-highway accidents.



J. H. Hustis, Jr.

Tarrytown, N. Y., after graduation from Columbia University in 1914 and New York University in 1917 with degrees in science and engineering, entered New York Central service in 1917 as a transitman in the Maintenance of Way Department. He subsequently worked on the Electric Division as Assistant Supervisor of Track; Draughtsman; Bridge Inspector, Assistant Engineer and Assistant Division Engineer. He was appointed Assistant Engineer in 1926 and Assistant Terminal Manager in 1944.

C. M. Hull, born in Guilford, Conn., entered the service of the New Haven Railroad in 1903 as a clerk and stenographer at Meriden, Conn. Since 1946 until his present appointment he was Assistant to Vice President, New Haven Railroad. He lives at Pelham, N. Y.

J. H. Hustis, Jr., retiring at 55, after graduation from Harvard in 1915 and one year's employment with the Chicago & Northwestern Railway, en-

20th Century Ltd. 46 Years Old 15th

The Twentieth Century Limited, on June 15, celebrates its 46th birthday. Over the years its fame has steadily grown and its prestige as the premier train between New York and Chicago, America's two biggest cities, is greater than ever.

H. L. Down, who was the fireman on a train which made a test run May 6, 1902, to ascertain the feasibility of an 18-hour run between the two cities, is still alive and makes his home at 15 Holt Street, Westfield, N. Y. The engineer on this run, August Mansfield, has since died.

The run was from Buffalo to Cleveland and the 183 miles were made in 176 minutes.

Blood Bank Saves Niagara Conductor

The Niagara Falls Chapter of the New York Central Veterans' Association, which recently inaugurated a "living" blood bank, has been very successful in obtaining members to donate blood when called upon.

Below is a copy of a letter received from Charles McPherson, 1160 North Avenue, Niagara Falls, N. Y., who is employed as a conductor by the New York Central, that is typical:

"My Dear Brothers:—

"Recently I have passed through a siege of very serious illness. While I am still quite unwell, I hope that I have passed the crisis. This happy result could not have been achieved had it not been for the genuine Christian charity of the Veterans' Association. The donation of blood that was made to me by the Association played a tremendous part in pulling me through what looked like a hopeless situation.

"I want to thank the Veterans in general and I want to thank especially those Brothers who donated their blood, I can't begin to express my gratitude or appreciation, and I can't begin to express my pride in being a member of such a generous organization.

"Again a million thanks to one and all."

Agent Sheils Rotary Speaker

L. J. Sheils, General Car Service Agent, who is on the staff of J. J. Frawley, General Manager, Syracuse, was guest speaker at the Elba, N. Y., Rotary Club at a dinner meeting, May 5 at the Elba Central School Cafeteria. Mr. Sheils spoke on "Operation of a Modern Railroad and its Car Supply." About 50 men were in attendance.

Among the guests were G. H. Butts, Freight Agent and W. P. Nolan, Ticket Agent of Lockport; L. R. Schwindler, Traveling Freight Agent and J. C. Patrick, General Agent of the MDT of Buffalo; T. H. Dowd, Traveling Car Agent, Batavia; Ernest C. Day, Freight Agent, Elba; Ward H. Bradley, of the U. S. Gypsum Co., Oakfield; Grover W. Lapp, President of the Lapp Insulator Co. of LeRoy; Carl E. Burr of the Haxton Co., Oakfield; Harold J. Bishop, Batavia, and Paul Rogge, Lockport.

A display on the speaker's table, which was furnished by L. H. Butterfield, Safety Agent, consisting of a model of a signal mast and lights, whistle, bell, telegraph key and sounder created much interest.

Derry Gets Gifts

Frank Derry, 65, Yard Conductor, West Side, New York, retired last month. He had been in New York Central service since 1920 and a conductor since 1923. He received a number of gifts from fellow employes.

Boos Gets Purse

Philip Boos, Carpenter, Building & Bridges Department, New York, retired last month after 25 years of service.

His associates in the Department presented him with a purse.

Paratrooper Weds



Roy E. Mann, East Buffalo, recently took on the responsibilities of a married man. Now employed as a Freight Carman, he served three years in the Armed Forces. His service began as a paratrooper in the 82nd and 101st Airborne Divisions and ended in the 45th Infantry Division in the ETO. The honeymoon was delayed due to a minor operation his wife had to undergo, but both Mr. & Mrs. Mann are looking forward to vacation time, when they will visit New York City.

Foreman McKenna Retires at 29th Street Postal Station



Seated, front row: Jos. Donohue, Gen. Foreman; Louis Glocker, retired third rail man; Mr. and Mrs. S. McKenna, Agent; J. W. Stalter; A. J. Hassett, General Foreman; F. J. Lamb, Assistant Agent; M. MacVicar, Clerk.

Seated, second row: E. P. Baker, Asst. Foreman; S. J. Gilmore, Dist. Supt. R.M.S.; J. Hurley, Asst. Dist. Supt. R.M.S.; E. R. Gray, Clerk-in-charge; Geo. Olenslager, T.C. R.M.S.; D. Schiffer, Asst. Supt. P.O. Dept.

Standing, first row: Mail Handlers, H. Washington, A. Suggs, C. Curtis, T. Finnegan, A. Reid, E. Halligan, A. Manion, P. Costello, J. Rosenbach, W. J. LaFleur, P. Murphy, A. Skyers, T. McAvinia, T. Liverani, and J. Mayer, General Foreman, P.O. Dept.

Second row, standing: Mail Handlers D. Rivera, W. Williams, P. Moran, J. Naun, P. Coss, J. Sullivan, J. Gaynor, J. Thornton, W. McGrath, Car Inspector, W. Rennie, J. Piskrich; J. Hill, J. Annunziato, J. Cooks, J. Guerin and P. Kearney. Rear, standing, C. Parker, M. McArdle, C. O'Regan, J. Varley, J. Haran, R. Moriarity, J. Gormill, C. Pate, C. Carroll, J. Barzey, P. Kaplan, W. Kelly, W. McCallum, A. Manuel, M. Doyle, Electrician, E. Ford, J. Jurado, H. Meyler, E. Cooke, T. Maggette and A. McFayden.

STEPHEN McKENNA, Foreman at West 29th Street Parcel Post Station, New York, recently retired after almost 29 years' service.

Mr. McKenna was born in Terriskane, Armagh County, Ireland, March 6, 1883 and emigrated from there to England and then to the Clyde in Scotland, where he worked in the shipyards. On January 1, 1909, he ar-

rived in New York City, settling in Yorkville.

In March, 1916, he was married to Helen Carney and raised a fine family of eight children, of whom both he and Mrs. McKenna are proud.

"Steve," as he is known to all his fellow employes, entered the service of the New York Central at Grand Central on June 30, 1919, as a Mail

and Baggage Porter and was promoted to Foreman on May 2, 1920. He was transferred to the Morgan Annex, West 29th Street, on its opening, April 30, 1934.

At a gathering in their honor, Mr. and Mrs. McKenna received gifts, presented by J. W. Stalter, Agent.

Mr. and Mrs. McKenna sailed later for a trip to Ireland.

First of Three Generations at G.C.T. Retires



When Richard Butler, center on right, retired April 30 as Assistant Sweeper Foreman at Grand Central Terminal he left behind two other generations of Butlers to continue in service. His son, Jesse, to his right, is a Gateman and his grandson, Edward T., next to right, is an Elevator Operator. In the photo above, taken at the occasion of his retirement, are left to right: E. J. Connors, retired Station Master; E. B. Moorhouse, Assistant Terminal Manager; J. H. Hustis, Jr., Terminal Manager; C. G. Mack, Superintendent of Building Rental & Operation, who is presenting Mr. Butler with a book of testimonial letters; Mr. Butler; Jesse Butler; Edward T. Butler; and C. M. Hull, Assistant to Vice President, New Haven Railroad. Mr. Butler, who was born in Hillsdale, N. Y., in 1873, entered service in 1907 as an operator in the Station Master's office at the Terminal.

New York Veterans See Boxing Matches

Despite a blowing northeaster, 175 members of the Metropolitan Chapter of the New York Central Veterans attended the Spring meeting, held at the Railroad Y. M. C. A., New York, on the evening of May 13. A turkey dinner was served, after which the members retired to the Gymnasium for an evening of sports. Two snappy boxing bouts, one scientific wrestling match, one "grunt and groan" professional match, and a gymnastic exhibition by the Tumbleaires comprised the show.

President John E. Bachran and three members formed a quartet for the ren-

dition of barbershop harmony. The evening was climaxed by the showing of a sound and technicolor film entitled "Song of the Mountains" furnished through the courtesy of the Canadian National Railways.

The Metropolitan Chapter is anxious to obtain new members as well as to bring former members back into the fold. For further information please consult F. A. Yeager, Secretary-Treasurer, Room 913, 466 Lexington Avenue, Extension 2404.

Portola Festival For San Francisco

San Francisco will be the mecca for hundreds of thousands of visitors be-

tween October 9 and 24, when the famous Portola Festival and Pageant is revived in the city by the Golden Gate.

What the Mardi Gras is to New Orleans, the Portola Festival will be to San Francisco. The gay and colorful fete will see a varied and unique program of entertainment.

Historically, the fete commemorates the discovery of San Francisco Bay in 1769 by Don Gaspar de Portola. Included in the pageantry will be the arrival in San Francisco of the news of gold being discovered in California in 1848.

Safety Comes First

52d Engineers' Reunion July 23

The 52d Engineers R.T.C. will hold their ninth annual reunion at the famous Castleton Hotel, New Castle, Pa., July 23, 24 and 25.

This organization operated the American army railroads in France between Bordeaux and Chatteroux in the First World War.

All American troop movements, munitions, materials and supplies to and/or from the Bordeaux gateway were moved by these men. Most were trained railroad men on leave of absence from U. S. railroads and from nearly every state in the Union. At the end of the war most returned to their railroad jobs and many are still with the railroads. The Association is interested in hearing from any or all persons who know anything about men of the Fifty-Second.

Anyone desiring information can address the National Adjutant, Mr. J. A. Bell, 378 Neshannock Ave., New Castle, Pa., a Pennsylvania Railroad engineer.

R. M. Butler of the Erie Railroad at Cleveland is the National Commander.

Woolfall in New Post

Effective May 1, F. H. Woolfall was appointed Assistant to Superintendent Stations & Motor Service with headquarters at New York.

Mr. Woolfall, born in Yonkers, entered the Central's service in 1921 as office boy in the office of Assistant to President. Continuing his studies at night, he attended New York Preparatory School and New York University, graduating from the latter with a Bachelor of Science degree.

During that time he became Secretary to Vice President, Improvements & Development, and in 1933 was granted a leave of absence to become Assistant Executive Secretary of the Eastern Regional Coordinating Committee under the Emergency Railroad Transportation Act.

Returning to the railroad in 1937 he held various positions in the offices of Vice President, President, and Vice President, Personnel. In 1942 he was commissioned a second lieutenant in the Transportation Corps, A.U.S. As Rail Officer for the 6th Port Headquarters, he supervised the rail loading and dispatching of over three million long tons of military and civilian cargo at the ports of Casablanca, North Africa; Naples, Italy; and Marseille, France; and was separated from the service as a Major. He was awarded the Bronze Star for conspicuous service.

Upon his return to the company in December 1945, Mr. Woolfall became Research Assistant in the office of the President, engaged in special studies, and on May 1, 1948 was appointed Assistant to Superintendent of Stations and Motor Service in the Freight Transportation Department.

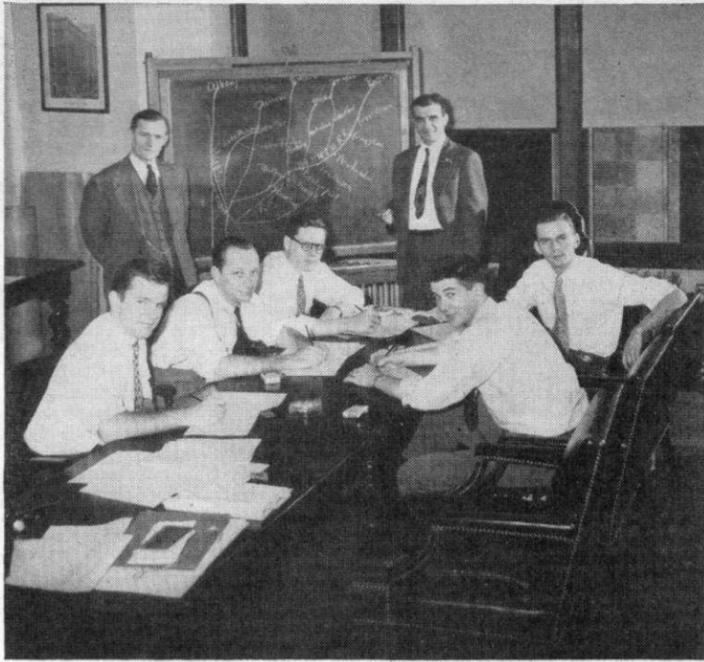
During the past year Mr. Woolfall has been Chairman of the Public Affairs Committee of the Railroad Branch, Y.M.C.A., and on April 30 last was elected Chairman of its Branch Council. He is also Vice President of the Association of Rail Transportation Institutes.

Veteran Gets Purse



Shown are General Foreman E. L. Hyatt of the Electric Equipment Department at Harmon (on right) shaking hand of Machinist Helper Marko Dokman, who retired March 31 after more than 20 years service. Mr. Dokman was presented with a purse by fellow employes and intends to spend his time gardening at his home in Harmon.

Latest Class of G.C.T. Information Clerks



Last month another training class for new information clerks at Grand Central Terminal completed a two-week course under the direction of F. P. Santopietro, Supervisor at the Information Bureau.

Approximately 60 clerks have been qualified in this way since 1942, using a manual developed by Mr. Santopietro and approved by the Bureau Manager, Station Master, Terminal Manager and Superintendent. Trainees study all System territory and draw maps showing not only our own lines and junction points but roads serving States west of principal gateways. In addition they become familiar with tariffs and the quotation of fares. The training method emphasizes eye, ear and touch control and, through repetition, establishes a sound procedure for handling requests for train information.

Standing, left, J. W. O'Rourke, Assistant Station Master, and F. P. Santopietro, Supervisor, Information Bureau and instructor of the class. Seated, clockwise around table: J. J. Kiernan, William T. Mawbey, Charles E. Randall, Jr., James S. MacElroy, and R. E. Briggs.

Empire Welcomed on First Dunkirk Stop



Conductor H. W. Kolling (left) and Brakeman J. B. Smith, are welcomed by Mayor Walter F. Murray and Police Chief John J. Warren, both of Dunkirk, on the inaugural stop of the Empire State Express at that city. Mayor Murray is presenting a box of cigars, while Chief Warren is handing over a tasselled nightstick as a souvenir. Conductor Kolling and Brakeman Smith both make their homes in Cleveland.

A GATHERING of civic and railroad officials marked the commencement, on Sunday, April 25, of Empire State Express service to the thriving community of Dunkirk, N. Y.

Dunkirk, which has recently won international acclaim for its feats of fund-and-food raising for war-devastated communities in Europe, turned out en masse to welcome the deluxe train on its initial stop.

Mayor Walter F. Murray and Industrial Commissioner Roman W. Wiata presented gifts to members of the train's crew in remembrance of the event.

E. J. Gibbons, NYC Assistant General Manager at Cleveland, attended the ceremony as did R. W. Bratton, Division Passenger Agent in Buffalo, and G. H. Jede, Superintendent of the Erie division.



Fireman H. L. White, in the cab of the Empire State Express, receives a box of cigars from Industrial Commissioner Roman W. Wiata of Dunkirk, N. Y., to celebrate the start of Empire service to that community.

Photos by L. SCHNUR, Dunkirk Observer

A Celtic Star

A man was walking down the street one evening with a friend and, pausing to look up at the starry sky, remarked with enthusiasm:

"How bright Orion is tonight!"
"So, that is O'Ryan is it?" replied Pat. "Well, thank goodness, there's one Irishman in heaven, anyhow!"

Crosby Beakes, Retired General Counsel, Dies



Crosby J. Beakes

Crosby Jordan Beakes, retired General Counsel of the New York Central Railroad Company, died the morning of May 15, at the home of his daughter, Mrs. Robert J. Swaner, 85 Ogden Avenue, White Plains.

Mr. Beakes was born in Glenwood, N. J., December 13, 1875. He was graduated from Hamilton College in 1897 and from New York Law School in 1899. In 1905 he became a member of the Law Department of the New York Central and occupied successive positions of increasing responsibility until his appointment in 1933 as General Counsel. He retired from active service at the end of 1946.

In the course of a distinguished career Mr. Beakes handled many important legal matters. Among these were the complicated contracts relating to the development of Grand Central Terminal and the air rights along Park Avenue, as well as the legal problems connected with the removal of tracks from Eleventh Avenue in New York City and the establishment of the existing freight right-of-way along the west side of Manhattan.

Mr. Beakes married Gertrude A. Hulse, June 2, 1904, at Middletown, N. Y. Mrs. Beakes died in 1946. In addition to Mrs. Swaner, Mr. Beakes is survived by another daughter, Mrs. Charles H. Lee, Jr., of Havana, Cuba.

Mr. Beakes had been a member of the Seventh Regiment National Guard and for many years had been a member of the Scarsdale Golf Club. At the time of his death, he was a member of the Union League Club of New York and the University Club of White Plains.

Buffalo Bowlers Led by "Club 87"

The NYC Men's Bowling League of Buffalo completed its twenty-sixth consecutive season with a dinner party at which \$1,532 in prizes were awarded, along with a trophy and ABC certificate to the winning "Club 87" team, all of whom are employees of the Baggage Room, Buffalo Central Terminal.

High averages were held by Max Miller with 185, Joe Poisella 182, and "Pi" Nadolny, 179.

The league is considered just about the oldest of all NYC leagues, in that it was organized in the fall of 1922, and became part of the NYCAA. George H. West, elected President in 1924, has held that position since.

Fourteen teams took part in the American Railway Bowling Assn. Tournament at Chicago, 12 teams participated in the Buffalo City Assn. Tournament, three in the New York State Tournament at Brooklyn, and five bowled in the ABC tournament at Detroit.

49 years of service. He entered service January 1, 1899, as Operator and Station Baggage man at Cheshire, Mass., and served subsequently as Agent at Cheshire, Mass., Freight Agent at North Adams, Mass., and since February 1, 1942, at Springfield. His record was clear.

There were 136 in attendance including officers and employees from points between Boston and Albany.

A substantial purse was presented to Mr. Callahan and flowers to Mrs. Callahan. In addition, a gold pass and a certificate of service from President Metzger were presented to Mr. Callahan.

J. Callahan Honored

A testimonial dinner was tendered to John E. Callahan in the "Emerald Room" of the Hotel Charles, Springfield, Mass., the evening of May 26, 1948.

Mr. Callahan retired as Freight Agent at Springfield after more than

Mark F. Wilson Receives Gold Pass



Mark F. Wilson, retired Yardmaster at South Water Street, Chicago (left), is shown receiving his Gold Pass from Superintendent F. H. Garner (right) in the latter's office. Mrs. Wilson and Assistant Superintendent F. C. Babcock witnessed the presentation. Mr. Wilson retired last November 30 with exactly 50 years of continuous service to his credit.

George A. St. John Ends 32 Years of Service



George A. St. John, Statistical Clerk, Freight Tariff Bureau, New York, N. Y., retired May 15, ending 32 years of service. Born October 18, 1878, he went to the Tariff Bureau, May 15, 1922 from the Auditor of Freight Accounts office. Mr. and Mrs. St. John live in New York City and have one son living with them. Another son was killed in action at Saipan. Mr. St. John was presented with a purse and a bond by Lloyd Clapp at a gathering held just prior to his leaving. Left to right (front row) are: Jared Brown, Mrs. M. Nowak, Charles Coughlin, former Chief of Tariff Bureau, John Curtin, George A. St. John, Lloyd A. Clapp, Chief of Tariff Bureau and Kenneth Dietrich.

Jim Williams, World's Most Famous Red Cap, Dies at 69

James H. Williams, 69, Chief Attendant of Red Caps at Grand Central Terminal, died the morning of May 4, after a lingering illness in Morrisania Hospital, The Bronx.

that point he could overlook the activity in the Terminal and summon Red Caps with his whistle.

He lived at 2588 Seventh Avenue and is survived by his wife, Martha A.; two daughters, Gertrude and Catherine; two sons, Wesley and Pierre; three brothers; two sisters; four grandchildren and three great-grandchildren. One of his sons is a captain in the New York Fire Department.

Louis W. Fisher has been appointed as the new Chief Attendant of Red Caps, it was announced on May 15. Louis Laurent was appointed Assistant Chief Attendant.

Mr. Fisher was born November 15, 1889, at Deep River, Conn. He entered railroad service as a Red Cap June 15, 1912, and was appointed First Assistant Chief Attendant in 1927.

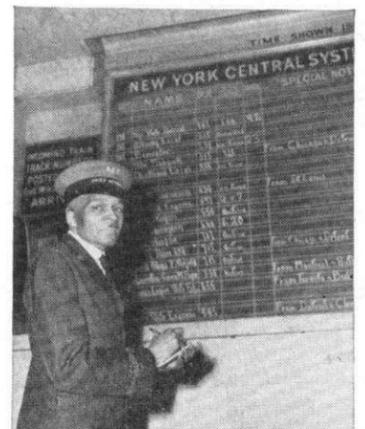
Mr. Laurent, born December 7, 1892, in Georgetown, British Guiana, entered service as a Red Cap Attendant July 1, 1923, and was appointed Second Assistant Chief Attendant in 1928.



James H. Williams

Mr. Williams, who had been head of the Terminal's some 400 porters for 45 years, was almost as well known as the many celebrities whom he met at the incoming trains. In the span of nearly half a century, he had ushered through the Terminal various Presidents of the United States, Governors of New York State, leading society families, and actors and actresses since the hey-day of Minnie Maddern Fiske. - The "Chief," as he was familiarly known, was one of the early organizers of the present force of Red Caps in the Terminal, the first station in the country in which a regular staff of porters was created. He encouraged many Negro youths to work their way through college as Red Caps, many becoming doctors, lawyers and ministers.

Of distinguished bearing, "Chief" Williams habitually wore a red carnation and made his "outside office" on the upper level at Track 30. From



Louis W. Fisher

Both Mr. Fisher and Mr. Laurent are residents of New York City.

6000 Studying Public Relations Mail Course

NEARLY 6,000 New York Central System employees already have enrolled for the new correspondence course in public relations.

Making the announcement, L. W. Horning, Vice President, Personnel and Public Relations, said new enrollments are being received daily from points all along the System.

The 5,000th and 5,001st enrollees were, respectively, Henry F. Brixius, Passenger Conductor, and William J. Fitzpatrick, Passenger Brakeman, both of Syracuse. At Albany, between runs, they were personally presented with their copies of the course by Augustus Hart, Superintendent of the Hudson and Mohawk Divisions.

"The Central's employees have been showing exceptional interest in this training," Mr. Horning said. "This is very tangible evidence that there is a large body of railroad employees who are anxious for self-improvement, both in their own interest and in the interest of better relations with the public."

The new correspondence course is for employes unable to attend the Central's regular public relations conference classes, and for those who already have graduated from such classes.

Employes are enrolling through their individual supervisors, after which the course is conducted directly between each employe and the Personnel Department in New York.

Doty Retires at 75

Harry Bruce Doty, employed at West Street Freight Station, Syracuse, retired on March 31, after 58 years of service. He was 75 last November.

Mr. Doty entered the service on April 18, 1890 as a Messenger Boy at West Street Freight Station. He was made a freight clerk in May of 1891, Cashier May 1, 1906, Night Chief Clerk January 1, 1922 and Chief Clerk July 21, 1924, in which capacity he worked until his retirement.

East Buffalo Notes

A movie was shown to the employes at East Buffalo Car Shop on April 29. The movie was based on "Safety First" and was shown during the lunch period. Everyone enjoyed it and found it educational.

W. T. Craven, Shop Yardmaster, who has been sick for the past five months is still the same. His return to work is indefinite.

J. J. Scmitt, Air Brake Foreman, recently injured in an automobile accident is reported to be improving and all indications are that he will return to work shortly.

NYC Girl Wins Post on Olympics Gymnastic Team

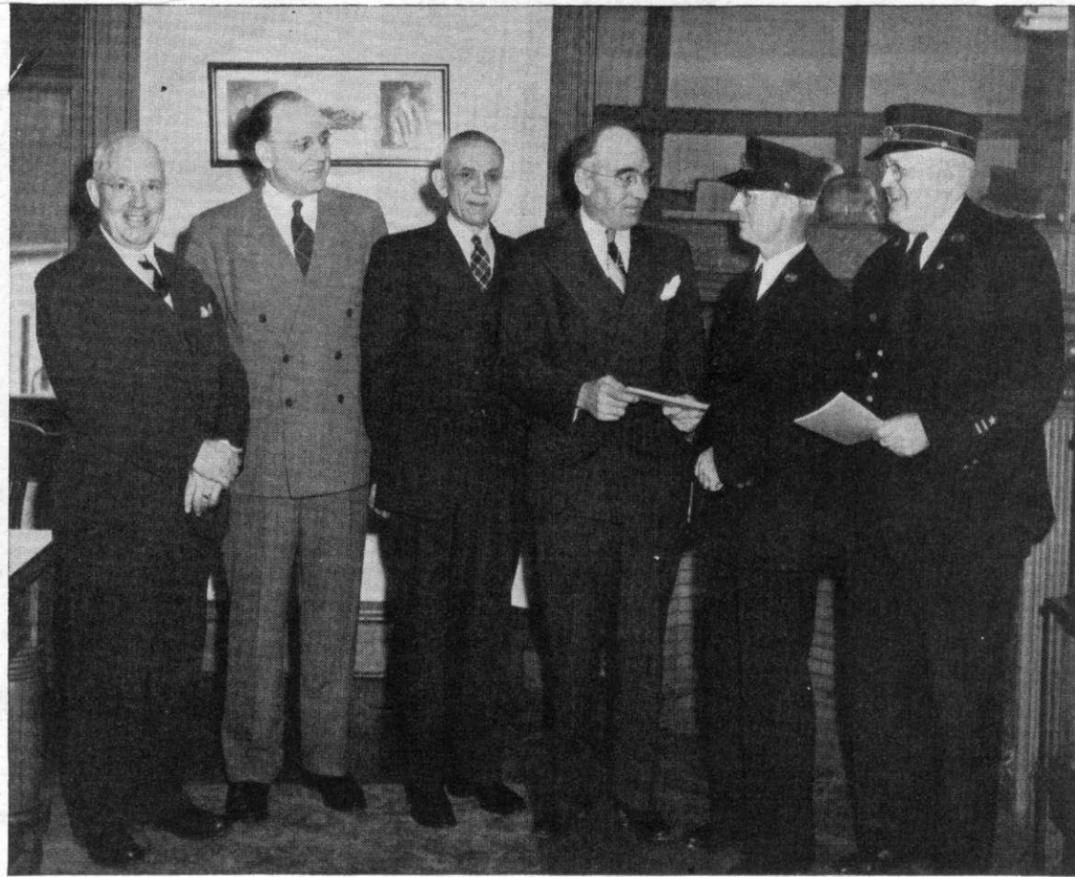
By Bill Bachran (Survey Section)

AMONG those who competed for a berth on the women's Olympic gymnastic team on Saturday, May 8, in Temple University's gym, was a trim young lass who looked as fragile as mother's old-fashioned pie crusts. She was Mrs. Laddie Bakanic, an employe of the New York Central Railroad, New York.

Moving through her paces, Laddie performed on each piece of apparatus with an effortless grace borne of constant and zealous practice. Her ability finally proved itself and she placed sixth out of the nation's top gymnasts, earning the right to represent the United States in the Olympics to be held in London, England this coming August.

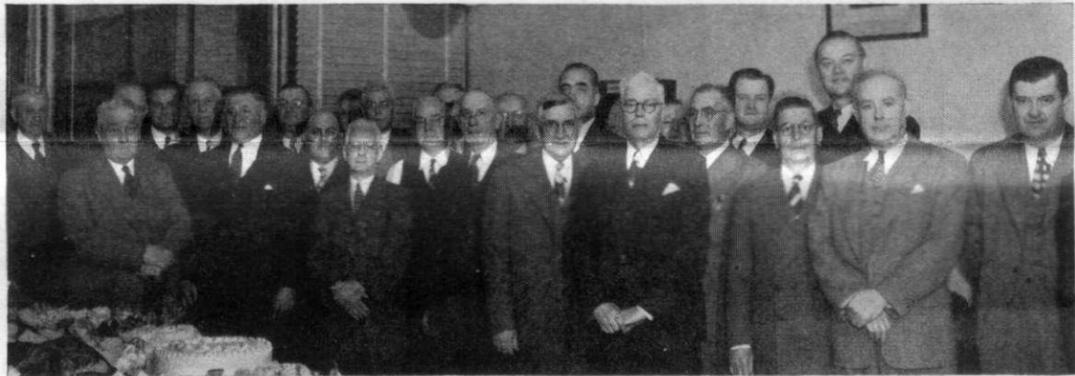
This award is the realization of Laddie's ambition and the determined instruction of her father, Charles Hinz, himself an accomplished gymnast. While other kids played house with their dolls and toys, Laddie, under the tutelage of her father, was working out on parallel bars and flying rings in the family's back yard. During these sessions her mother also stood by, giving helpful advice. Consequently, all this practice has netted her many honors and among these the championship in all sections of the

Supt. Hart Presents 5000th P. R. Mail Course



At an informal gathering in Superintendent Augustus Hart's office in Albany, Henry F. Brixius, right, Passenger Conductor and O. R. C. Agreements Committee Chairman, and William J. Fitzpatrick, next to right, Passenger Brakeman and B. of R. T. Agreements Committee Chairman, were personally presented by Mr. Hart with their copies of the Central's new correspondence course in public relations. They were the 5,000th and 5,001st, respectively, to enroll. Others in the picture are, left to right, T. E. Fleming and J. Hughes, trainmasters at Albany, and W. C. Dessinger, Passenger Engineman and committeeman for the B. of L. E.

George H. Farlow Given Reception in New York



George H. Farlow, Office Assistant to Manager of Passenger Transportation, was honored by a large gathering of officials, associates, friends and trainmasters, station masters and yardmasters from many points on the System when he retired April 30. At the reception, held a day earlier, are shown above many who attended a special buffet luncheon in the office of Manager of Transportation, New York City. Mr. Farlow firmly refused to have his retirement picture taken, but he did not refuse several gifts, which included a gold watch and chain and purse.

Mr. Farlow entered service in 1893 in the Motive Power Department, transferring to the office of General Superintendent of Passenger Transportation in 1899. After nine years in the office of Assistant General Manager in Albany, he returned to be Assistant Chief Clerk in passenger transportation. He became Chief Clerk in 1929 and Office Assistant to Manager in 1941. He lives at 153 Western Avenue, Albany.

Mrs. Bakanic has worked for the New York Central System since February, 1944, in the Accounting Department and is now employed as a clerk in the newly formed Special Passenger Survey Section. Few of her fellow employes ever realize the surging power and grace in that quiet, hard-working young woman whose perseverance has now won her the name of "champion." In this, her big opportunity, she has the chance to reap more honors upon herself, her parents, her country and all her friends of the New York Central.



Mrs. Laddie Bakanic

Metropolitan A.A.U. meets in gymnastics and medals and prizes in the National events also.

However, all these honors and her present good fortune come after long tedious hours spent after work and every week-end in laborious sessions working at the apparatus of local gyms. The special events specified by the Olympic committee for competition included the balance beam, the flying rings, the side horse and two calisthenic drills—both free-hand and with pole. To the perfection of these exercises Laddie gave all her time and effort working out at the club-house of T. J. Sokel, the Bohemian Gymnastic Association.

NYC Tug Crew Saves Man Who Leaped into River

The crew of New York Central railroad tug No. 10 was instrumental in rescuing from the East River a man who jumped from the Queensboro Bridge into the East River, shortly after 8 P.M., May 11.

The crewmen saw him hit the water after his terrific dive of 300 feet. He was still conscious when they took him to City Hospital on Welfare Island.

The man, who refused to give any reason for jumping, was seriously injured.

W. W. Fullerton Retires

Walter W. Fullerton retired March 31, after 42 years, 10 months of busy service; the last sixteen years in the office of the General Auditor in New York.

Harmon Bride Remembered by Associates



Mrs. Richard A. Matthews, the former Eileen Marie Busher, a bride on April 24, sits at her typewriter in the office of Superintendent of Electrical Equipment at Harmon, N. Y., at an occasion when her fellow employes presented her with a wedding gift shortly before her marriage. Others, left to right, are: John Carlin, Office Boy; F. W. Murnin, Head Clerk; W. Dukeler, Jr., Clerk; I. H. Ward, Chief Clerk; E. C. Mason, Asst. Superintendent, Electrical Equipment; G. Kempf, Clerk; Mrs. R. Olseon, Stenographer; Mrs. M. Sullivan, Clerk; and J. I. Darby, Assistant Chief Clerk.

Otto A. Kuchera, Machinist Foreman, Marine Repair Shops, New York, died at his home in Teaneck, N. J., April 25, of a heart attack. He had been in the Repair Shop for 29 years and was 54 years old.

Named Inspector

C. H. Broadbent has been appointed Diesel Locomotive Inspector, with Headquarters at St. Thomas, Ontario, Canada.

With NYC 55 Years



Edward Hoagland, Assistant General Freight Agent, last month completed 55 years of service with the New York Central, most of it in the Freight Traffic Department. On May 11, in honor of the event, 14 of his associates tendered him a luncheon at the Roosevelt Hotel, New York.

Mr. Hoagland also received congratulatory letters from President Metzman, Vice President M. J. Alger and J. P. Patterson, General Freight Traffic Manager.

NYC Man's Son Wins Scholarship

A New York Central trainmaster's son, William Bernard Riley of Webster Groves, Mo., has won a four-year scholarship to Notre Dame University—the first annual scholarship award of the Notre Dame Club of St. Louis. He's the son of Mr. and Mrs. Leo M. Riley.

Reporting the award, the St. Louis *Globe-Democrat* said: "The family has moved with Riley's changing stations with the line so that Bill has gone to schools in four cities, Indianapolis, Tuckahoe, N. Y., Cleveland, O., and for the past 18 months here."

Collins Recovers



William C. Collins, Assistant Conductor, Harlem Division, who received a subscription from friends when he retired, late last year, after 46 years of service, is shown above. He recently recovered from a five months' illness.

Automatic Teletype Relays Now Used in NYC's Modern Cleveland Communications Office



Bellows are usually found in a blacksmith shop, but this pair are being used to blow dust from the intricate mechanisms of duplex telegraph sets in the Communications Room, Cleveland. This equipment is too delicate to be touched with dust cloths. Miss E. M. Bockmiller, a clerk in the Communications Department, takes time out to show how it is done.



Here is part of the battery of twelve automatic teletype relays recently installed in the Communications Room, Cleveland, to speed handling of message traffic among various points on the New York Central System. Inspecting a ribbon of teletype tape to determine routing of the messages is Miss Helen Kreysler, printer operator. Typing in the background is Miss Margaret C. Ruddy, clerk in the Communications Department. Scanning copy on the teletype printer at far right is Al Vajda, printer operator.

VITAL to the operation of any railroad is its system of communications. In the strategic line-point of Cleveland the New York Central maintains a modern telephone, telegraph and teletype center that works constantly to keep abreast of new developments in the communications field.

The latest improvement, recently installed, at this clearing-house of railroad message traffic is a series of automatic teletype relays. These are devices by which messages coming in from a dozen points on the New York Central lines and intended for points other than Cleveland are automatically forwarded to their proper destinations.

A message coming into the relay—from Indianapolis, for instance, and intended for Buffalo—punches tiny holes in a paper tape that passes through the relay machine. This tape then runs through the sending mechanism of the relay, transmitting the message to its destination. A simple switchboard connection in the Cleveland communications room links the receiving and sending mechanisms and



M. B. Moo, Communications Department, Cleveland District, demonstrates the simplified switchboard arrangement by which message traffic can be routed through the Cleveland communications center since installation of automatic relays.

channels the message through, in contrast to the complicated hook-ups of cords and jacks that were required under the system previously used.

Direct relay lines from twelve points feed into the Cleveland wire center. Relay transmission, in turn, is possible to each of these twelve points.

M. B. Moo, Manager, Communications Department, Cleveland District, reports that use of the battery of automatic relays has increased considerably the speed and efficiency of message handling in Cleveland.

Mr. Moo also pointed out that the Central, on its road telephone lines, is utilizing the "high frequency carrier" principle adopted by commercial telephone companies to make possible the carrying of several conversations simultaneously on the same line. This development, which has been widely publicized by the Bell Telephone Company, employs a different frequency range for each message to be transmitted, so that a number of messages may travel at the same time on a single wire.

This expansion of communication facilities is an important aid in carrying the huge volume of message traffic necessary to the operation of a railroad such as the New York Central.

New Interlocking Plant to Expedite Trains in Fostoria

Fostoria, Ohio, about 36 miles to the southeast of Toledo, is not a great city in respect to its population of 15,000 people; however, it is an outstanding city when considered from its importance as a railroad center.

Five railroads enter and leave Fostoria, crossing each other and the city streets at every angle, without apparent pattern or design; and every day approximately 50 mail, express and passenger trains and 100 freight trains make use of the tracks through this small city. This amounts to a train a day for each hundred inhabitants—a lot of trains for a town of any size. No other city on the New York Central System can boast of so much railroad for a proportionate number of people.

At present the citizens of Fostoria regard this large volume of railroad traffic as a mixed blessing. They are glad for the services which the railroads render to the industrial life of their city. They also appreciate the wages paid to the railroad workers in Fostoria, and the tax money paid into the city's treasury by the roads. To a great extent the life-line of the city consists of the bright steel rails which criss-cross the city like a pattern of jackstraws.

However, Fostorians have felt that some bitter went with the sweet. The great number of trains passing through

daily have caused some inconvenience, particularly at grade crossings. There are ten railroad grade crossings in this city. The Ohio Central Division traverses the city from north to south, crossing the L.E.&W., the N.Y.C. & St.L., the C.&O. and the B.&O. The L.E.&W. enters the city from the northeast, crossing the C.&O. and the N.Y.C. which are parallel at this point, and crosses the B.&O. at the extreme west side of the city.

The N.Y.C. & St.L. enters the city from the east, crossing the C.&O. and the N.Y.C., and then crosses the B.&O. on the west side of town. The B.&O. traverses the city from the northwest to the southeast, crossing the L.E.&W., N.Y.C. & St.L., N.Y.C., and C.&O. The C.&O. enters the city from the north, paralleling the N.Y.C., then crossing the N.Y.C. and swinging off the southwest, where it crosses the B.&O.

At present only one of these railroad crossings is protected by an interlocking plant which permits trains to pass over the crossing without stopping. That is the L.E.&W.-B.&O. crossing on the west side of town. The other crossings are protected by pole targets, operated by the men on the ground. Trains must come to a stop before proceeding over a crossing.

To overcome this situation, at least in part, the railroads are going to

build at Fostoria a modern interlocking plant which will provide complete signal protection for all these complicated crossings and permit most of the trains to pass through the city without making a stop other than scheduled station stops.

The construction of this interlocking will be under the supervision of the Signal Engineering Department of the New York Central Railroad, Line West.

An attractive brick interlocking tower building will be built adjacent to the B.&O. tracks in the triangle formed by the N.Y.C., B.&O. and C.&O. tracks. The movement of trains through this extensive interlocking will be under the control of an operator who, with full knowledge of the approach of all trains, will be able to expedite the movement of trains through the city to the greatest advantage and with the least possible stopping.

The interlocking machine will be the "NX" or all-relay type. This machine consists primarily of a model of the track layout mounted vertically on a desk, of such a size that a man can reach any part of it without difficulty from his chair. The track model will be an exact duplicate of the track layout, with a maze of tiny lights, push buttons and knobs, complicated to the layman but of very definite and positive meaning to the Operator. With a train approaching on one of the many tracks entering the city and the interlocking, he will turn a knob in the track on the model board corresponding to the track upon which the train

NYC Offices, Cincinnati, During Flood



New York Central office building at Third & Smith Sts. during recent severe flood at Cincinnati. This picture shows our Central Avenue Team Track, which was the site of the former Union Station. The water here was five feet deep.

Young Composer



With the composition of an original piano concerto and cello performances over a Cleveland radio station already to her credit, Evelyn Fatica (above) 17-year-old daughter of Collinwood Diesel mechanic Felix Fatica, has already made her father proud of her musical career.

Evelyn has won contests for high-school-age cellists in Cleveland two years in succession. As a cello soloist and also as a member of a trio, she has performed on broadcasts over Cleveland station WEWS-FM.

is approaching.

This turning of a knob, to the desired position, will select the signal which should be displayed to the approaching train; however the signal will not display a "proceed" signal until the Operator presses a button in the track by which he wishes the train to leave the interlocking plant. Then, after all the switches or turnouts in the train's route through the interlocking plant have been automatically lined up for the route and conflicting routes have been locked out, the signal will display the proper "proceed" signal.

The basic principle in modern railroad signaling is to keep trains moving, and it is expected that when this interlocking is completed early in 1949 the trains of these five railroads will proceed swiftly on their way through the City of Fostoria with a minimum of inconvenience to the ebb and flow of city life.

An additional feature of this project will be the installation of flashing light signals and automatic electric gates at eleven of the principal street crossings within the interlocking limits, providing the most modern highway crossing protection.

Unlucky Motorist (who has killed the lady's puppy)—Madam, I will replace the animal.

Indignant Owner—Sir, you flatter yourself.

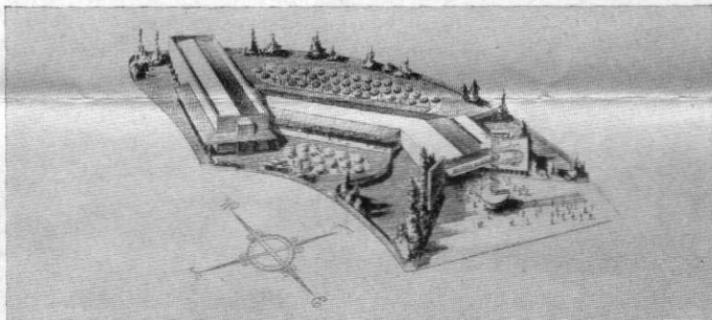
Scene at Pensioners' Dinner in Syracuse, May 17



Vice President L. W. Horning was the principal speaker at this gathering of about 350. J. B. Delaney, Superintendent, presided. Among those who gave short talks were Fred A. Dawson, Vice President; J. J. Frawley, General Manager, Line East; E. Horton, Mayor of East Syracuse and the Rev. Dr. A. Bohn. Prizes were awarded to the oldest pensioner, the oldest woman present and to the pensioner with longest service.

Eastern Roads Plan Exhibit at Chicago Fair

A high spot of the Chicago Railroad Fair, which will open July 20 as the greatest railroad show ever staged, will be the huge exhibit now being constructed for the New York Central and seven other cooperating railroads.



Artist's conception of the Eastern Railroads' Exhibit at the Chicago Railroad Fair, which opens July 20.

This group exhibit, to be known as the Eastern Railroads' Exhibit, is expected to be one of the largest and most elaborate projects on the grounds. Participating with the New York Central are the Wabash, Monon, Nickel Plate, Boston and Maine, Erie, Baltimore and Ohio and Pennsylvania railroads.

The exhibit will occupy approximately an acre of ground and features a 45-foot-high theme center typifying the spirit of transportation. The Theme Center standing on the approach to the exhibit, will consist of five vertical rails with three miniature trains coiling upward around them and surmounted by a streamline train motif. The entire upper structure revolves. At the base a sheltered circular counter will be manned by uniformed attendants to provide railroad information.

Flanking the theme center will be two large fins, 30 feet high and 30 feet long, on which will be oil paintings of locomotives of the eight participating railroads.

Nine-Foot Giant Will Talk

Under the entrance canopy will be "Herman," a nine-foot giant foam rubber robot, dressed as a railroad engineer, who will answer questions by visitors. "Herman" is electronically and mechanically operated and is expected to be a principal attraction.

Inside the exhibition building will be 75 to 100 feet of display space to be used in publicizing passenger comfort, safety and other features of railroad service by means of photo murals and color transparencies. Along one wall will be Western Union and telephone booths.

Train gates, manned by uniformed

attendants, will separate this section from the adjoining sections (130 feet long) which will feature 12 large moving cylinders with dioramas, sculptured and illuminated, on one half and photo murals on the opposite half. The cylinders rotate in perpendicular position.

The next unit will contain a model railroad, 20 by 50 feet, on which model trains of the various railroads will be operated. In the center of the model layout will be two large books of railroad pictures and data. The pages of the books will turn mechanically.

Around the walls will be original artwork of the participating railroads.

In this same section of the building will be a motion picture area, containing 100 upholstered motion picture theater seats, where films supplied by the various railroads will be shown.

The sides of the building will be open, but protection from the elements will be afforded by 12-foot striped awnings extending from each side which can be rolled down if inclement weather should be encountered.

Sandwiches, coffee, ice cream, lemonade and other light refreshment will be sold by a catering service. This will be in the patio area adjoining the building. The patios will be in colored concrete with large brightly colored umbrellas to provide shade for the tables.

General Equipment Exhibit

The Central and the other railroads of the eastern group also will participate in a general equipment exhibit, both passenger and freight. This will include historical engines and cars, as well as the most modern equipment available.

Although conceived only a few months ago the forthcoming railroad spectacle calls for an incredibly swift building program, matching the speed of the most pressing wartime jobs. By July 20, the date of the Fair opening, close to \$2,000,000 worth of construction will have been completed in the 50-acre area between 20th and 30th streets along Chicago's lake front. The Fair will remain open to the public until Labor Day, and feature a spectacular pageant of transportation, past and present.

Safety Comes First!

Attorney Church, 70, Dies in Elkhart

Ira H. Church, 70, for many years Local Attorney for the New York Central at Elkhart, Ind., died at his home April 6, after an illness of several weeks. He had been actively engaged in the practice of law in Elkhart for 47 years.

Mr. Church was born March 22, 1878, in Lagrange County, Ind., and first went to Elkhart to attend high school. Following graduation he joined Company C of the Third Indiana Infantry for service in the Spanish-American War. He completed his formal education at Indiana University and opened a law office in Elkhart in 1901.

At the time of the first World War Mr. Church was captain of a home guard militia, which was in service more than two years, and in 1942, when the Office of Civilian Defense was organized for World War II he was named county director. He later received the 5,000-hour service award ribbon of the Indiana Defense Council and the American Legion's civic award.

Mr. Church was a member of Kane Lodge of Masons, serving as Worshipful Master in 1910; was a member of Concord Chapter No. 101, Royal Arch Masons; the Elkhart Commandery No. 31, Knights Templar, and the Scottish

Rite Valley of Fort Wayne. In 1927 he was made Grand Master of the Indiana Grand Lodge.

In 1915 Mr. Church became associated with Willard H. Chester in the law firm of Church & Chester, which his son, Harrison A. Church, joined in 1940.

In addition to the son, Mr. Church is survived by a daughter, Mrs. Frank J. Parmeter, and five grandchildren. His wife, the former Ethel Keefe, to whom he was married in 1906, preceded him in death April 5, 1935.

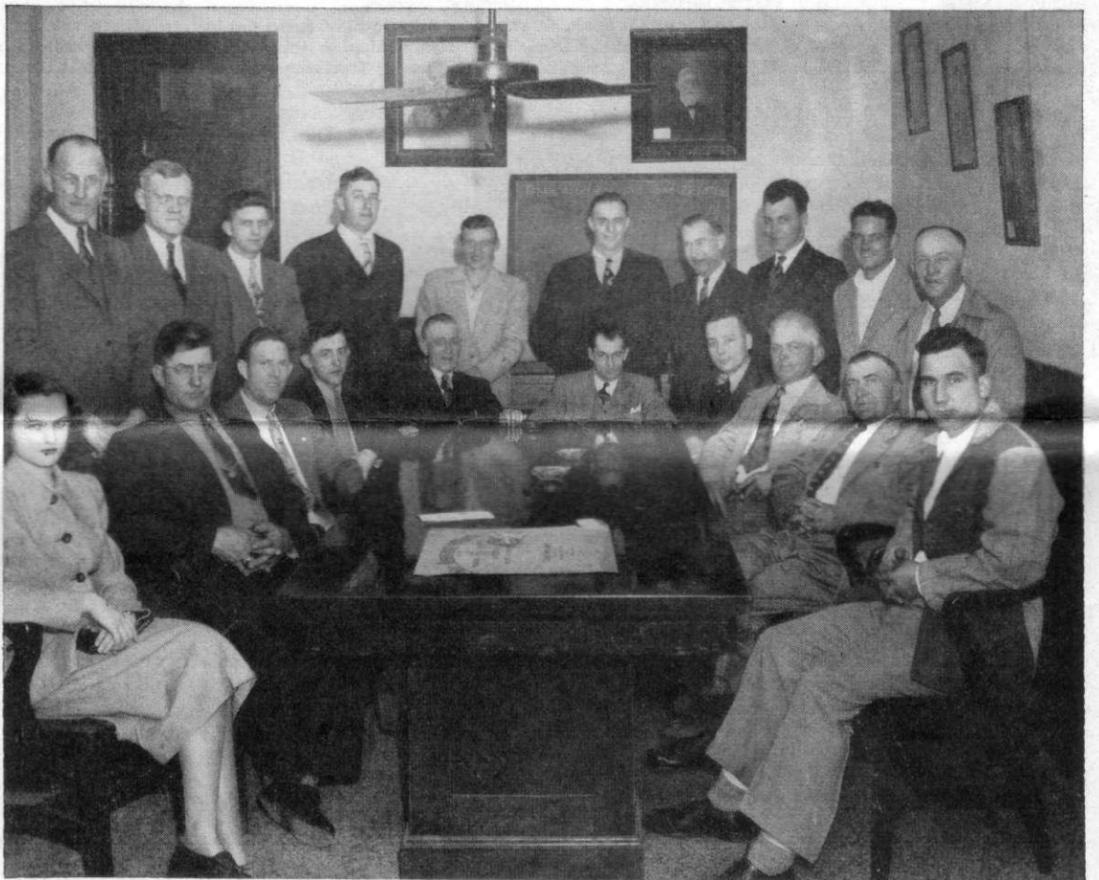
New Block Plant On Ohio Central

Among new industries recently locating along the New York Central is the Snyder Concrete Block Plant at Marengo, Ohio. With a capacity of 5000 blocks a day, the Snyder plant is giving a boost to the supply of building materials in central Ohio.

It is located along the Ohio Central and is served by a siding which handles the inflow of ingredients for the plant's products and a considerable carload business of outgoing blocks.

Miss Margaret Ruth Burks, Clerk in the Car Foreman's Office at Hill Yard, Indianapolis, was married on April 10, to Floyd Fields.

Public Relations Classes at Mattoon, Illinois



Pictured above are members of the Mattoon, Ill., Public Relations groups. Seated, left to right: Joan Roytek, W. I. Fitzpatrick, W. B. Fiscus, M. R. Tilford, L. Poliquin, C. A. Zike, R. Senteney, C. W. Lowry, J. W. Smith and William Reid. Standing: C. D. Warren, C. A. Voigt, C. Shook, Jr., G. O. Peterson, F. L. Van Laningham, J. E. Matthews, H. A. Newland, E. S. Creek, C. S. Paden and Otto Neer.

Deaths

John C. Dougherty, General Coal Supervisor for the Ohio, Pennsylvania, West Virginia and Illinois region, who retired five years ago, in a hospital in Cleveland. He was with the Central for 35 years and leaves six daughters.

I. W. Kirkwood, pensioned Traveling Auditor, at his home in Adrian, Mich., March 17, following a brief illness. Mr. Kirkwood had been with the Central more than fifty years, beginning in 1888 as a Baggage man at Fremont, Ind. and serving successively at various agencies as Stationman, Telegraph Operator, Agent, and Traveling Agent until his appointment as Traveling Auditor, March 1, 1916. He received a gold pass on completion of fifty years' service. He retired May 31, 1942.

Alpha Joseph Girard, Assistant Chief Clerk in the Auditor Passenger Accounts Office, Detroit, of a cerebral hemorrhage at his home on April 20. Born April 27, 1891 in Montreal, he entered service on February 4, 1914. He was promoted to Assistant Chief

Clerk on December 16, 1946. A World War I veteran, he spent many years in the Divisions Department of the office. His body lay in state in Detroit and Yonkers, with funeral service conducted in Detroit and burial in Ferncliff Cemetery, Hartsdale, N. Y. Surviving are his wife, Paula, and two children, Louise and John.

Charles Spalding Kelley, pensioner from the Auditor Passenger Accounts Office, Detroit, after a few months' illness on April 10, in a Long Island, N. Y., hospital. Mr. Kelley was born on October 22, 1872 and entered N. Y. C. service on July 1, 1891. He served in various clerical capacities until his retirement as Departmental Assistant on October 31, 1942. Burial was in Oakland Cemetery, Yonkers, N. Y. Surviving are his wife, Ada, a daughter, two sons and four grandchildren.

Doctor William Augustus Downes, 75, former Assistant Chief Surgeon, at his home in Newburgh, N. Y. In World War I, he was a Major in the Army Medical Corps. His wife, Mrs. Lucille G. Downes and three daughters survive him.

Fred L. Carroll, in Utica, after five months' illness. He was employed in

the Accounting Department and previously had worked 15 years in Albany, where he was born. His wife, a son and two daughters survive him.

Harry Pulliam, Carman Helper, Beech Grove, April 17, after an illness of six years. Mr. Pulliam had worked in the Freight Shop at Beech Grove since June 1, 1925, and was on leave of absence.

George E. Miller, pensioned Car Inspector at Duane, Ind., on May 4, after a short illness. He leaves his wife and family, including a son, Harry D., who is in charge of the Stores Department at St. Louis.

William Slaughter, employed at the Coach Yard, St. Louis, April 19. He is survived by his wife, Cora.

James O. Webb, retired Car Inspector at St. Louis, May 3 after several months of illness. Mr. Webb retired January 6, 1947, after 32 years of service. His wife, Gertrude, survives.

Miss Grace Allen, 62, died in a Utica hospital May 18, after an illness of several weeks. She was employed for many years in the Utica offices of the Central.

John J. Burns, 73, formerly Relay Inspector, River Division, who retired January 1, 1937, died April 23.

Michigan Central Police Bowlers Win Match



A single pin was the margin of victory when these two bowling teams, representing the Police Departments of the Michigan Central and the Line West & Ohio Central, respectively, met in a match at Toledo recently. The Michigan Central policemen notched a three-game total of 2678 to triumph by a one-count margin. Members of the MC squad, shown in the first row above, were (left to right) Huston, McCarty, Vanderwerth, Wilson, and Wahl. The Line West & O.C. team (second row) consisted of Kostielney, Coil, Curry, Kosal, and Buday.

Detroit Women Champion Bowlers



These are the girls on the North Shore team, from the Auditor Passenger Accounts office, who won the championship of the Women's Bowling league of the Detroit New York Central Athletic Association. Left to right, they are Frances Given, Ella Olschefskey, Jean Allan, Evelyn Delling, Rosalind Cavanaugh.

Detroit Bridge League Supporters



Snapped during play are some of the New York Central people responsible for progress of the Detroit NYC Athletic Association Bridge League. Left to right are George Riordan, special investigator in the Auditor Passenger Accounts office, chairman of the League; James Ryan, clerk, A.P.A., assistant chairman; Mrs. Ethel Cashmore, bridge expert who conducted a 12-week course of instruction for the League; and C. O. Peters, passenger yard foreman, assistant chairman.

Detroit Championship Bowling Teams



Here are the two men's championship bowling teams of the Detroit NYC AA. In the front row, left to right, are W. Weddington, H. Gott, E. Daeschner, F. Klanke, and W. Warren, members of the Chicagoans team, representing the Auditor Passenger Accounts office, which took top honors in the Wednesday night league. In the back row are the Yardmasters, who finished first in the AA's Tuesday night circuit. They are (left to right) W. Maxwell, L. Wozny, D. Chinander, J. Klask, and A. Timpk.

Star Bowler



The camera didn't bother this young lady, Geraldine Nau, who works in the office of the Auditor Freight Accounts, Detroit, and bowled during the past season with the Lake Shore team in the AA Women's Bowling League. Just after this picture was snapped, Gerry took to the lanes in a special roll-off match and mashed the maples for a 249 game, high single for the league during the entire season and also high single for Miss Nau during her thus-far bowling lifetime.

The New York Central Athletic Association of Detroit wound up a highly successful bowling season late in April, with a ladies' league of 26 teams and two men's circuits of 18 teams each completing full schedules. Plans are already lined up for another big program next season, with 36 alleys contracted for by the women bowlers and 44 by the men.

Keglers from the Auditor of Pas-

senger Accounts office dominated the pin play during the competition just concluded. The North Shore combine, composed of girls from the A.P.A. staff, topped the ladies' league, and the Chicagoans, also from A.P.A., finished first in the men's Wednesday night loop. The Yardmasters team took top spot in the men's Tuesday night league.

Detroit Brakeman Ends 50 Years' Work



The above picture was taken in Detroit April 6 on the occasion of the retirement of Passenger Brakeman John Howden (third from left) after 50 years of service. Mr. Howden started as a Passenger Brakeman on April 14, 1898. Shown with him are, from left, G. W. Hackman, Assistant Station Master; L. W. Laskoske, Superintendent, and W. H. Shearer, Trainmaster.

Tecumseh Station Now Used by Church

Music from a juke box, the whine of a bandsaw as some amateur craftsman plies his hobby, or the sheer noise of children at play are all likely to be heard coming from what was once an ordinary railroad station in Tecumseh, Michigan.

Since it was leased to St. Peter's Episcopal Church, of Tecumseh, the former New York Central station in that town has been a bee-hive of young folks' activity. Used as a parish center and youth headquarters, the station, which was taken out of service in 1938, has been a boon to the members of St. Peter's congregation.

On Sundays it houses Sunday school classes. During the week it is the scene of a wide variety of young peoples' activities, including dances, Boy Scout meetings, wood-working and other

Mercury Conductor Makes Last Run



More than 42 years of service came to a close on April 30 for Conductor L. A. Davis when he made his last run on the Mercury from Chicago to Detroit. Mr. Davis started with the Central on January 29, 1906. Left to right are W. J. Kehrier, Conductor; A. W. Laskoske, Superintendent at Detroit, Mr. Davis, and A. T. Stringham, Engineman.

crafts. Men of the parish have altered the interior of the station to accommodate its new uses.

St. Louisans Play Ball

After a mid-season start last year, the soft ball team at St. Louis Coach

augur well for a greater league in the fall of 1948.

A twelve-week instruction course in contract bridge was one of the activities of the league. Mrs. Ethel Cashmore, Culbertson Associate and Bridge Club Director, was in charge. Prospective players will have another opportunity to learn the game as the League has acquired her services for the fall session.

The League is desirous of contacting other Bridge League units along the System. Address communications to George J. Riordan, Room 604, Michigan Central Terminal, Detroit, Mich.

Yards got off to a good start this year with L. E. Brannon as manager. It has twelve games scheduled in the St. Louis Municipal League, on one of the diamonds in Forest Park. The boys have raised money with which they purchased red caps and red and white shirts lettered N.Y.C.

Some More Graduates of NYC Safety Courses



Dickerson Run group who took 10 weeks' film course in Safety Management for Supervision.

No. 46 Halted to Let Crew Buy Security Loan Bonds at Sandusky



New York Central flyer No. 46 was held at Sandusky 10 minutes recently to allow the crew to purchase Security Loan Bonds. The event was in connection with the Sandusky-Erie-Co. Bond campaign.

It all started when brakeman W. O. "Butch" Miller, a resident of Sandusky disclosed to a volunteer bond salesman that he had continued to buy Savings Bonds since closing of the war drives. And he is so sold on this form of savings that he offered to help in the local campaign. He needed no second suggestion that he sell other members of the train crew with which he was working.

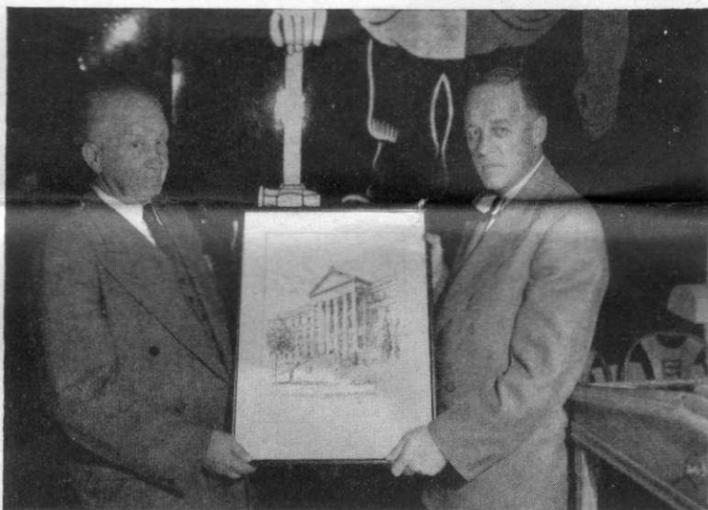
Within a day, in fact before the end of his first succeeding trip, he had sold several crewmen the idea. Thus it happened that Train No. 46 was delayed at Sandusky long enough to make the sales.

Members of the crew, joined by two car inspectors, were: Albert N. Francis, fireman, Toledo; William C. Camper, engineman, Toledo; William Thompson, conductor, Elyria; Allan B. McCarte, Pullman conductor, Chicago; W. O. Willer, F. D. Healy, dining car steward, Chicago; W. C. Linz and J. Fitzthum, car inspectors, Sandusky. McCarte is national Pullman Conductor of the month.



Safety Rules come first in minds of these Newell, Pa. men.

Purdue President Receives Drawing



J. P. Corcoran, General Passenger Agent, Cincinnati (left), is shown presenting to President Frederick L. Hovde, of Purdue University, West Lafayette, Indiana, the original drawing of the Executive Building, drawn by Vernon Howe Bailey. This is the picture which appeared on our menu cards in connection with the featuring of Purdue. The presentation took place on May 1 as part of the program of the Founders' Day luncheon. This is an annual event, attended by a large number of the Alumni.

75 Honor Recent Cleveland Pensioners at Luncheon



The New York Central Pensioners Club of Cleveland honored recently joined members at its monthly luncheon, May 11. About 75 were present to pay tribute to the pension "youngsters." Officers of the club, which is sponsored by the Cleveland New York Central Railroad Y.M.C.A., are W. "Bill" Frost, a former yard conductor at Collinwood, President; H. Gladden, a former Big Four engineman, Vice-President; F. W. Duerr, former Claim Agent at Collinwood, Secretary; H. R. Quigley, a former Big Four engineman, Treasurer.

Cincinnati Woman 30 Years in Office

Miss Elsie M. Colina, of the General Manager's office, Cincinnati, retired on April 30, ending a service, extending over thirty years, all of it stenographic and secretarial work in the same office. On April 28, at noon, the office force assembled for a buffet luncheon in the front end of the office, the affair being a surprise to Miss Colina. Earl Kottenbrook, Chief Clerk, presented a handsome traveling case to Miss Colina in behalf of her associates.

Eight Cleveland Softball Teams In '48 "Y" League

Eight teams of New York Central softball enthusiasts are fighting it out in the Cleveland NYC Railroad "Y" league this summer. The season opened on June 1.

If this year's play holds up to standards established in previous seasons, the league will be one of the outstanding units in the Cleveland Municipal Softball Association, with which it is affiliated.

Fred Hoffman, of the Typewriter

Repair Department at Collinwood, is president of the league; Norman Parker, Transportation, is secretary-treasurer. Departments which have teams in the league are the following: Locomotive Shop, Orange Avenue Freight Station, Electric Round House, Collinwood Round House, Linndale Car Department, Transportation Department.

Ends 40 Years

J. T. Hamblin, signal maintainer at LaRue, Ohio, was retired on March 15. Sixty-five years old, he had completed 40 years of railroad service.

Beech Grove Men Active in Two Sports

Beech Grove, Ind., is represented in Indianapolis city competition in both softball and horse shoe pitching this year.

The New York Central Athletic Association of Beech Grove has entered a team in the Capital City Softball League. There was a good turnout at the initial practice session, May 10, and some stiff competition is expected.

On May 13 eliminations were held for the horse shoe pitching team which has entered the Indianapolis Horse Shoe Pitching Association. This is the first experience in league competition for most members of the team, but a good showing is predicted.

Beech Grove Stores

Miss Mildred Drinkut, an employee of the Stores Department General Office, was married April 11 to Wayne Milner of Rensselaer, Indiana. The bride was the recipient of a Toastmaster and a Cory Coffee Maker, given by her fellow workers.

Fred Keithley of the Tracing Department is the Stores Department representative of the New York Central Athletic Association. Anyone wishing to join should contact him.

Floyd Searcy, of the General Fore-

man's Office, is convalescing at his home in Beech Grove.

Browning Assistant General Tax Agent

Earl H. Browning was appointed Assistant General Tax Agent, with headquarters at Cleveland, effective June 1, vice Richard H. Schmit, who, after fifty-three years of service, retired under the Company's pension system.

Uses Hobby to Advertise NYC

Many short wave fans habitually report reception to stations at distant points. W. E. Brown, Agent-Telegrapher at Farmersville, Ohio, one of these fans, also utilizes his hobby as a means of advertising the New York Central.

In making his reports—one for instance recently to the Canal Zone—he uses a card specially printed with a picture of a Diesel hauling a New York Central train, over which is superimprinted the number of his own station, WAASQ. Above the station name is his home address, Lewisburg, Ohio, and, below, is his name, with the slogan "Ship and travel New York Central Railroad."

This is Mr. Brown's commendable way of developing good will and advertising for ours and his railroad.

Pres. Metzman Named to Head Eastern Region

(Concluded from page one)

"WHEREAS, I find that as a result of labor disturbances there are interruptions, and threatened interruptions, of the operations of the transportation systems owned or operated by the carriers by railroad named in the list attached hereto and made a part hereof; that it has become necessary to take possession and assume control of the said transportation systems for purposes that are needful or desirable in connection with the present emergency; and that the exercise, as hereinafter specified, of the powers vested in me is necessary to insure in the national interest the operation of the said transportation system:

"NOW, THEREFORE, by virtue of the power and authority vested in me by the Constitution and the laws of the United States, including the act of August 29, 1916, 39 Stat. 619, 645, as President of the United States, and as Commander in Chief of the Armed Forces of the United States, it is hereby ordered as follows:

"1. Possession, control, and operation of the transportation systems owned or operated by the carriers by railroad named in the list attached hereto and hereby made a part hereof are hereby taken and assumed, through the Secretary of the Army (hereinafter referred to as the Secretary), as of 12 o'clock noon, Eastern Standard Time, May 10, 1948; but such possession and control shall be limited to real and personal property and other assets used or useful in connection with the operation of the transportation systems of the said carriers. If and when the Secretary finds it necessary or appropriate for carrying out the purposes of this order, he may, by appropriate order, take possession and assume control of all or any part of any transportation system of any other carrier by railroad located in the continental United States.

"2. The Secretary is directed to operate or to arrange for the operation of the transportation systems taken under or pursuant to this order in such manner as he deems necessary to assure to the fullest possible extent continuous and uninterrupted transportation service.

"3. In carrying out the provisions of this order the Secretary may act through or with the aid of such public or private instrumentalities or persons as he may designate, and may delegate such of his authority as he may deem necessary or desirable. The Secretary may issue such general and special orders, rules, and regulations as may be necessary or appropriate for carrying out the provisions, and to accomplish the purposes, of this order. All Federal agencies shall comply with the orders of the Secretary issued pursuant to this order and shall cooperate to the fullest extent of their authority with the Secretary in carrying out the provisions of this order.

"4. The Secretary shall permit the management of carriers whose transportation systems have been taken under, or which may be taken pursuant to, the provisions of this order to continue their respective managerial functions to the maximum degree possible consistent with the purposes of this order. Except so far as the Secretary shall from time to time otherwise provide by appropriate order or regulation, the boards of directors, trustees, receivers, officers, and employes of such carriers shall continue the operation of the said transportation systems including the collection and disbursement of funds thereof, in the usual and ordinary course of the business of the carriers, in the names of their respective companies, and by means of any agencies, associations, or other instrumentalities now utilized by the carriers.

"5. Except so far as the Secretary shall from time to time otherwise determine and provide by appropriate orders or regulations, existing contracts and agreements to which carriers whose transportation systems have been taken under, or which may be taken pursuant to, the provisions of this order are parties, shall remain in full force and effect. Nothing in this order shall have the effect of suspending or releasing any obligation owed to any carrier affected hereby, and all payments shall be made by the persons

obligated to the carrier to which they are or may become due. Except as the Secretary may otherwise direct, there may be made, in due course, payments of dividends on stock, and of principal, interest, sinking funds, and all other distributions upon bonds, debentures, and other obligations; and expenditures may be made for other ordinary corporate purposes.

"6. Until further order of the President or the Secretary, the said transportation systems shall be managed and operated under the terms and conditions of employment in effect at the time possession is taken under this order, without prejudice to existing equities or to the effectiveness of such retroactive provisions as may be included in the final settlement of the disputes between the carriers and the workers. The Secretary shall recognize the right of the workers to continue their membership in labor organizations, to bargain collectively through representatives of their own choosing with the representatives of the owners of the carriers, subject to the provisions of applicable law, as to disputes between the carriers and the workers; and to engage in concerted activities for the purpose of such collective bargaining or for other mutual aid or protection, provided that in his opinion such concerted activities do not interfere with the operation of the transportation systems taken hereunder, or which may be taken pursuant hereto.

"7. Except as this order otherwise provides and except as the Secretary may otherwise direct, the operation of the transportation systems taken hereunder, or which may be taken pursuant hereto, shall be in conformity with the Interstate Commerce Act, as amended, the Railway Labor Act, as amended, the Safety Appliance Acts, the Employers' Liability Acts, and other applicable Federal and State laws, Executive orders, local ordinances, and rules and regulations issued pursuant to such laws, Executive orders, and ordinances.

"8. Except with the prior written consent of the Secretary, no receivership, reorganization, or similar proceeding affecting any carrier whose transportation system is taken hereunder, or which may be taken pursuant hereto, shall be instituted; and no attachment by mesne process, garnishment, execution, or otherwise shall be levied on or against any of the real or personal property or other assets of any such carrier; provided that nothing herein shall prevent or require approval by the Secretary of any action authorized or required by any interlocutory or final decree of any United States court in reorganization proceedings now pending under the Bankruptcy Act or in any equity receivership cases now pending.

"9. The Secretary is authorized to furnish protection for persons employed or seeking employment in or with the transportation systems of which possession is taken hereunder, or which may be taken pursuant hereto; to furnish protection for such transportation systems; and to furnish equipment, manpower, and other facilities or services deemed necessary to carry out the provisions, and to accomplish the purposes, of this order.

"10. From and after 12 o'clock noon, Eastern Standard Time, on the said 10th day of May, 1948, all properties taken under this order shall be conclusively deemed to be within the possession and control of the United States without further act or notice.

"11. Possession, control, and operation of any transportation system, or any part thereof, or of any real or personal property taken under this order, or which may be taken pursuant hereto, shall be terminated by the Secretary when he determines that such possession, control, and operation are no longer necessary to carry out the provisions, and to accomplish the purposes, of this order.

HARRY S. TRUMAN"

Service Certificates

(Concluded from page one)

with the Board's Bureau of Wage and Service Records. These forms may be obtained from employers and labor organization officials.

- Keep the certificate handy and attach it to the first application for either sickness or unemployment benefits filed after July 1, 1948. The lack of a BA-6 will not prevent the payment of a claim; but if the form is at-

Conductor Walton Ends 46 Years' Service



J. R. Walton ended his long service amid the congratulations and farewells of a large group at Dickinson, West Virginia.

J. L. Sefton, One of Seven NYC Brothers, Retires



Engineman J. L. Sefton (in center holding cake) pictured at Kankakee, Ill., April 30 just before making his last run on the Cincinnati Special to Indianapolis. Shown with him, left to right, are Brakeman V. V. Purdue, granddaughter Jo Ellen Gardner, daughter Mrs. Thelma Gardner, Mrs. Sefton, brother Ben Sefton and Conductor E. F. Friend.

ENGINEMAN John L. Sefton, a veteran of nearly 49 years' employment and one of seven brothers who had service with the New York Central, retired April 30. His last run was from Kankakee to Indianapolis, with the Cincinnati Special.

Mr. Sefton was met at Kankakee by Mrs. Sefton, his daughter, Mrs. Thelma Gardner, a granddaughter, Jo Ellen Gardner, and a brother, Ben Sefton. There also he was presented with a huge cake, suitably inscribed, the gift of E. D. Friend, Conductor on the same train. At Indianapolis Mr. Sefton was presented with a fishing rod, reel and tackle box by brother enginemen, and Mrs. Sefton got a bouquet.

John Sefton started with the New York Central in the Cincinnati Car Shops October 8, 1899, began firing Feb. 15, 1904, and was promoted to Engineman May 27, 1908.

Other members of the Sefton family employed by the New York were six brothers, three nephews and one grand nephew.

H. W. Sefton, Supervisor of Locomotive and Fuel Performance, was pensioned in 1941.

Another brother, D. C. Sefton, was a Fuel Inspector until entering the Armed Forces.

William H. Sefton, a third brother, is an Engineman on the Indiana Division.

Edward Sefton, an Engineman, was fatally injured in an accident in 1926.

B. F. Sefton, the fifth brother, is a Yard Conductor in the Cincinnati Terminal.

The sixth, Earl F. Sefton, is a Machinist Helper at the Cincinnati Union Terminal.

The three nephews are J. C. Sefton and T. E. Sefton, sons of William H. Sefton and both Enginemen on the Indiana Division, and T. A. Sefton, Engineman, son of H. W. Sefton.

The grand nephew is T. E. Sefton, grandson of H. W. Sefton. He is a Fireman on the Ohio Division.

tached to the application, the initial claim can generally be handled more promptly. However, if an employe does not yet have a 1947 BA-6, he should file his application anyway.

- Check the amount shown for 1947 to determine the "Daily benefit rate." Sickness or unemployment benefits will be paid on the basis of this amount according to the following schedule:

1947 earnings	Daily benefit rate
\$150-\$199.99	\$1.75
\$200-\$474.99	2.00
\$475-\$749.99	2.25
\$750-\$999.99	2.50
\$1,000-\$1,299.99 . . .	3.00
\$1,300-\$1,599.99 . . .	3.50

\$1,600-\$1,999.99 . . .	4.00
\$2,000-\$2,499.99 . . .	4.50
\$2,500 and over	5.00

If an employe earned less than \$150 in railroad employment in 1947, he is not qualified for railroad unemployment or sickness benefits during the year beginning July 1, 1948.

When an application is received accompanied by a BA-6, the examiner in the Board office can tell by glancing at the form whether an employe is "qualified" and, if so, at what rate benefits will be payable. To illustrate, suppose John Jones, a switchman for the ABC Railroad, takes sick and files an application for benefits with the Board's regional office in New York on October 8, 1948. To his application, he attaches his 1947 Form BA-6, which shows that he earned \$2,400 in

1947. When this form is received in the New York regional office, an examiner can tell immediately that Mr. Jones' earnings are sufficient to qualify him for sickness benefits at the rate of \$4.50 a day. The Form BA-6 is kept in the New York office and is referred to if Mr. Jones should later apply for unemployment benefits.

If the form had not been submitted with the application, it would have been necessary for the New York regional office to request a record of Mr. Jones' 1947 earnings from the Board's Bureau of Wage and Service Records in Chicago. This, of course, might cause some delay in the payment of benefits for the first registration period.

More than \$19,000,000 was paid out in sickness benefits to 114,000 railroad workers during the first nine months of operations under the sickness benefit program, which went into effect for the first time last July 1.

Central Headlight

Published monthly for New York Central System employes and their families in eleven states and two provinces of Canada by the Department of Public Relations. Contributions are invited but no responsibility is assumed for their return. Editorial offices, Room 1542, 466 Lexington Avenue, New York City.

Editor
C. W. Y. Currie
Associate Editor
Frank A. Judd
 Chicago

Volume IX June, 1948 No. 6

Months of Opportunity

To most people these months spell vacation and their only opportunity for pleasure travel. For our Passenger Department, July and August are among the busiest months of the year, with revenues that offset those of lesser months. All indications to date are that railway passenger travel this summer will be exceedingly heavy.

It is good that we are far better prepared than in recent years to handle this traffic. In addition to our hundreds of new post-war coaches, a considerable number of handsome, deluxe dining, lounge and parlor cars will be available, although delivery of our large order for 263 additional sleeping cars is still delayed. However, this steel fleet of new cars will fortify us, so far as equipment is concerned, to handle the anticipated traffic far better than ever before.

This situation gives us all an opportunity to put into effect, importantly, the lessons more than 55,000 of us have learned from the Central's popular courses in public relations. The work of these graduates, particularly those who are concerned with the actual handling of our thousands of passengers, gives us an excellent opportunity to enhance our reputation as the most courteous railroad in the East.

We are confident that the large proportion of new passengers we will handle this summer will be pleasantly surprised by their reception from the start to the end of their trips over our lines.

It was more than 80 years ago when Commodore Vanderbilt declared: "I don't think there is a man in the world who would go farther to serve the public than I would." That sentiment should be just as applicable today—for all of us.

Letters of the Month

Dolgeville, N. Y., April 12, 1948

Dear Porter 288:—(Claude Bryant, Buffalo)

This is just a line to say—the doctors found my case inoperable, and I was discharged from Roswell Park Memorial Hospital, 663 N. Oak St., your city, on August 9th last; they gave me from six months to five years to live, and the six months were up in February. I'm just recovering from an attack of pneumonia, and I thought before I got where I couldn't, I'd like to write and thank you for all your many, many kindnesses to me during the years I came to Buffalo for treatments. It may not have meant much to you to render all these kind acts, but you'll never know what it meant to me. Porter 290 (James Beville) was exceptionally nice to me too, when you couldn't be there, so will you please thank him also?

I have a friend here who goes to Buffalo now for treatments, and I have given her your number and 290. She thinks you "received her" the last time she was up. Just now she is very bad and may not be able to go up again.

Well, Claude, this is my wish for you: that when you get to be my age (nearly 76), someone will be as nice and kind to you as you have always been to me.

Again thanking you from the bottom of my heart, and with all good wishes for your future health and happiness, I am

Most Sincerely,
 (Sgd) Mrs. Ernest C. Perkins

THE WALDORF-ASTORIA
 March 26, 1948.

Mr. G. Metzman, President, New York Central Railway, New York City.
 My dear Mr. Metzman:
 Undoubtedly you receive a great many letters of complaint, so perhaps you will find pleasure in receiving one of the opposite kind.
 Recently I had occasion to be in Sandusky, Ohio to give a lecture under the sponsorship of the College Club there. Mr. H. D. Pickering, the Station Master there, offered a type of service that is an almost forgotten ideal of good representation of the company

for which he works. He extended courteous assistance which went far beyond the bare duty of his job.

Above everything else he made me feel that I was a valued customer of New York Central and that New York Central wanted to make my travel as comfortable as possible, and had full recognition of the difficulties besetting a public speaker who must be on the move all the time.

I speak from experience when I assure you that your agent was an exceptional example of courtesy, and I feel that it is my duty to tell you about him.

Sincerely yours,
 Annette M. Snapper,
 Milwaukee 3, Wisconsin.

— 0 —

A letter from H. W. Backus, Backus Brothers Co., Cincinnati 2, Ohio, was answered by L. W. Horning as follows: Dear Mr. Backus—

It was nice of you to take time out to write me as you did and I appreciate your letter very much.

I know full well the difficulty which we and our freight shippers experience in the way of damage and claims on shipments of furniture, particularly L.C.L. shipments and that is a matter which has been receiving considerable attention on our road. For example, we began about a year ago a course of training for freight station employes designed to do two things, (1) to do a better job of handling L.C.L. freight and avoid damage and claims, and (2) to otherwise improve our handling of L.C.L. freight.

In this we are achieving considerable success. I realize full well that even when we damage a customer's shipment and pay him in full for it, right or wrong, we have not necessarily made a friend of our customer because I do not believe people ship things by rail in order to sell them to the railroads. Whenever we damage something and pay a claim on it, some customer of our shipper is probably disappointed.

You may be sure that we are doing everything we can on our railroad to make our service so courteous and efficient the public will want to travel and ship on our road. You people who ride on our trains and entrust us with your freight shipments are the most important people on earth to us and we are trying to demonstrate it. Of course, with 130,000 employes, all of them human beings with human failings, we do not always succeed but will keep everlastingly at it. Thank you again for writing me.

Cordially yours,
 L. W. Horning

Don't Laugh At That Cold!

"COLD" FACTS



ONLY MAN AND CHIMPANZEES SUFFER COLDS. DOGS, CATS, RABBITS AND OTHER LOWER ANIMALS CAN'T CATCH COLDS.



THE BIGGEST MICROSCOPE CAN'T SEE THE COLD BUG... NOBODY KNOWS ANYTHING ABOUT ITS SHAPE... SIZE... EVEN WHETHER IT'S ALIVE!



TO GET OVER A COLD GET PLENTY OF REST, EAT AND DRINK NORMALLY, CALL YOUR DOCTOR IF IT GETS WORSE.



TO AVOID A COLD.... AVOID PEOPLE WHO HAVE THEM.... KEEP OUT OF DRAFTS, WEAR YOUR RUBBERS WHEN IT'S WET.

The common cold is one of the great unsolved mysteries of modern life. Each year it takes an economic toll of two billion dollars in the U.S.A. alone. It causes untold misery to millions of sufferers. Yet what causes a cold and what cures a cold are still as much enigmas as they were over 2,000 years ago when medical science was young.

IF SOMEBODY walked up to you and said, "Chances are, by the time spring rolls around you're going to be held up, clipped for your folding money and beaten up so badly you won't be able to go to work," you'd probably want the lockdown.

Well, a small-time bandit known as the Common Cold has been doing that for years and there's no reason to believe he's out of business now. Actually, he's more dangerous today than ever before because so many of us are mistakenly less afraid of him. Recently, federal health "detective scientists" succeeded in isolating a cold-bandit, even viewed his shadow through an ultra-powerful electronic microscope. The news swept the nation. "Gangster cold identified!" Millions of people sighed with relief, believing that he'd soon be rendered harmless permanently.

This is just wishful thinking. It's only been learned that the cold-bandit can be isolated and kept "alive" for awhile. It's believed that he's a virus. Further investigation may show, however, that there may even be dozens of different cold-bandits—all committing similar crimes, but each requiring different methods of apprehension and punishment.

And finally, if and when he—and his whole family of infinitesimal criminals—are discovered and conquered, we may learn that the cure is worse than the disease!

3,000,000 Man-Days Lost

So this is no time to laugh off that cold as no longer dangerous. Colds still chalk up more than three million man-days off the job in a single month. Pay losses from strikes are still small change compared to the cost of colds. Lost-wage extortions, cold remedies and doctors' bills still runs to two billion dollars a year.

A cold still puts a frequent finger of death on its victim. Most pneumonia fatalities still start off with a cold. A cold frequently gives the nod to such killers as heart disease, meningitis, tuberculosis, arterio-sclerosis, pleurisy and empyema—to name but a few.

There's a lot of defeatist talk and superstition about colds that's all false or only half-true. For one thing, the idea that nothing can be done to prevent or even cure a cold is misleading. Plenty can be done—both on and off the job.

It is true that we know considerable about the cold-bug. He's so small that 250 billion would be needed to cover just one square inch. He attacks only human beings and chimpanzees. Go-rillas, mice, guinea-pigs don't get colds. Take a dog. He may be bleary-eyed and wheezy, but he's got distemper, not a cold. A rabbit gets the sniffles. And a cat—whatever cats get, it isn't a cold.

The cold-bug goes everywhere and, incidentally, can live for days just floating around in the air—and he'll live in a temperature of minus 70 degrees Centigrade!

People used to believe that, once you've had a cold, you're immune for awhile. But recent "human guinea-pig" studies indicate that this isn't so. Some people get a dozen colds a year—

and chances are, if you had quite a few colds last year, you'll have about as many this year—unless you're extra careful.

A cold-bug usually hits when you're rundown from improper eating, lack of fresh air and rest, maybe too much partying, or just plain worry. Any drop in temperature, exposure to drafts, a good skin-wetting when it's chilly, may give the cold-bug his big chance.

One industrial study showed that every drop in temperature was followed by more colds. Workers who sat at their jobs got more colds than those who moved around. Women had more colds than men. Old people had more colds than the young.

What You Can Do

Whatever your job, there's a lot you can do to keep from getting a cold—now and anytime. One important factor is right eating. Lots of us, particularly if we do work that burns up physical energy, go in heavily for meat, gravy, and potatoes, with plenty of bread and pastry. These foods are fine—but remember that the body is a heat engine and that it can clog with excess fuel just like a furnace. Besides, it needs a variety of foods—some of the staples just mentioned plus milk, fats, and lots of green vegetables and fruits.

In some areas of the country, people have half again as many colds as in others. The reason probably is not that they don't eat enough, but that they overstuff on some foods and are starved for others, such as the foods containing vitamins A and C. Anybody can starve himself into a cold or more serious illness on a full stomach!

Next to balanced eating comes adequate rest. Few people work such long hours they can't get eight full hours of shut-eye each night. The sleeping room should be well-ventilated, there should be adequate bed-coverings for comfortable warmth, and the bed shouldn't be exposed to drafts. If it's possible, dress and undress in a warm room; the unclad body doesn't like those shivery temperatures!

Always dress for the weather. Dr. Noah D. Fabricant, prominent nose and throat specialist, is very emphatic on this: "The avoidance of overcooling the body or excessive heat loss is of paramount importance, whether this is caused by a 'cooling off' period in a cold place, by draughts, by the continued wearing of wet shoes and stockings, or even wet clothing. . . . When going outdoors on stormy days, rubbers or overshoes should be worn. . . . The feet and legs bear the brunt of the chilling activities. . . ." If the home heating system dries out the air, an open pan of water will help restore

Try This Test

LOOK for 30 seconds at a 75-watt bulb 30 inches away. Then look away. If three minutes later, you can still see an "after-image" of the light, you may have a cold coming on, according to some scientists. You can catch it before the other fellow knows he's got it. Two days before a chap knows he's got a cold, he can be passing it on to others. A person's cold is "infectious" for 5 to 7 days.

healthful humidity. All rooms should be ventilated frequently. Overheated rooms bring on many colds.

Stay out of range of crowds, hawkers, sniffers, and hoarse-voiced citizens as much as you can. And if you get a cold, be courteous to others and refrain from spraying them with the infection.

At the first symptoms that a cold may be coming on, report the cold to your immediate superior. First sign of a cold may be that feeling of extra dizziness when standing up suddenly, weakness, headache, dry or sore throat or nose, sniffles, coughing.

Operating Changes

(Concluded from page one)

N. J. Evans was appointed Superintendent, Rochester Division, with headquarters at Rochester, N. Y.

C. F. Grimes was named Assistant Superintendent, Syracuse Division, with headquarters at Syracuse, N. Y.

W. W. Treleven was appointed Assistant Superintendent, Hudson and Mohawk Divisions, with headquarters at Albany, N. Y.

J. F. Nash was appointed Assistant Superintendent, Boston & Albany Railroad, with headquarters at Boston, Mass.

S. T. Keiley was appointed Assistant to General Manager, with headquarters at Syracuse, N. Y.

J. V. Hughes was appointed Train Master, Electric, Harlem and Putnam Divisions.

F. R. Stafford was appointed Train Master, Hudson and Mohawk Divisions.

J. F. O'Connell was appointed Train Master, Rochester Division.

Rails to Aid N.Y.

Port, says Metzman

At the luncheon last month marking "Railroad Day in World Trade," Gustav Metzman, President of the New York Central Railroad and Chairman of the Eastern Railroad Presidents' Conference, sketched the features which make the billion-dollar Port of New York the greatest and largest in the nation.

He said that the railroads, among others, are determined "to continue providing the best possible service in the furtherance of New York Harbor and its role in world trade."

The various ports which make up the Port of New York, Mr. Metzman pointed out, contain 650 miles of waterfront with 200 deep water piers capable of handling 400 ships at one time—from the largest ocean liner to the smallest freighter.

Mr. Metzman said that it is not uncommon to find 300 or more ships in the Port of New York on a single day. In March, he noted, there were 1,000 deep-sea sailings from the harbor, of which more than 600 were for foreign destinations.

Beech Grove Notes

Carroll Stevenson, Special Engineer in Car Department, was promoted May 1 to Methods Engineer.

T. E. Wilder, Shop Draftsman in Freight Shop, is now Special Engineer, and Charles W. Gibbs was transferred from Assistant Shop Draftsman, Passenger Department, to Shop Draftsman Freight Shop.

The New York Central Athletic Association of Beech Grove is formulating plans to enter a twelve-team bowling league composed entirely of shop employes in the new bowling alleys now under construction in Beech Grove. The new bowling alleys are to be named "Beech Grove Bowl, Inc." and will contain 12 new type alleys with snack bar, soda fountain and pool tables. The entire plant will be air conditioned.

Harry A. Pierson, Piece Work Inspector in Freight Shop, was married April 10, in his future home. Mrs. Pierson is the former Mrs. Mayme Ruth Heady of Beech Grove, Ind.

New Auditor F. A.

Effective February 1, C. A. Bounds, formerly Chief Clerk and Station Accountant at Gibson, was appointed Auditor Freight Accounts, with headquarters at Gibson, Ind. (P. O., Hammond, Ind.). He succeeded C. K. Thomas, who retired after more than 40 years of valuable service.

NYC Girl Chosen As Charm Editor

Honor was bestowed upon Miss Mary K. Shaw, daughter of H. R. Shaw, Freight Agent, Geneva, Ohio, and herself formerly a Central employe, when she was selected as Guest Editor of Charm Magazine, in competition with hundreds of business girls throughout the country.

Miss Shaw, who was previously employed in the Cleveland Press Bureau, was chosen for her outstanding ability as a member of the Cleveland Charm Advisory Committee.

As Guest Editor, Miss Shaw, whose interests and activities range from horseback riding to dancing, will spend the week of June 6 in New York, where she will tour the famous New York fashion centers, meeting designers and manufacturers.

A program of sight-seeing, theater visits and entertainment has also been planned for the Guest Editor.

As an Advisory Committee member, Miss Shaw helps to keep Charm informed of the fashion likes and buying habits of the American business girl, to whom the magazine devotes its content.

Illinois Signal Pair, Retiring, Get Wallets

Thirteen Signal Department employes on May 11, attended a dinner at Pana, Ill., in honor of R. C. Dean and J. A. Lugar who retired from that department recently. Both were presented with billfolds containing money.

Mr. Dean started railroad service as a freight handler at Pana July 21, 1917 and transferred to the Signal Department the same year. His last position was that of Assistant Maintainer at Pana. His retirement was effective April 1, although, because of ill health, he had not been in active service since last August.

Mr. Lugar started as a section laborer at Tower Hill, Ill., August 18, 1919. He transferred to the Signal Department February 2, 1920, and was last employed as a maintainer helper at Tower Hill, Illinois, from May 1.

On April 23, 1930, Mr. Lugar, by quick action and with considerable danger to himself, saved an elderly woman from being struck by a fast train at Pana. For this heroic deed he was presented with a New York Central Valor Medal.

Freight Service Committee at Toledo



This group of employes attended a meeting of the Freight Station Service Committee at Toledo on May 3. The meeting was one of a series conducted for the purpose of reducing claims for loss, damage and delay to L.C.L. freight. Front row, left to right: J. H. Buescher, W. King, F. Timmer and C. Lembke. Second row: L. Hicks, E. Semenovich, C. R. Sloan and A. R. Bollinger. Third row: E. G. Ulrich, C. E. Perry, E. Hayes and A. J. Rose. Standing: E. W. Jordan, W. C. Prange, R. W. Lemon, Graham Henion, L. A. Brown, M. Singletary and E. G. Senger, Special Representative, Property Protection.

Officers Honor Studebaker Man, Formerly with NYC



Headed by W. C. Douglas, Assistant Vice President, Freight Traffic, Chicago, a group of New York Central officials and representatives gathered at a luncheon in the Union League Club in that city, May 4, to honor a former New York Central employe who rose to become Director of Traffic for the Studebaker Corporation at South Bend, Ind. The guest of honor was G. E. Welch and the occasion was his retirement from business after some 34 years with the Studebaker Corporation, and an expression of appreciation for many courtesies extended the New York Central during his regime as Director of Traffic. Prior to joining the automobile company Mr. Welch spent 14 years with the New York Central, working there in the local freight offices at Michigan City and South Bend.

Shown in above picture, seated, from left, are N. D. Hyde, Assistant to Vice President; John McLaughlan, Traffic Manager, Drewrys, Ltd., South Bend; D. S. Mackie, Freight Traffic Manager; Mr. Douglas, Mr. Welch, S. W. Bone, Passenger Traffic Manager; E. A. Dougherty, Chief Engineer; R. H. McGraw, General Manager, Indiana Harbor Belt; L. P. Day, Assistant General Solicitor, and LeRoy Blue, General Freight Agent. Standing: F. A. Judd, Public Relations Representative; R. L. Milbourne, General Agent, Freight Department; F. L. Smart, Assistant General Freight Agent; R. J. Plaster, General Live Stock Agent; L. C. Howe, Division Freight Agent; A. W. Morgan, General Freight Agent, I. H. B.-C.J.-C. R. & I.; H. W. Coffman, Industrial Agent; H. L. Kershner, Assistant to Treasurer; H. L. Willard, General Coal Freight Agent; W. P. Hansen, Foreign Freight Agent, L. T. Schmidt, Superintendent, I. H. B.; George Frank, General Agent, Freight Department, South Bend, and H. L. Endicott, Local Agent, South Bend.

Haviland, Jack B., Switchtender, E. Youngstown	28 8
Hendrickson, Stephen F., Machinist Helper, New York	25 10
Herbert, Edward G., Machinist Helper, St. Thomas	33 6
Hoffman, William E., Foreman, W. Albany	45 7
Houlton, Vernie S., Bridge Carpenter, Chicago	22 10
Huntoon, John S., Ass't Engineer, Detroit	42 3
Hysen, Walter, Engineman, Hudson Div.	42 8
James, Elmer E., Laborer, Duane, Ind.	23 8
Jareo, Samuel A., Brakeman, St. Lawrence Div.	18 7
Kurehey, Mike, Carman, Corning, N. Y.	29 7
Lally, John, Section Laborer, Terre Haute	20 9
Lawson, Carl E., Signalman, Mohawk Div.	45 10
Lee, Thomas, Sweeper, New York	23 1
Lemon, Fred L., Asst. Supvrs. of Track, Elyria	44
Lester, Curtis, Statistician, Indianapolis	26
Logan, William A., Carman, W. Albany	43 10
Luongo, Vincenzo, Section Laborer, Fonda, N. Y.	38
Maiorano, Carmino, Section Laborer, E. Syracuse	35 1
Martin, Jacob, Crossing Watchman, Wende, N. Y.	23 11
Matejcek, Joseph M., Section Laborer, Saginaw	20
Matovina, Martin, Car Repairer, Gibson	33 5
Miller, George J., Spring Maker, Beech Grove	39
Mitchell, William S., Electrician, Boston	37 2
Mohan, Charles H., Brakeman, Erie Div.	31 4
Morrello, Giosue, Stevedore, New York	28 8
Naatz, William F., Signalman, Mohawk Div.	46 11
Neal, Charles H., Machinist, Windsor	40 1
Nelson, Charles P., Boilermaker, W. Columbus, O.	38 9
O'Neill, John J., Car Inspector & Repairer, Buffalo	42 10
Orkisz, Melehor, Freight Carman, Gardenville	28 1
Orton, John B., Machinist, Chester, Mass.	47
Outhouse, LeRoy, Ass't Foreman, Harmon	30 7
Pagliano, Joseph G., Car Cleaner, Buffalo	40 7
Pasley, Lee C., Engineman, Ohio Cent. Div.	42 5
Porter, Charles T., Signalman, Mohawk Div.	46 9
Powers, Morris E., Warehouseman, McKees Rocks	35
Prie, Joseph R., Boilermaker, W. Detroit	29 9
Pryor, James L., Telegrapher, P&LE Div.	
Reed, George W., Engineman, Mohawk Div.	43 6
Rzepkowski, Michael F., Carpenter, Dunkirk, N. Y.	21 6
Schmit, Richard H., Asst. Gen'l. Tax Agt., Cleveland	53 3
Schottkorb, Henry, Engineman, Ohio Cent. Div.	46 8
Seely, William H., Ticket Receiver, New York	52 10
Sefton, John L., Engineman, Indiana Div.	48 4
Shaw, William J., Division Engineer, St. Thomas	47 6
Thiel, John, Car Repairer, Gibson, Ind.	25 6
Thorpe, Howard A., Brakeman, Sharonville	23 2
Truby, Ernest F., Signal Maintainer, P&ERy, Crawfordsville, Ind.	25 6
Valetich, Martin, Boilermaker, Collinwood	30 4
Vince, John, Section Laborer, Detroit	19
Voltz, William G., Conductor, Toledo Div.	43 8
Wagner, Edward H., Machinist, W. Albany	36 10
Walton, James R., Conductor, Ohio Cent. Div.	44 10
Warne, Roy L., Engineman, Toledo Div.	45 4
Watts, Earl L., Foreman, Rochester	29 6
Wolf, George, Engineman, Indiana Div.	30 6
Zwicker, Embert D., Porter-Messenger, Boston	16 6

Colleagues Honor W. M. Smith, Promoted



VISIBLE in this picture are only a few of the approximately 50 people present at a dinner at the Morrison Hotel, Chicago, May 8, in honor of a former Chicagoan, William M. Smith, recently promoted from Supervisor, Mail and Express Traffic in Chicago to Assistant Manager of the same department, with headquarters in New York.

With R. L. Milbourne, General Agent, Freight Department, presiding as toastmaster, a parade of speakers, including representatives of the Railway Express Agency and Railway Mail Service, as well as the New York Central, paid tribute to Bill Smith and wished him success in his larger job.

F. H. Garner, Superintendent, made the presentation of a handsome traveling bag, the gift of former co-workers. Facing the camera at the speakers' table are S. W. Bone, Passenger Traffic Manager; Mrs. Bone, E. W. Krupfenbacker, now Mail and Express Traffic Agent in Chicago; Mr. Smith,

Mrs. Smith, Toastmaster Milbourne and Mrs. Milbourne. The group in the foreground includes E. J. Ryan, Trainmaster; W. S. Chandler, P. J. King and Harry Glandon of the Railway Express Agency, and E. L. Freeman, C. W. Reames and B. I. Miller of the Railway Mail Service.

IHB Policeman Dies

Sympathy goes out to Mrs. Nola Laird, Stenographer to the General Car Foreman at Gibson Car Shop, in the sudden death of her husband, James Laird, who was also employed by the IHB in the Police Department. He died March 8 at St. Catherine's Hospital.

Safety and Health Insure Happiness

Some Veterans Recently Retired

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

Arnold, John J., Conductor, Hudson Div.	48 3
Beck, Charles F., Gen'l Clerk, Ypsilanti	48 5
Beger, John, Boilermaker, Suspension Bdge.	36 11
Bellock, Mathias, Crossing Watchman, Wabash, Ind.	42 2
Berge, George A., Crossing Watchman, Lancaster, N. Y.	46
Bieckel, John L., Section Stockman, W. Albany	36 5
Bieckelhaapt, Milo, Signalman, Mohawk Div.	43 9
Blank, William F., Conductor, Pa. Div.	47 7
Bliton, Taylor, Section Foreman, Carthage, Ind.	33 11
Bosco, Alfio, Section Laborer, Mohawk Div.	23 1
Brennan, Hugh, Electrician, Collinwood	27 9
Brennan, Michael J., Chief Clerk, Chicago	50 9
Brower, Harold C., Brakeman, Buffalo Div.	23 3
Brown, Neil M., Conductor, Syracuse Div.	32 4
Bruen, Bartholomew J., Engineman, Ohio Div.	40 11
Butler, Richard, Ass't Foreman, New York	41 1
Callahan, John E., Agent, Springfield	49 4
Carr, Thomas J., Carpenter, Ashtabula	21 8
Cason, Frank A., Conductor, St. Lawrence Div.	37 6
Clarke, John J., Machinist Helper, New York	45
Cleveland, Willard, Train Baggage, Syracuse Div.	48 7
Colina, Elsie M., Stenographer, Cincinnati	29 7
Craig, William D., Conductor, Boston Div.	38 3
Crehan, Edward S., Conductor, Buffalo Div.	23 8
Dalby, William A., Trainmaster, Cleveland	45 2
Davis, Lewis A., Conductor, West Div.	41 11
Derry, Frank W., Conductor, Indianapolis	27 8
Dillon, Bernard, Boilermaker, Beech Grove	37 2
Donato, Pasquale, Section Laborer, Medina, N. Y.	22 9
Doran, Thomas H., Steam Crane Foreman, Rochester	34 5
Endicott, Herbert T., Car Inspector, Indianapolis	25 7
Fiig, John W., Crossing Watchman, Butler, Ind.	14 8
Fullerton, Walter W., Clerk, New York	42 10
Getgen, James E., Gang Foreman, Avis, Pa.	30 9

Chicago Veteran Ends 34 Years' Service



ALFRED B. PEDERSEN (right above) who retired May 1 as Elevator Starter in the La Salle Street Station after 34 1/2 years of continuous service in Chicago, shakes hands with his successor, Antonio Bruno, formerly Assistant Starter. Domenico Rinaldi succeeds Mr. Bruno as Assistant Starter. Mr. Pedersen, who was born in Rithansund Normore Anit, Norway, started service as a janitor in the La Salle Street Station Nov. 1, 1913, and was transferred to elevator operator Jan. 2, 1914. He was made Elevator Starter on May 6, 1942. Mr. Bruno has worked as an operator for 28 years, and Mr. Rinaldi has had 19 years of service.

William M. Stewart

William M. Stewart, 65, General Freight Claim Agent, died suddenly at his son's home at Oak Park, Ill., May 6, following a heart attack. He had been in the service since April 11, 1900, when he was employed as stenographer at Melrose Junction freight station, New York City. In 1905 he entered

service with the Freight Claim Department, then located at 7 East 42nd Street, New York. He became District Freight Claim Agent at Chicago in 1927, and Assistant Freight Claim Agent at New York in 1945, then General Freight Claim Agent, with headquarters at Buffalo, on January 1, 1948.

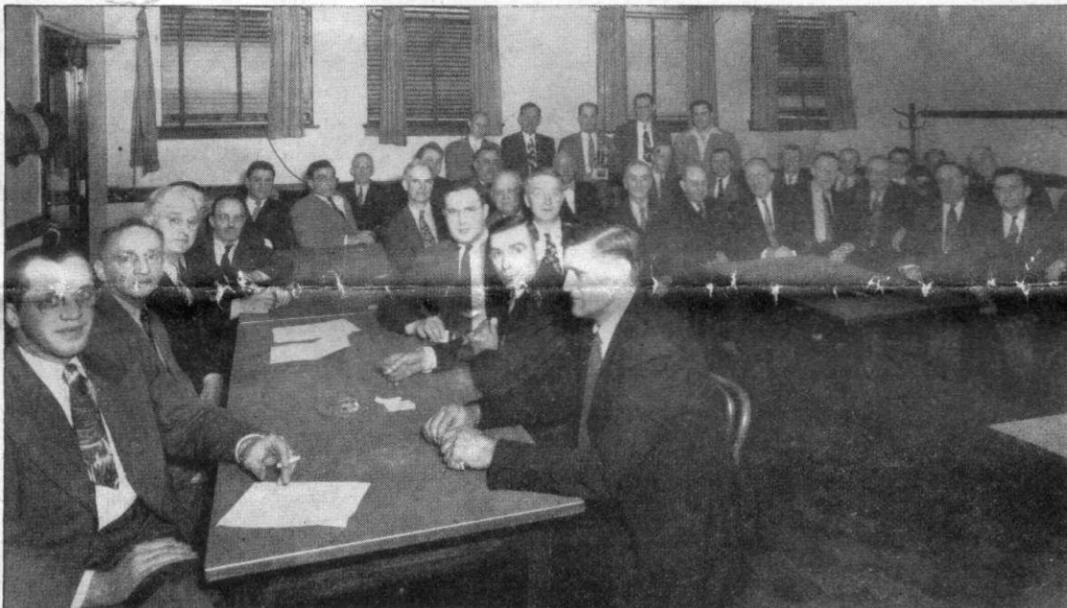
Pacemakers End Season as Chicago Bowling Champs



THE New York Central Bowling League in Chicago, originally organized in the office of the Chief Engineer and the Engineer, Maintenance of Way, completed its fifth season with the Pacemakers in first place. Play was close throughout the season and final standings showed only ten games between the first and last place teams. The other teams are named for the Century, Commodore, Wolverine, Niagara and the Mercury.

The league's annual sweepstakes and banquet to close the 1947-48 season was held May 1 at Martin's at 71st St. and Jeffery Avenue. In above picture, taken at the final bowling session, are, seated on floor, left to right: J. H. Dutton, R. V. Swisshelm, C. Eisele (President), A. R. Minor, L. J. Creelman and W. B. Hullinger. Center: H. R. Cruikshank (Secretary), K. L. DeBlois, M. L. Seger, C. E. Defendorf, T. P. Cunningham, F. J. Fudge, S. W. Riedel, T. G. Shields, H. K. Curtis, K. E. Moore, F. A. Szilvasy and F. V. Brasic. Rear: R. W. Cannon, W. E. Olsen, A. C. Ramsay, R. M. Tallant, M. J. Plumb, J. V. Basso, K. Ovardits, W. E. Replogle, E. E. Dell, E. A. McLeod and R. J. Perry.

Paul Revers Win Elkhart Bowling Championship



Standing in background are members of the winning team of the Patternshop: Carl Gustafson, E. C. Abbott, Doyle Harbaugh, acting captain, holding the "Superintendent's Trophy," Harold Barnes and Orland Pavoni. Not present were Wes Mayfield and Ralph Bronson.

Others in picture are: H. Allen, Foundry Foreman; E. Farley, Electrical Department; R. Lynn, Millwright Department; J. Irvin, Yardmaster's Office; Paul Bushong, Yardmaster's Office; L. DiCamillo, Foundry; G. Campanello, Foundry; R. Pemberton, Millwright Department; Snead Low, Railroad Y.M.C.A. Secretary; Scott Spencer, General Yardmaster; Frank Garner, Superintendent, Western Division; Leo Leonard, League President, Freight Office; Harry Witwer, League Secretary, Foundry; C. Longcorn, B & B; C. Abel, Roundhouse Foreman; R. Kreider, Trainmaster's office; Les Clark Y.M.C.A. Bowling alley manager; H. C. Van Bergen, Trainmaster; Ken Markel, Division Engineer's Office; C. Holley, Stores Department; J. Karn, Stores Department; J. Swartzell, Foundry; T. Stephenson, Signal Shop Foreman; Chet Maxfield, Foundry; Ned Morrow, Special Representative, Property Protection Department; C. Eash, Retired B & B; R. Shupert, Roundhouse; R. Gilbert, Locomotive Engineer; H. Dow, Foundry; R. Wilhelm, Car Department; M. Witham, Crew Dispatcher, and A. Hafer, Stores Department.

THE New York Central YMCA Bowling League, Elkhart, closed its season with the Paul Revere team of the Patternshop defeating the Forest City team of the Foundry, 2442 to 2238. Orland Pavoni of the champs was high man with 530.

A special sweepstakes tourney for the League, conducted following the playoff, was won by Russ Shupert, Roundhouse Clerk, and J. Karn, Stores Department. Shupert had a single game of 228 with 259 handicap, while Karn collected a 564 series. Top scores were posted by H. Allen, Foundry, 209; J. Rowe, Patternshop, 207; Shupert, Roundhouse, 228; G. Campanello, Foundry, 222; H. C. Van Bergen, Trainmaster, 200; J. Karn, Store Department, 203, and K. Markel, Division Engineer's Office, 201.

On the following Monday a League banquet was held at the YMCA at which Frank Garner, Superintendent, Western Division, presented the "Superintendent's Trophy" to Doyle Harbaugh, acting captain of the winning team. Leo Leonard, Bowling League President, was toastmaster. The invocation was given by Snead Low, Railroad Secretary of the YMCA, and Scott Spencer, General Yardmaster and President of the RRYMCA Board of Managers, introduced Mr. Garner,



Superintendent F. H. Garner (left) presenting "Superintendent's Trophy" to Doyle Harbaugh, acting team captain, with League President Leo Leonard looking on.

Doyle Harbaugh had the highest average for the season with 179. Bowling officers for the next season are: President, Ken Markel of Division Engineer's Office; Vice-President, Russ Kreider, Chief Clerk, Trainmaster's Office, and Secretary-Treasurer, Paul Bushong, Chief Clerk, General Yard-

Visits Parents Last Seen 27 Years Ago

Tony Valle, Indiana Harbor Belt Section Foreman at Gibson, Ind., left April 30 for his native Italy, to go see his parents for the first time in 27 years.

He came to America at 16, intending to remain only a few years. He found employment with the IHB, and with the passage of years worked his way up to become a foreman, married, became the father of two daughters

and established a home in Calumet City, Ill. He feels he has done well here and his only regret is that the other members of his family are so far away.

In addition to his parents, Mr. and Mrs. Pasquale Valle, who are 76 and 78 respectively, he has three brothers, one sister and 30 nieces and nephews living in Italy. He expects to spend three months visiting them.

Ashtabula Trio Of Veterans Feted

A party honoring three retired Maintenance of Way Department veterans was held at the American Legion Hall, Ashtabula, Ohio. The honored guests were Foreman C. W. Cosner, Foreman M. E. Concoby, and Trackman Santo DeFazio, who had a total of 74 years service on the Erie Division.

D. Conzo, General Chairman of the Maintenance of Way Employees, presided at the dinner party and talked briefly on the subject of friendly relations between Labor and Management, and presented each of the retired veterans with a gold chain and pen knife, on which their names were engraved.

Approximately 100 persons attended, including Division Engineer J. L. Cox; Asst. Engineer K. E. Dunn; Supervisor of Bridges and Buildings A. N. Page; Supervisor of Camps P. C. Wagner; Track Supervisor J. Carey, and Assistant Supervisors G. V. Holm, L. D. Schuster and H. L. Mitchell, all of whom gave brief talks. Supervisor of Track H. E. Wall of Cleveland, formerly of Ashtabula, was also there.

IHB Veteran Retires; Thomas Given Gifts

C. K. Thomas, Auditor Freight Accounts, Indiana Harbor Belt, at Gibson, Ind., retired recently after 40 years of service. For the last 27 years he served as Auditor, with previous service as Traveling Auditor and Chief Accountant.

Mr. Thomas began his railroad career at the age of fourteen in a local station on the Pere Marquette. He went to the IHB in 1907.

Upon his retirement Mr. Thomas was the recipient of numerous gifts, including matched luggage, traveling case, and merchandise certificate.

He is succeeded by C. A. Bounds, who entered service in the Accounting Department in 1911, and since 1944 had been Chief Clerk and Station Accountant.

Piano Teacher



Although still in her teens Miss Dolores Nykaza, Stenographer in the office of the Vice President in Chicago, is a veteran of more than three years as a teacher of the piano. By devoting her evenings and Saturdays to this work she is able to give attention to 15 pupils, ranging in age from 8 to 22 years, and in ability from beginners to advanced students. Miss Nykaza herself began with the piano, the only instrument she plays, when she was six years old and continued her studies with a private teacher for 12 years.

Miss Nykaza says she rather "fell into" teaching. Her first effort was in response to the request of a cousin who wished to learn to play the piano and it was such a success that she decided to go into it seriously. She comes of a railroad family, with her father a switchman for the Santa Fe, an agent in the Accounting Department of the Chicago & North Western, and an uncle a brakeman for the Illinois Central. Another uncle and a grandfather, both deceased, were railroaders also.

A Limited Interest

"When you found you hadn't your fare, did the conductor make you get off and walk?" asked the inquisitive man.

"Only get off," was the sad reply. "He didn't seem to care whether I walked or sat down."

N. Y. Central's Exhibit at Recent Travel Shows



The above exhibit was shown in Grand Central Palace, New York, and at the Travel Shows in Detroit and Chicago. Handsomely designed and full of color, light and action, it attracted much attention.

master's Office.

Harry Witwer, League Secretary, presented cash awards to the winning teams and individuals.

Team	Final Season Standings	Won	Lost
Paul Revere		52	32
Empire State		49	35
Forest City		45	39
Iroquois		43	41
AU & EW		41	43
Knickerbocker		39	45
Wolverine		35	49
Mohawk		32	52
High 3 scratch	K. Markel	615	
High 3 handicap	H. Witwer	650	
High single scratch	H. Allen	245	
High single handicap	K. Cornelius	272	

No Lawyer Should Read This

The secretary of the Bar Association was very busy and very cross one afternoon, when his telephone rang.

"Well, what is it?" he snapped. "Is this the City Gas Works?" asked a woman's soft voice.

"No, madam," roared the secretary. "This is the Bar Association of the City of Louisville."

"Ah," came from the lady's end in the sweetest tones. "I didn't miss it so far, after all, did I?"